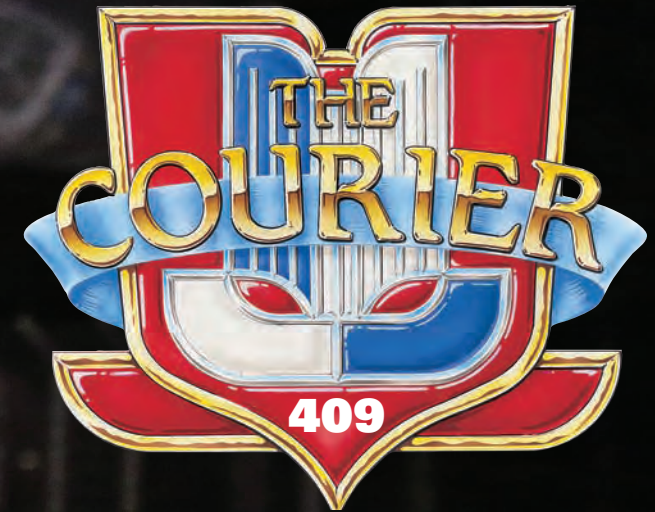


July 2014



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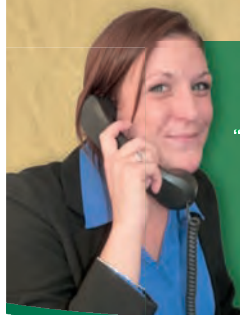
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.409 VOI 36. JULY 2014

Price £3.50 Free to Club Members.

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Courier Copy By 8th of Each Month

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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
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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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WILL YOU BE THERE TO
SUPPORT ADU 1B
AT LE MANS CLASSIC?
IF NOT THEN TEAM JIGSAW
WILL BE AT TRIUMFEST UK!

PICTURE BY
© COLIN MURRELL

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

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

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

June 2014

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
hollylaneclassics@gmail.com

SAT SUN 26 27 JULY 2014
PLUS CAMPING ON FRI 25
TSSC TRIUMFEST UK
DONINGTON PARK
(SEE ADVERTS) www.tssc.org.uk

August 2014

SUN 10 AUG 2014
TSSC NEWBURY AREA STAND
NEWBURY CLASSIC CAR SHOW
NEWBURY COLLEGE
CONTACT MARY OR DAVE
01635 868640

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
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BEFORE 2PM.
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CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

July 2014

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

September 2014

SAT SUN 27 28 SEPTEMBER 2014
PISTONS & PROPS
SYWELL AERODROME NORTHANTS
www.sywellclassic.co.uk

October 2014

SUN 6 OCTOBER 2014
NATIONAL RESTORATION SHOW,
STONELEIGH PARK, WARKS.
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CoMment

Keeping up the Cover

BY JANE ROWLEY
COUNCIL OF MANAGEMENT

Welcome to July's edition of the Courier magazine, we hope you enjoy it. As the classic car 'season' is full steam ahead, I assume this is giving you the enthusiasm to get out into the garage to get on with the restoration or if you are beyond that stage, you will be out and about enjoying your pride and joy.

Insurance is a necessary commodity, a legal requirement, but also you have invested a lot of time, energy and money into the Triumph of your choice, you need to know that you have the correct cover should the worst happen. It is worth taking a little time out of the hustle and bustle that normal life throws at you to check out exactly what cover the five companies we have on our insurance panel offer. As a Club we have chosen five different companies to ensure you have the flexibility of cover that you the member require. Each of them offering excellent coverage but one may have the edge over the other, that is up to you to ensure you select the one that suits your specific requirements. Also be very aware that as you assemble that rebuild, with all the hard to find parts or tasteful modifications, you will have quite a bit of money tied up in the garage and perhaps you should be looking for insurance of your project, within our panel they will provide this.

Once you are on the road, you should consider the Club's Agreed Value Cover, all of our panel members operate an agreed value insurance system in connection with the Club. In the unlikely event that there should be a dispute over payment of a TSSC agreed value claim, the Club is here to help, as we will always back up a value we have assigned to a car. This is not a regular occurrence, but we are here if you need us.

There are plenty of ways to get an agreed value certificate, many are done through the post with the form and photos being sent into HQ for



assessment. At many of the TSSC events around the country or you can drop into the Club Office for your car to be valued. Indeed there will be opportunity to get a valuation done at TriumFest UK, on the 26th or 27th July at Donington this year. The certificate is valid for two years and is still only at a cost of £12.00.

We are looking forward to seeing as many of the membership as possible at TriumFest UK, advance tickets are still available from the Club Office, on 01858 434424 let's make this a fantastic event.

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC General Secretary

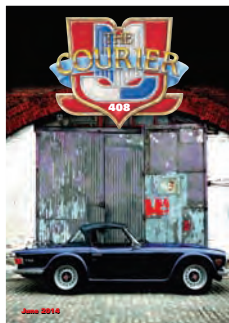
Ben Broadbent has kindly offered to take over the role of General Secretary with immediate effect. I have enjoyed undertaking this role over the last four challenging years and would like to take this opportunity to thank my fellow Council of Management members and the Club staff for their help and support during this time. I will be remaining as a CoM member and had also been carrying out the Chairman role and will continue with that.

I would like to wish Ben well in his new role.

Vivien Thompson
TSSC Chairman

June Cover Picture

TSSC Member **Rufus Crosby** quite rightly got in touch with the Editor to point out that Junes' Courier Cover Picture was in fact taken by him and only supplied to Pete Davies for the TSSC Manchester Area Calendar.



Rufus is a Professional Photographer and really enjoys taking pictures of HIS TR6 and other Triumphs. If you contact him on 07973 518169 he may be able to set up a Photo session FOC in his local area of Manchester. Apologies Rufus, I could see the photo was set up Professionally which is why I chose it for the June Cover!

Bernard
Courier Ed.



Donington Stop Press

Some final reminders on [TriumFest UK](#) needs.

Heritage Loop Laps

If you intend to book some Loop Laps on the Heritage Loop then we will need to see that You and Your car are road legal.

So we will need to see your **Driving Licence** and your **Insurance Certificate**.

You will then have to sign a **Risk Acknowledgement Form** and will then be briefed by a Donington Marshall. We will be sending drivers out on the Loop **ONE** at a time, after taking Donington Marshalls advice.

This **NOT** a competitive event it is an opportunity to experience driving on an Historic part of Donington circuit.

The **All Triumph Parades** will also need the above documentation.

Drive in Movie

If you are intending to attend Saturday evenings **Drive in Movie** then make sure you have an **FM Radio** in your car or a **Portable FM radio** with you. The movie soundtrack is broadcast (Very Locally) on an FM Waveband.

We will be showing the original '**Italian Job**' movie (with Michael Caine) so make sure you have an FM set with you or it will become a 'Silent Movie'!



HQ OPENING TIMES

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**NOTE: HQ Closed for TSSC TriumFest UK
Weds 23rd July 2014 to Tues 29th July 2013**

info@tssc.org.uk
01858 434424



clubshop@tssc.org.uk
01858 434424

AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

Closed for Bank Holiday August 25th

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



**THE
TRIUMPH
SPORTS SIX
CLUB**

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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: **Ben Broadbent**
TSSC General Secretary, 28 Forshaw's Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.
or email: gensec@tssc.org.uk*

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

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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.



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



Dave Rumens

"NAN" goes to Monte Carlo

Hello all. This month is the Club's big event the "TSSC TriumFest UK at Donington". A change in location and format which should cater for everybody, from motor sport to those looking for a family weekend. I am looking forward to it and thank the staff at HQ for the hard work they have had to put in planning and setting up this event for us. Please support it.



Dave, Hi, having read your call for Vitesse articles for your club pages I have included below a few words of explanation and photos of a trip my husband and I enjoyed in 2012 that may possibly be of interest.

Well it's Goodbye Stafford, [Picture 1](#), Hello Donington, [Picture 2](#). Dates – Friday Eve 25th July to Sunday 27th July. Camping from midday Friday 25th July.

Moving on, this month we have an excellent article from **Ros Smith** and I guess for many of us we can echo similar experiences with our Vitesse which bring a smile to your face.

In the early 1970's when I was in my 20's I had a much loved black and white Triumph Vitesse Convertible and together we had a lot of fun. 40 years later a visit to the Classic car section of the Dorset Steam Fair brought it all back, so my husband, Malcolm, set about tracking one down for me. We eventually



Picture 3.

bought a non-runner from Cornwall off a well known auction site (not recommended) and many hours and £'s were spent getting her back on the road. We put ourselves under pressure as somewhat ambitiously we booked to do a charity rally to Monte Carlo (and back) in less than 8 months time. Finally with only 3 weeks to the start "NAN" was ready for road-testing!

The rally was the most enormous fun and apart from a few issues with fuel supply (rusty petrol tank) she more than held her own against Ferraris, E-types, Maseratis, DB's and Lamborghinis amongst many others!!!

We set off from Farnham in Surrey, Picture 3, through the Tunnel to Epernay in France and the next day took us on through Germany to

the Black Forest. Picture 4.

Another overnight stop and then we were off



Picture 4.

through Switzerland to the Furka Pass and the Gotthard Tunnel before arriving at the lovely Lake Lugano.



Picture 5.

The next day we headed down through Italy and into Monaco, *Picture 5*, before getting the chequered flag at Monte Carlo by none other than **Murray Walker!** *Picture 6 & 7.*

That night there was a Gala Dinner and various awards were given and we had the honour of receiving 'The Bravest Team' award, not sure whether that was because of the age of the car or the age of the drivers, it was probably both!

After a brief rest (and clean out of the petrol tank) we took a leisurely 2 days coming home through France. We did a total of 2700 miles and loved every minute of it although there were times when poor **Malcolm** (NAN's faithful mechanic) said he'd tasted more unleaded than champagne!

Thank you and the Club for all your efforts.

What a superb story and it was good to see a Vitesse 6 featuring.

If any of you have experiences with your Vitesse then please tell us about them as they always make interesting reading.

Hopefully we are now going into the hotter weather so ensure you flush out your cooling

system as due to the lack of room under the bonnet heat tends to build up when we are stuck in traffic with our Vitesse.

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

See you all at TriumFest UK - Donington

Dave



Picture 6.



Picture 7.



Triumph Sports Six Club **TriumFest UK** at Donington Park July 26 & 27

We're sure you have all made a note of the dates for this, the Club's Main Event this year, happening over the weekend of **25/26/27th of July 2014.**

We thought we should give you the latest update on what's has now been confirmed and booked to Take Place.

Starting off on **Friday 25th** where you can camp from **Midday** on the adjoining Donington Park Farmhouse campsite (Electric hookups available - check) we have arranged with them to hold a **Beer Festival** and **Noggin and Natter** at the Campsite's Oak Room facility. Bar snacks etc will be available.

On **Saturday 26th** the main event moves up to the adjoining Donington Park Launchpad Centre. This includes the **'Heritage Loop'** which you will have the opportunity to drive around (**NON COMPETITIVE, Drivers Briefing, Drivers to Sign a Risk Acknowledgement NB: Bring Driving Licence and Insurance Certificate**).

We are delighted to inform you that TSSC Insurance Partner **Heritage Classic Insurance** have agreed to Sponsor these **'Heritage Loop Laps'!**

The **'All Triumph Parade on the Main Circuit'** will take place after the motorcycle racing on the Main Circuit finishes on the **Saturday at 5.30pm.**

During the Day on Saturday inside at the **Donington Park Exhibition Centre** will be the **TSSC TriumFest UK International Concours** and we're also delighted to say that Club Insurance Partner **Lancaster Insurance** have agreed



to Sponsor the **TriumFest UK Concours.**

A **Shuttle Bus** will be operating between the **Launchpad Centre** and **The Concours Centre** and will also include drops at the **F1 Donington Museum and Cafeteria.**

Back at the Launchpad site you will find the **Trade and Members Autojumble** area plus TSSC Areas and Other Club Displays AND this is the Main Area to Display and Park **YOUR Triumph** at the event in the **Triumph Model Parking areas.**

Moving on to the Saturday evening, at Dusk will be the Start of the **TriumFest UK 'Drive in Movie!'** at the Launchpad Site. We will be showing the original **"Italian Job"** with Michael Cain which topped the recent Members Poll on Facebook and emails to HQ. Following the Movie, inside the Launchpad Centre will be the traditional **Saturday Night Party** with a **Live Band.** The Fancy Dress Theme this year is **'Triumph Fest-ival'** So get your Thinking Caps on?!! Club Insurance Partner **Peter Best Insurance** have agreed to Sponsor the **Drive in Movie and Party.** Many thanks to them.

Sundays programme will again include the **TriumFest UK Concours** up at **The Exhibition Centre** and TSSC Organiser Tony Simpson tells us he is including a **'Non Triumph Open Classic Class - 1984 or Older'**

The Trade and Autojumble and all the Displays will still be at the Launchpad site (**Although as we now have the Exhibition Centre we can Move the Trade and Displays etc into the Exhibition centre IF the weather is poor over the weekend**) Plus a couple of more events we are still confirming may go ahead (Possible FUN Auto Gymkhana, Limited Number Sunday Lunch Triumph Parade)

A **Booking Form** and more details for this event are on **www.tssc.org.uk**

SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Derek Ford



1500 Head Upgrade

During last month I had the dubious pleasure of working on a Moss Malvern.

A Herald based kit car.

The owner had asked me to change over his cylinder head to an unleaded and gasflowed Spitfire 1500 cylinder head. Some of you may already be aware of several potential problems with this scenario, for those of you that aren't, please read on....

First item on the agenda was the Head Gasket set supplied by the owner. There are two head gaskets available for the Spitfire engine.



One is for a Recessed block, the other for a flat block.

The way to identify which you require is to take a look at the end of your fitted head gasket and see if it has the extra tab on the back. As shown in the picture, the gasket **WITH the tab** is for a recessed block. These gaskets are not interchangeable!

Once this was sorted the second problem is the head itself. The 1500 head has larger valves making it a popular upgrade for the 1300 engine. However the 1500 head has deeper compression chambers, therefore effectively lowering your compression figures. The solution is a head skim.

As you can see from the next picture I had this head skimmed and removed 1.5mm to





which valve is fully open and adjust the appropriate valve, make a note of which valve I have adjusted and turn the engine over again, observing which valve is fully open next. Rather than working in a 1,2,3,4 fashion, but that's entirely up to you.

The next job was to assemble the twin carb set up which was

lower the height of the chambers and that brings the compressions back up.

Once the head was refitted to the block with the correct head gasket the next concern was the rockers. Because the head has been skimmed this altered the valve clearances quite considerably.

So before bolting down the rocker shaft I adjusted all the rockers so as not to over stress the arms / push rods.

Once the rocker shaft was in place I adjusted all the valve clearances using the **rule of 9**. For those of you not familiar with this you adjust **No1 clearance** when **No8 valve is fully open**, **No2** when **No7 is fully open** and so on. I find it easiest to turn the engine over by hand and note



to replace the original single carb. Assembly was fairly straight forward, just be sure to remove all traces of the original gaskets from both manifold and carb faces. The inlet manifold is held square to the head with two roll pins, ensure these are in place before refitting the manifold to the head.

More on this upgrade next time, Cheers.

Derek.

SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire
e-mail. spitfires@cadley.org.

Suzie Singleton



Update: Le Mans & Restoration

As I write this we are looking forward to Le Mans Classic, as you read it we will probably already be on our way, or even already in France.

Although we missed LMC in 2012, we were already planning not to miss this one - the 50th anniversary of the original Triumph Spitfire team which raced in 1964. We've been rooting for **Mark and Jo** and Jigsaw racing but as you'll see from their message below we can't have crossed enough toes or asked the leprechauns nicely enough as only ADU 1B will be racing this year.

"Message from Team JIGSAW"

By the time that you read this Team JIGSAW are about to make the bi-annual trip to Le

entry for three Spitfires and thus re-create the 1964 Standard Triumph entry as a 50th Anniversary celebration, the Le Mans organisers made the decision only to grant us one entry, that being for ADU1B.

ADU1B will be on Grid 4 (1962-5) competing against the usual collection of GT40's, Porsche, Cobra's and Ferrari's. The drivers this year will be our usual team driver, Alistair Pugh, who will be joined by Luke Wos (WOS Performance), fellow competitor in the CSCC Classic K race series.

We would like to thank everyone who has helped and supported us in our endeavours to re-create the 1964 grid, including family, friends and fellow Triumph enthusiasts, along with Autosparks, AVO, Newman Cams, Phoenix Performance Exhausts, Polybush, Powervamp and WOS Performance. We hope that all who make the trip to Le Mans have a good time and enjoy the spectacle."



Mans to compete in the Classic, 4-6th July. Unfortunately, despite all of our efforts over the last eighteen months, to try and get a team

Although we had hoped to 'keep up the team spirit' by taking Sybil, my Mk 1 Spitfire, again our plans have changed a little as we thought we'd go camping in style this time by towing our 'Superior Mk 1' fibreglass trailer thus allowing us to take more than just the basic necessities. Although we could fit a tow bar to Sybil we

thought we'd spare her the indignity and instead take my Spitfire Mk3, 'Baby Blue', as she already has a tow bar fitted and is more

used to being a 'beast of burden.

I was pleased to receive another update from **Brian Spurle** in Northern Ireland regarding progress with his 1963 Spitfire4. (Previous episodes are in Couriers dated October 2012, January 2013 and June 2013 if you'd like to remind yourself of the work so far.

"Bit of a gap since my last diatribe on 8363 FZ but progress has been made and is pretty significant. With the chassis stripped to its bare state I was fortunate in doing a deal with my son's employers. For a suitable cash donation they were able to grit blast the chassis for me. A friend kindly transported it for me to the work site and back home for painting. The weather was kind and with the beautifully clean chassis arranged on trestles in the drive I spray painted it with two coats of Bonda Primer high zinc content paint followed by two coats of chassis black. I made a set of wooden trestles to lift the chassis to a nice working height and installed it in my garage.



The body now needed painting underneath before I could consider refitting it to the newly painted chassis. Two coats of grey primer onto the Bondaprimer plus two of



Some work was left on the body; namely the frilly bits around both rear wheel arches and the inner wings.

I worked steadily around these welding in small repair plates until I was happy with the profiles and that the arches and inner wings were almost back to how Triumph intended!



signal red top coat later I was very pleased with the look of it.

I am painting in my garage myself and will use cellulose as it's readily available and safe if applied while wearing a mask.

I came into a small amount of cash in my PayPal account which immediately went towards the necessary rebuild parts for the rear suspension; bushes, bearings diff seals etc were bought online and arrived in a couple of mouth watering packages a few days later. I'm very easily and relatively cheaply pleased as my wife might tell you? I started by working on the rear differential, replacing the pinion oil seal and both the drive shaft bearings and seals. This was all nice and straightforward, once again I find myself amazed by the simplicity and ease of the mechanicals on this little car! Again my son was able to take bits of the rear suspension to work and grit blast them for me during his lunch breaks. These were quickly painted when he bought them home as components can start to rust almost in front of your eyes if you don't get them protected quickly! Two coats of primer and two of black top coat are the standard paint scheme for this project so far and I'm very pleased with the results although I've elected not to fill any pitting from the process. New rear wheel bearings and drive shaft U/Js followed fairly smartish with the remaining bits of suspension trunnions etc receiving new bushes along the way. I've stripped the rear spring and cleaned each leaf individually with

a rotary wire brush before greasing each one prior to reassembly. I marked out the spring on some plywood before and after and there is little change to note so I'm hoping all is well? The retaining plate had cracked into two halves at some stage in the cars history, is this common? So replacement was

sought from my favourite online auction shop. Along with new shockers the rear suspension

rebuild was complete.

Some more mechanicals in the shape of new slave cylinders for the back brakes, new shoes, strip and free off the adjusters before reassembling. I have a lathe and skimmed each rear drum before refitting. New copper nickel brake pipes and flexible installed pretty much finished the back end. I have bought silicon brake fluid to fill the system as I don't want to repeat the damage already done to the bulkhead by spilt brake/clutch fluid!



After some contemplation I decided the time was right to refit the body as the front end on these cars is very accessible even with the body



in place. This would free up some space in my garage too. The body was lifted up on my

trusty chain hoist and the chassis rolled underneath, gently lowered small stages at a time and success it fitted first time! The bolts were installed finger tight and all the holes lined up, it was incredible. This just goes to show that the best way is to perform the major repairs with the body tub still connected to the chassis and things will stay in line!

By now, October 2013, the seasons were catching up on me



and the weather began to deteriorate to the point where any parts my son was grit blasting could not be guaranteed a coat of primer before corrosion set in so a short halt was called. In late March 2014 I ventured forth and collected my thoughts as to where the job was and gathered up the parts for the driver's side front suspension.

I'd enjoyed a bit of retail therapy online in the shape of; front trunnions, bushes, bearings and shock absorbers so a nice pile of shiny bits was ready for assembly. I'd had the front springs blasted and found that they consumed a vast amount of paint before I was happy with the finish, more space than spring!!

The last few items of grit blasting were completed in early 2014 and I've reassembled the nearside front suspension too. The steering rack was disassembled and refurbished to the original Triumph manual specifications, again a lovely bit of very satisfying work which can be done yourself! Everything is beginning to look ready for more assembly now but the front bulkhead needs to be cleaned back to bare metal and painted before final build can be achieved. I did the lower skirts before fitting the body and now wish I'd done right up to the scuttle while I was in the right mode!

This job will also go on the list (don't tell him Pike!)... I've started painting the interior now with both floorpans treated to primer and topcoat. Seems a bit of a pity as it will all disappear under the carpet in the fullness of time, but I'll know!

That's about that for now, the pictures tell some of the story but I'm still enjoying the experience and although I've a way to go remain enthusiastic and keen to press ever on. More to follow in the Autumn I suspect..."

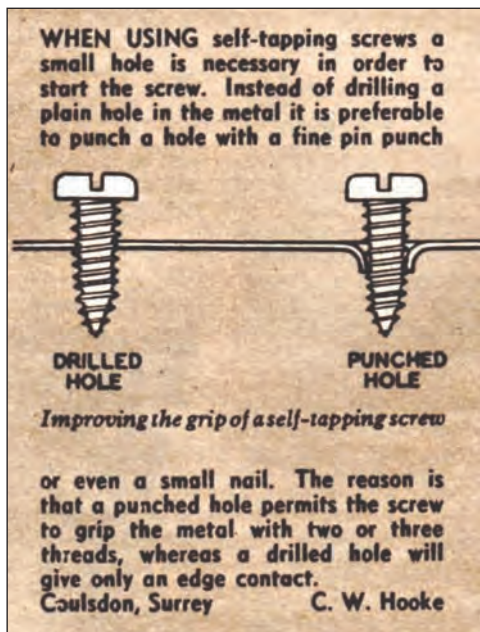
Many thanks for Brian for the update and I look forward to the next one, perhaps in a few months time.

He does somehow make it all sound quite easy and straight-forward although I'm sure it's been anything but, or at least has thrown up some 'expletive deleted' moments.

If you have a story about a rebuild, or any hints or tips which may help Brian, and others,

as a re-fit comes towards the end, do please let me know so that I can share them through these pages.

Talking of hints and tips, I have a few more this month, again from old MotorCycling magazines. Actually, the first two both relate to self-tapping screws, the first from a 1956 copy of the Motor Cycle, and the second from a



1959 copy of Motor Cycling. And to finish, Motor Cycle Mechanics from 1970 gave me



SMOOTH FINISH

● Until recently I had always found difficulty in obtaining a really smooth finish to paintwork when using cans of paint-spray. But I have now found a satisfactory way of producing a finish which is comparable with the best.

After spraying in the usual way, allow the paint to dry for as long as possible—I usually allow three days. After this time, rub the job down with a wet cloth dipped in Ajax scouring powder. A fair amount of pressure may be applied without any harmful effect. Keep rubbing until no roughness can be felt at all. Rinse off and allow to dry.

A mirror-smooth finish can be obtained this way and after waxing, a really first-class gloss.—*D. Chamberlain, Rochester, Kent.*

the tip that Brian may not need, but that someone may find useful – if you can find the Ajax – and if it works!



And, finally, a French road sign we would love to see ourselves next month but doubt we will. It was sent by **Tim Wykes** – a couple of years ago actually - but I recently found the picture again and loved it. I understand it was taken near Monts d'Orb near Boussagues in the Languedoc, so a lot further than we plan to travel this visit. Not quite sure if it's a car or bus, whether it's about to eat the cyclist or ...

Ok, answers on a postcard please!

Suzie



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

So come on you guys (and gals) have a quick read through my tips article (you can find that in May 2014 Courier or Online at www.tssc-international.co.uk) and see where you can pick up a few easy points and put yourself into the trophy winning places. Hopefully the above should give you all a few hints & tips on being successful in the TSSC TriumFest UK Concours, so get your booking forms off today, remember entry is Free!.

The Booking form for the Concours will appear here once more, the booking Form & **2014 Rules** are available on the new TSSC web site. www.tssc.org.co.uk

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

We could always do with some additional judges, so if you're interested in getting expe-

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

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

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



**Colin Payne (Left) receives
The Best in Show trophy from Tony**





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STAG

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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

DOLOMITE RANGE

Toledo Static Seat Belts O.E.....	£35.00 pair
Front undermider XKC 83/84.....	£25.00 pair
Rear lamp assembly 1300 F.W.D. 211874.....	£37.50
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
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Colin Lindsay

The Final Cut?

The new-venued TSSC TriumFest UK is fast approaching; and I'm frantically trying to get time off work to attend, not

to mention busking on street corners to raise the ferry fare – you know the old saying that if you never smoked and saved all the money you'd have spent on cigarettes, you'd be rich?

Well, I don't, but I didn't either, which is why I have a garage full of various Triumphs, piles of parts, an empty wallet, and no semi-circle of butts outside my back door.

If I can, I'll be there, since I've had a very welcome e-mail from **Chris Gunby**, he of the fastback Herald, who is attempting to create a "**Coupé Sunday**" at Donington with as many Herald Coupés as possible;



other examples that weren't in that lineup.

While other variations have been available throughout motor production, a Coupé is generally taken to mean a fixed head model where the rear seat is further forward than in a saloon, and the rear roof cut away – from the French couper 'to



the last record was eleven but that was five years ago at the 50th anniversary of the Herald's creation, and I know I've seen

cut'. Our continental cousins across the sea refer to them as 'coops' which to me always conjures up a vision of Whacky Races and the 'Creepy Coop'...

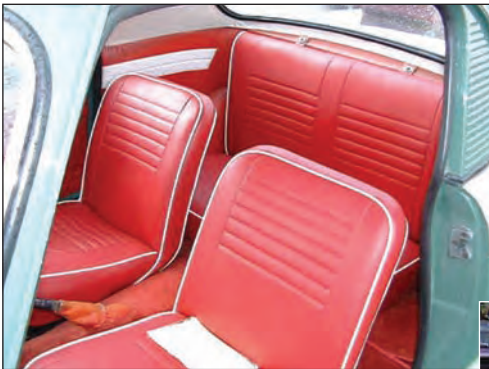
which actually... wasn't. Incidentally, a Coupelet is a small car seating two or three with a folding top, full height doors and retractable windows – effectively a coupé convertible....

Triumph's Herald Coupé first appeared as a 948 cc version in 1959; the two originally planned Herald models were coupe and saloon with the convertible following on some time later. The coupé as a body style really suits the lines of the Herald, as does the convertible; the saloon whilst rather boxy was a necessary evil for anyone with a family that required a rear seat in which passengers could sit without their heads having to be tucked under their armpits, due to the steep rake of the rear screen. For that reason the rear seat in a coupé was often referred to as 'occasional'... it was secured



compare this to the Mini and it was a quite considerable £194 more expensive – but so much more stylish.

The dashboard in the early cars was a three-dial affair; a white speedometer which is smaller than the later saloon version, with matching temperature and fuel gauges. The trademark wooden fascia was optional, not becoming standard until later. The 948 was clocked to 100 mph, 10 mph more than the later saloons with the large single gauge. The coupé also originally had smooth sides to the roof, but this was changed in mid-1960 with the addition of ribbed stiffening.



upright by two twist-locks and folded down to make a handy bench for luggage.

The original 948 sold for £731 with the 1200 rising to £736 two years later;



15,000 948 coupes were built, but demand dropped off in favour of the other models such as convertible; the Coupé was discontinued in 1963 with only 5319 1200 models made. It's interesting to note that the later 1200 coupé



Sebring White this 1962 model was a great little car until it became unsuitable for a small family, due to the narrowness of the rear seat and the fact that seatbelts had never been fitted. It was a real little flyer, but if only it had stopped as well as it drove.... Front drum brakes, eh? If anyone knows of 4323 HJ tell the owner to get in touch, I know the real history of the car, which Classics Weekly magazine got more than slightly incorrect in their featured article....

The photograph below shows it beside Paul Robinson's 1200 coupe at a local Northern Ireland show some years ago.

was actually slower in basic form than the twin-carb 948 model, which can't have helped

I've included a few others which caught my eye over the years at various venues; some I know, others were new to me but they're always great to see.



In fact, so many of them were made that Triumph could afford to cut them up; the cutaway Coupé at the top of this article remains in the Coventry Motor Museum as a tribute to what an untrained hand can do with an angle grinder if not careful.

What we would refer to locally as 'half-cut'....

sales, although optional extras – at extra cost – such as twin SU Carbs helped boost performance. These days they hold their own at Triumph gatherings, with a quite disproportionate sprinkling I've often observed at Stafford – but if you have one, bring it along to Donington this year and help Chris gather a record collection for the new venue.

So – be at Donington if you can, bring your Coupé, if you have one, and let's christen the new venue in style.

Colin

I've no idea where my own twin-carb 948 coupé went; resplendent in its Lichfield Green and





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Phil Willson

Estates & Vans

At the South of England Meet this year we were blessed with 3 of the 4 models that had the estate type rear. Sadly no 1200 Estate was

present. While hoping not to tread on the Vitesse and early Herald Reg Secs' toes too much, I will briefly summarise the history of these models.

The 1200 Estate was introduced in 1961, a few weeks after the saloon, coupé and convertible versions. It was a good seller and production ran until September 1967 after 39,821 vehicles had been built. Development had started much earlier but it was never produced in 948cc engined form.

The Courier van was a different story. Based on the estate car, it was introduced in early 1962. First year production was 4074 vehicles but take-up was poor. Only 337 were built in 1963 followed by 643 in 1964. A further 86 were

assembled in the next two years, which *Graham Robson* ("Triumph Herald and Vitesse: The Complete Story", Crowood Press, 1997) reckons were just using up bits still in the factory.

I have also seen it reported that some of the last ones were converted into estate cars in order to



Picture 1: Vitesse, Courier and Herald 13/60

shift them. The van shown has recently been beautifully restored on behalf of its owners by



Picture 2: From the back

Jigsaw Triumph.



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STANDARD TRIUMPH

A member of the Leyland Motors Group

Photo 3: 1962 Commercial Motor Show catalogue

Although the Courier was undoubtedly an attractive vehicle stylistically, to any hard-nosed businessman it probably didn't make sense due to its high price and small capacity compared to the main competition. The official

catalogue of the September 1962 Commercial Motor Show shows it as having a 45 cubic foot capacity for a price of £528. The main competition came in the form of the Morris Minor

(78 cu.ft. for £385) and the Ford Thames (73 cu.ft. for £379 or £409 for the 5cwt and 7cwt version respectively). Assuming those figures to be directly comparable (they are quoted from the above mentioned catalogue) then it's quite easy to see two reasons why sales were so poor. Interestingly, even S-T's own Standard 7cwt van had an 82 cu.ft. capacity and a price tag of £430 thereby undercutting its stable mate by a considerable margin.

The Vitesse Estate was never produced at Canley but it is widely known that a small number were built to order at the Standard Triumph London Service Department at Hanger Lane. Others have been constructed at various times by subsequent owners but the one on display in Leatherhead is the genuine article, so far as I could tell, and is based on the 2 litre Mk1 car.

Finally, along came the 13/60 Estate which was made from August 1967 through to May 1971 with a run of 17,118 cars. It was again a good seller but by 1971 had had its day. Once production ended no estate models of subsequent small Triumphs were produced. The one shown is my own restored car that I originally bought in 1985.

So, how many have survived? We only have figures for the UK and I will quote those which



Picture 4: Open for Business

Practical Classics extracted from the DVLA on 31st December 2010. A summary for the Herald and Vitesse Estate cars is as follows:

(note that Couriers were apparently not checked by PC):

	On the road	SORNed
Herald 948cc (1)	6	0
Herald 1147cc	59	16
Herald 1296cc (2)	77	29
Vitesse 1596cc (3)	1	0
Vitesse 1998cc (3)	7	3

Note 1: Quite what these are is anybody's guess as no such cars were officially produced. It is unlikely that anyone has down-engined a car so they may just have been incorrectly recorded or an estate rear tub and roof have been grafted onto an early car.

Note 2: These may not all be 13/60s as some 1200s may have been up-engined.

Note 3: As stated in the main text, some of these will have been converted by owners.

So, out of nearly 57,000 Herald and Vitesse Estate cars

produced, fewer than 200 survive in the UK, i.e. about 0.35%. Let's hope that we don't lose too many more!

Finally, something from my soapbox! I've just watched another example of silliness on eBay. An unused, but two-year old, set of Gaz dampers for our cars (with adjustable spring plate at the front) has just sold for £243 plus £20 postage, total £263. Now, if you shop around, you can buy the same bits brand new from a reputable supplier for £252 plus £15 postage, total £267. For an extra £4 the buyer would have had brand new units with a two year guarantee.

Another example: a few months ago saw a second-hand 1-tonne engine crane sold for £122 which had to be collected from a town in Kent. The


self-same item could be bought new for £130 delivered to the door. I can never understand how this happens – all it takes is to do a bit of research first, set a limit and not exceed it. There seem to be a lot of people who think that it's somehow vital to win, whatever the cost.

I will now exit grumpy mode and get my Vitesse ready for the Bromley Pageant of Motoring.

Phil.

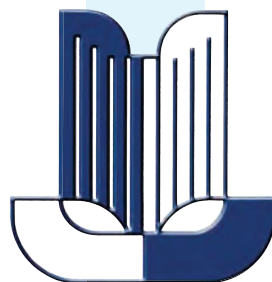


Pictures 5: Tailgating Triumph style

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



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Luke Schofield	Berks	Michael King	Norfolk
George Nicola	Berks	Keith Shotton	Northumberland
George Rankin	Bucks	Peter Bates	Northumberland
Chris Hall	Cambs	John Stafford Craig	Somerset
Allan Wright	Cambs	Mark Stodgell	Staffs
Dave Carrie	Cumbria	Elliot Goodbody	Staffs
Peter Robinson	Derbys	Steve Weddell	Staffs
Graham Knott	Devon	Tim Wheatley	Suffolk
Andrew Bennett	Devon	Jamie Robertson	Surrey
David Tattersall	Devon	William Chignell	Surrey
Richard Clarke	Durham	Lee Bryant	Surrey
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Adrian Drew	Glamorgan Vale	Santokh Chagger	West Mids
Matt Simkins	Glos	Dominic Dunn	South Yorks
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Joseph Bond	Kent		
Ken Walter	Kent		
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Andrew Wallace	Lancs		
Ryan Taylor	Leics		
Stuart Jones	London		

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GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>
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Andy Cook

GT6's at South of England Meet

I had a good weekend away at the Leatherhead South of England Meet and there were some nice GT6s there on the Sunday which is show day. I also got a rather nice surprise! More about that below. Here's some of the GT6s I found of particular interest

Pewter Grey MK2 owned by



Martin Mann Photo's 1 and 2

A nice tidy car, recently restored with



bodywork completed by MW Restorations in a classy MG Rover Pewter Grey Metallic paint.



Dick Twitchen
Photo's 3 and 4

A very "purposeful" looking car built to be driven.

Looking good in white with Revolution Wheels and the beefy Roll cage fitted in the rear from Jigsaw racing.

There were lots of subtle modifications all over this car and a fibreglass bonnet that actually looks like it fits well. This car won best GT6 at the event.

GT6 Mk I - II - III Register



5.

*Valencia Blue MK2 owned by
Mike Titchen* Photo 5

I've known this car for many years as Mike was a member of the TSSC Essex area back in the 90s when I lived in Essex and was the Local Area Organiser. The car is recently back on the road after some body restoration work that Mike carried out himself plus the fitting of some MX5 seats complete with working speakers in the headrests.

the years with lots of pictures.

BMW "Deep Sea" Blue MK2



8.

owned by Geoff Taylor
Photo 8

This was the first time I've seen this car and I have to say I was impressed with the Engineering skill that Geoff has exhibited in building this car. He arrived after the judging had taken place



6.

*Ferrari Red
Cosworth MK3
owned by
Colin Geer*

Photo's 6 and 7
Colin's 300BHP
monster of a car
has been well

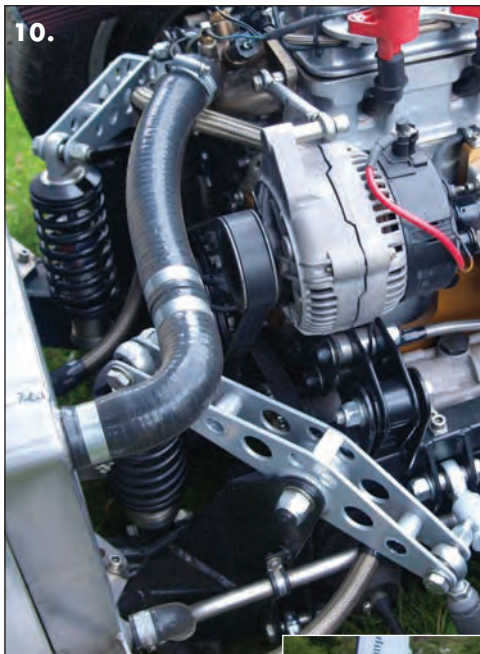


7.



9.

otherwise I think it probably would
have won best GT6 and was



certainly a contender for Car of Show.

There are some really unusual Modifications on this car, Dry Sump, with Suzuki motorbike fuel injection, full electronic programmable engine management.

Photo 10

The modification that I was not sure about was the front suspension that had a linkage arrangement with the front shock absorbers moved to the front of the engine. Beautifully Engineered but I wonder if the Triumph Front suspension set up really needs improving, after all it was good enough for Lotus.

A Pleasant Surprise!

Most unexpectedly, my car received an award as runner up for best GT6. There were some nice GT6s that turned up after the judges had been round so I think I was lucky to get this, however I'm certainly not

complaining. This justifies to me that it was definitely worth spending out and having a few bodywork repairs done last year to freshen up the car.



A happy Cookie Receiving my Trophy from Jane Rowley Photo 11



*Photo 12 the winning white GT6 Mk1 owned by **Dick Twitchen** and My yellow MK3 called forward for the prize presentation.*

Members Cars

I received the following two pictures from **David Henderson** who has recently completed a Chassis and Engine rebuild on his GT6 MK3 together with what is now becoming a quite standard modification of fitting a Ford type 9 5 speed gearbox.

David did point out that it's not an easy

David with his MK3 GT6



extensively driven driving to many events including the International Spitfire Weekend in Holland. Nick used to drive it pretty quickly as well and I fondly remember driving my GT6 MK3 following Nick in his MK1 and another local member Bob Hyde in his MK2 back to Essex from the Leicester Splash meeting on a very "spirited" drive

modification as it required some modification to the chassis to get it to fit. David has had the car about 2 years and spent 18 months getting it re-commissioned as it had

The Type 9 Gearbox being trial fitted to the Chassis.



previously been SORNed for 13 years. It's actually David's 2nd GT6, he owned his first one many years ago having bought it in 1986.

From Cookie's Archives

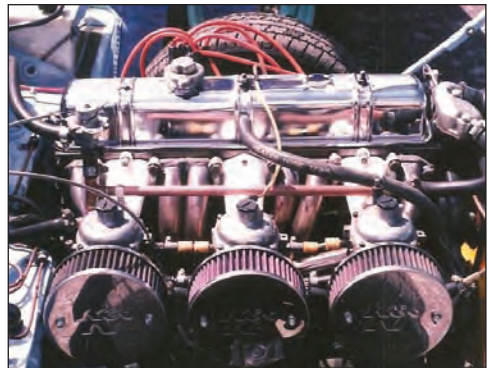
This month's pictures from my archives is of a concours winning Wedgewood blue GT6 MK1 that used to be owned by **Nick Gorham**. The picture below of Nick proudly showing of his trophy by his GT6 was taken at Stafford in the mid 90s when Nick won both best modified GT6 and car of show. Nick was a local area member when I used to be the Essex AO and as well as being a concours car it was also



Nick Gorham

along some nice twisty roads.

One interesting modification that Nick completed was adding an additional Stromberg CD150 carb as pictured below. Nick fabricated the inlet manifolds for the





triple carb set up himself using steel tubing for the inlet tracts and steel plate for the flanges which was brazed together.

Nick eventually sold the car about 10 years ago to a guy called **Ben Hutchings** who used it to successfully complete some of the tough Club Triumph driving events such as the Round Britain Reliability Run and the 10 Countries Run. I've not seen or heard of the car for a few years now, the last known news was from Ben's blog in 2011 where he was fixing the car after it had been very naughty, it had failed the MOT a couple of years before and dropped it's thrust washer on the way

home causing some Engine damage, I'm not sure if Ben still owns it and looking at the DVLA website it's currently still SORN which is a pity as I'd love to see this car again. The Picture above is of the car at SEM in 2001, this was the last time I saw it under Nick's ownership.

In next month's report I hope to have pictures and details of GT6s from this year's Standard Triumph Marque day at Brooklands which will have already taken place by the time this article is published so I'm hoping there will be some nice interesting cars there.

Andy

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Ben Broadbent



Thank You for your Support

Hello, I can't believe it's less than 4 weeks to **TSSC TRIUMFEST UK**. I hope you will all be there, enjoying our brand new venue and event. As you will have seen from the adverts in the Courier and the flyers that have been passed around, there are plenty of new and exciting attractions for our premier event of the year. You will be able to drive the famous Donington Heritage Loop, certainly enjoy the Friday Night Beer Festival. You will hopefully be able to experience a fantastic Auto-jumble and Trade stands, and view the beautiful Triumphs entered in the Premier Triumph Concours in the Exhibition Centre. The campsite facilities look good. So if you haven't booked your ticket then find a booking form at www.tssc.org.uk, or see the advert/booking form in the Courier.

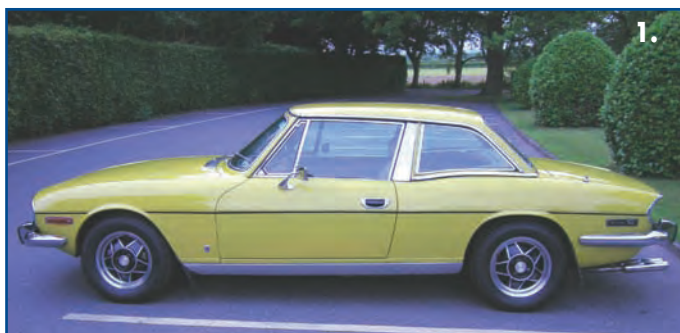
I'm sure TSSC TRIUMFEST UK will be an amazing success. Be part of it. As we say, **'Do More with Your Triumph!'**

I've been the Stag Register Secretary since January 2011, when I took over from Richard Briscoe. Well, this is my last article and I hope to be handing over the role to **Bill Philpott**, who amongst other skills is an experienced Stag mechanic, who has provided various technical articles to these pages in past years.

As you may have read in 'NEWS REVIEW' (Page 6), I have taken on the role of **General**

Secretary for the Club. I will be combining this role with that of Finance Director, as the two roles deal with all the business legislation that we as a Limited Company have to encompass, in our dealing with Companies House. In next month's Courier I will provide a resume of events in the CoMment article. But, for now the added commitment requires me to forfeit, the roles of Stag Register Secretary and also Acclaim Register Secretary, **Chris Gunby** will be taking on the role for the Acclaim. Chris has an exciting Acclaim project about to begin.

The three and a half years of occupying the Stag Register Secretary role has been very enjoyable. I've met many people in the Club



that I would never have encountered. So it has been a good time. However, I'm for ever indebted to the many contributors who have provided me with articles about their experiences with their Stags. Back in mid 2011, I utilised the Stags of the Manchester Area, notably Stags belonging to **Pip and Frank, Paul, Janet and Pete, Bill** (pic 1), **Pauline and Hugh, and Tracy and Mark**. A big thanks once again for your beautiful Stags being allowed to grace

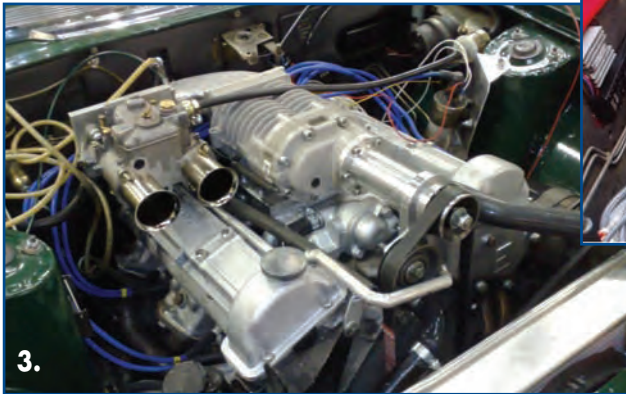


2.

the pages of the Courier. I was then indebted to [Neil Spencer](#) for his article about his Stag restoration project (pic 2). I had the chance to have a proper look at Neil's Stag when he entered in last years Concours.

For the September and October 2011 issues of the Courier, I was pleased to be able to bring you the details of the extensive restoration of [Andy Simons's Stag](#), undertaken by E J Ward (pic 4). Andy's website Stagbytriumph.co.uk for been an inspiration, so yet again thanks Andy for you amazing

effort in the promotion of the Stag. Total gratitude to Andy!



3.

August 2011 provided an amazing article from [Andy Kaufman](#) from Enginuity, with Andy providing his experiences of Super Charging a Stag (pic 3).

Thanks again Andy, I thought that it was a truly inspiring article.



5.

In November [Danny Stroud](#) provided his article on Fitting a Header Tank, (pic 5), again a very big thanks to Danny. Then in December to warm everyone up [Graeme Oxley](#) provided details of

owning a Stag in sunny Australia. Cheers Graeme.

To continue the distant travels in a Stag, I was grateful to [Phil Smith](#) for his article about taking his Stag to Paris. March provided another article from [Danny Stroud](#) about



4.



6.

his Breeze Buster (pic 6). Thanks

again. I am also grateful to [Steve Pratt](#) who responded with an alternative Breeze Buster in August. October 2012 brought the first article from [Sue Franklin](#) about her restoration project, thanks Sue for the articles. [Nigel Thornley](#) provided his experiences of Breakdown Cover on his trip to Le Mans (pic 7), Nigel followed this up the following month with a further article on Breeze Busters.



So thanks twice to Nigel.

Moving into May 2013, [Sue Franklin](#) provided the next instalment of her restoration



Again [Bill Philpott](#) provided the article for August, discussing the pitfalls of buying online. Thanks again Bill.

Well, that's the end of my watch as Reg' Sec' for the Stag and also the Triumph Acclaim.

Thanks again to every contributor over the past three and half years.

Best wishes and....

....keep those V8's purring

Ben



project (pic 8), again thanks Sue.

June 2013, saw the first article from [Bill Philpott](#), this article concerning his brake hose replacement, (pic 9).

[Darren Checksfield](#), told us about Stag Heaven and [Steve Pratt](#) about a bonnet release trick (pic 10) the following month, thanks lads.



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Mark Blease

A Tale of 2 Big Triumphs

You may recall that back in February 2012 I introduced Neil Spencer's very comprehensive restoration of a 1972 PI. Neil is taking the brave

route of completely stripping the bodyshell and having it chemically dipped - to remove all paint, rust and filler - then having it electro-coated before repainting. Not for the faint-hearted, but it should result in a very high quality and long-lasting restoration. Neil updated us on progress in January 2013, when the car had been dipped and the welding was about to start. This month Neil has kindly updated us on progress, and on his most recent arrival, a 1972 2000:

1972 2.5 PI

"This car was fully stripped and dipped early in 2013 and came out of the tank looking like a cullender! Lots of small holes! Also bodged sills, floor, and wheel arches. The whole thing was worse than I had thought so it was packed off to E J Wards, the Stag specialists. It has now been there for around nine months but the end of the weldathon is in sight. It now has new three part sills, floors, front wings, inner wings (modified stag inner wings), top front

panel, headlamp panel, front apron, two NOS rear doors, a reskinned front door, and the back end will have a new boot floor, and a new rear light panel. That just about leaves the roof original! All the wings were



PI Weldathon Begins!

repairable but as I had new wings, and I WON'T be doing this again, I used what I had. I was keen to remove the front wings as the inner wings were horrible and a much better job can be done if wings are removed.

Once the welding is finished the shell will go back to Surface Processing in Dudley for another dip and "E" coating. Electrophoretic coating is used on most new steel cars to prevent corrosion. I have decided to have the shell sprayed in its original French Blue by a classic car specialist sprayer who has promised me perfection! No silicon holes, no grit, no runs, no orange peel etc. and I have seen some of his work and it's mind



PI Door braced for welding

blowing.....as is his price! I will be happy if I have reached this stage with a finished shell in my garage by Spring next year.

All the mechanical bits are finished and sitting in my garage or workshop. Everything is reconditioned or replaced, and all metalwork is powder coated. The interior is completely retrimmed in black leather including door cards and dash top. The head-lining has been retrimmed. The dash is currently at Chapman & Cliff who are ex-RR dash makers. The wiring loom has been picked apart and rebuilt with new wires as necessary. I need to sort out chrome work and get the power steering rack reconditioned. The car was manual but I am converting to power steering. I have bought a power rack from Stoneleigh to get reconditioned.

There will be hundreds of small parts that will need sorting and sourcing, and I am beginning to lose track of what I have got now so I have stopped buying any more bits until I reassemble the car.

I have finally managed to persuade

Aldridge Trimming in Wolverhampton to remake a few parts.

The two under-dash shelves, door cards and the engine bay bulkhead insulation pad are now available again. Our cars are now becoming quite popular as classics though for the likes of us they always were."

**1972 2000
Mk2**

"I sold my TR6 late last year to a club member and straight away fell for a 1972 Mk2 2000 in Wedgewood. The 2000 has done less than 49,000 miles and I have enough old MOTs to back this up. In fact it has only done 16,000 in the last 32 years, only going for an MOT every three years or so.



1972 2000 Mk 2

First job was to remove all the interior for a couple of reasons. The carpet was disgusting, like a rotted old sack, so that had to go. The seats were very nice Shadow Blue Mk1 seats but I wanted proper Mk2 seats. When I stripped the PI interior out it had a near perfect set of Mk2 Shadow Blue seats that I sent to a

guy in Essex to be recovered in leather. I sent them off ten months ago and asked him to complete the job by Spring 2014. I called him and luckily he hadn't started the seats so I have had them back. I sourced a poor set of Mk2 seats to give back to him to recover and these will go in the Pl.

Once I had stripped out the carpet, seats, lower dashboard shelves, insulation pad and heater I found a perfect floor and inner sills, but a poor bulkhead with lots of rot! I pulled out the complete



2000 Welding begins



Rot in 2000 Bulkhead

dashboard and used a local mobile welder to cut all the crap out and weld it up for me.

Some of the woodwork is a bit tired so one of our members is going to re-veneer it for me for a small fee. The top of the dashboard was split so as it's out I have found a replacement on eBay for £25.

My next job is rust proofing everything with Bilt Hamber Dynax S50 wax. I also have a gallon of Waxoyl if my gallon of Dynax isn't enough. The car was rust-proofed either from new or early in its life and this would account for the rest of it being so rot free. Shame they didn't do the bulkhead!

My main task after the interior is to replace the diff with one that I found for £50 on eBay (again). I took a chance but it is a very good

one that has now had new oil seals and bearings, plus a bit of beefing up on the nose extension just in case. My last job will be to replace the bonnet and boot lid that are both bubbling up on the corners.

I have a perfect pair going spare in the shed so it's worth getting these painted and putting them on the car.

I suppose that by the time I have finished I will have spent about £1000 sprucing the car up but it is worth every penny to me as it is such a nice driver and will have a

very nice interior.

Added to the fact that the car is tax free and cost next to nothing to add to my insurance policy, plus I have sold my daily driver, a Jaguar X-type as the tax and insurance were both up for renewal at £500! OK the Jag was a nice car, and the sort of car that I would imagine Triumph would be building if they were around today, but I know which one I would prefer to drive and that is exactly what I am doing."

Many thanks Neil, it's good to hear about progress on your project, and your latest arrival shows that you have definitely become a Big Saloon convert!

Until next month!

Mark

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e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



Wind Screen Frame Repair. Part 1

Although this article concerns the work carried out on my TR4A, it is relevant to all pre MKIV Spitfires, TR4's, TR5's TR250's and TR6's as they all use the removable windscreen frame. They do have different part numbers though as there is a slight difference, the TR frames have captive nuts for the different style hood clasps. I have written a very detailed account of the repairs and I am sure that most of you will skip through paragraphs, but I know that there are some members out there who have not yet attempted body work repairs and painting and it is with these people in mind that I have written it this way, to give them the confidence and information that they need to enable them to tackle body work jobs on their cars, and to learn from my mistakes! As I have pointed out before, I am no expert and some members will cringe at my methods, but they work for me!

At the start of the year I had noticed that the bottom of the Windscreen frame had a few small rust bubbles on the N/S and I had been putting off the inevitable removal of the frame and addressing the issue until the winter months arrived. I saw a NOS windscreen frame at the TR International at Malvern, but the

price was £400 and I would not dream of laying out that kind of money unless mine was totally beyond repair. Most of us have experienced the horror of finding out how badly an area of a car has corroded (that means rusted Mr. Dawson!) when we strip back paint to address a small bubble in the paint work and I have changed enough windscreens on old Triumphs to know that there is virtually always a corrosion issue that needs welding when the windscreen and rubber are removed even on the most pristine looking cars, so I was prepared for the worst and I wasn't (or should that be was disappointed) when I finally got around to tackling the job. I did take the precaution, however, of procuring a spare frame which was in need of repairs, but was repairable if I found that mine was not



**Offside Frame looking reasonable
before Screen removal**



Nearside Frame showing signs of rust starting to bubble

(thanks to **Jon Cronin**, who only wanted me to carry out a day's welding on his Spitfire as payment – top man).

After I had removed the carpets from the sides of the foot wells I gave the frame fixing



Offside Frame after Screen removal - arrrrgh!

nuts and bolts a good soaking with penetrating fluid. The next job was to remove the windscreen wipers then I drilled out the pop rivets which hold the aluminium finisher to the top of the frame and carefully separated it from the bead of sealant which still held it in place. Next to be taken off the frame was the rear view mirror and sun visors. With this accomplished I then removed the wind-

screen seal finisher and using a craft knife (I don't think I'm allowed to use the word Stanley knife, so I won't, even though that's what it was) I carefully cut away the front of the windscreen seal. I never try to re use a seal unless it is impossible to buy a new one, I have seen windcreens crack when someone has tried to push out the screen as our cars are much more than likely to have had some screen sealant or silicone used on them to stop leaks over the years and this bonds the screen to the seal making removal difficult. With the front of the seal removed I noticed that the seal had taken a layer of paint and filler from the "good" lower O/S bottom of the frame revealing aluminium mesh that is used to fill holes in car body work before covering it with filler!! My worst fears realised, the frame was rotten!!

Applying **SLIGHT** pressure all around and using the Stanley (sorry craft knife) to separate any of the seal that was sticking to the screen I gently eased the screen out and stored it safely. The three clamps were then removed from the base of the frame that secure it to the top of the front scuttle through the dashboard. I then removed the two nuts from either side of the two locating arms of the frame which slot into brackets that are bolted at the back of the A post under the dashboard. With these removed I tried to ease the frame out of its fixings, but it wouldn't

budge. I was about to use a "persuader" on it when I had one of those very rare moments in my life when common sense kicked in.

"Have a look at your workshop manual " the small part of my brain which still functions told me. So I did and the manual told me that there were two bolts in either side that had to be slackened off before the frame could be removed. These bolts are accessed in the A pillar with the door open. I duly slackened off these bolts (to find that one was missing on the N/S) and with a few slight taps of a



The extent of the damage revealed after Seals removed

rubber mallet the frame came out (mental note: next time I buy a new TV after smashing the old one when ARSENAL fail to win, can't say lose – read the instructions instead of spending the next few weeks frantically pressing buttons on the remote until the TV does what I want).

With the frame placed on a piece of board on top of my TR's boot rack I gently prised away the interior plastic finishing trim leaving the frame totally exposed to reveal the horrific extent of the rot in my frame. I then removed the vent flap from the centre of the scuttle so that I could take it to the paint suppliers for colour matching, my TR is already 3 different shades of green so I didn't want a fourth, I was surprised when I was handed the tin of paint and the colour was quoted as "Truck Green". I really prefer the colour that is on the off side of my car, on the front and rear wings and the driver door, in retrospect I should have driven the car to the motor factors before I started the job and had that colour matched, I think though, that in the spring I will do this and repaint the frame, scuttle and the bonnet in that shade of green, watch this space! **2 hours**

To be continued

TR4A – TR6 TRUNNION FIXINGS - A WARNING!

Thanks to **John Mercer** for contacting me regarding an issue he has "unearthed" con-

cerning the lower Trunnion fixings for TR4A – TR6's. John had bought a kit for his TR6, but was concerned that if he had fitted the parts he had been supplied with the trunnion would not have swivelled mainly due to the fact that the tubes were an interference fit of + 0.002" in the bearings/Top hat bushes which would have been even worse when the top hat bushes/bearings had been pressed into the wishbones as they would have closed up even more due to the fact that they were an interference fit, also the

tubes were too short. After exhaustive internet searching and seeking advice from experts John contacted his supplier and armed with all the information that he had amassed he soon had the supplier checking out the Trunnion parts to admit that the kit they had supplied him with contained items of the wrong dimensions.

His supplier is one of the largest Triumph parts suppliers and mistakes can be made, however, it just goes to show that you do need to check the parts you receive carefully before installing them and be prepared to question if things don't 'feel right'.

John carefully measured the parts from the "faulty" set and the "correct" set that the supplier sent him and sent me the results; you could see straight away from the dimensions that the "faulty" parts would have made it impossible for the Trunnion to move as intended.

For experimental purposes I purchased a set of Trunnion bushes, tubes etc from another supplier and measured them, they were all within a few thousandths of an inch of the parts in the "correct" set that John had measured. I then decided to fit them to my car ensuring that when they did the vertical link moved smoothly under its own weight with the top ball joint unbolted.

This article is in no way intended as a criticism to any supplier as they do a great job procuring parts for us to keep our cars on the road, but it shows that you do need to check parts to ensure that they will do the job required and to let the suppliers know if

there is an issue so that they can make the necessary alterations.

John has now installed his parts, but still had to remove material from the "top hat" part of the bushes to enable his trunnions to swivel.

LLANRHYSTUD WATER MILL RUN

I accompanied the TSSC S. Wales on a fantastic 230 mile round trip from Cardiff to Llanrhystud (near Aberystwyth) on a hot May Sunday.

Andy Parry, his wife Anne and son Will run a fully operational Water Mill that produces top grade organic flour in the "traditional" way. Andy has a Vitesse Convertible which he coveted from brand new and when the original owner decided to sell, Andy was more than willing to do a deal. I had a great day out with the fantastic bunch of S. Wales members, my 4A handling like a dream with its new front trunnion bushes and new front tyres (in readiness for Classic Le Mans).

Thanks must go to



Andy and his family for a great day out and for demonstrating the Mill in full operation.

Whether 6 cylinders or 4 a TR is more.

Bern



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Trevor Collett

The Sincerest Flattery

Most of you know that I built, in 1984, and still run a Moss Malvern. The Moss Malvern was the second production kit car from **John Cowperthwaite's** Moss Motors kit car company.

The original 2-seater Moss car became known retrospectively as the Moss Roadster; the Moss Malvern was the 2+2 version.

It's pretty obvious why they chose the epithet Malvern. From a distance, in poor light, from a certain angle the Moss Malvern does resemble that other well loved English sports car, the Morgan. Of course in reality they are nothing like each other at all – and a few weeks ago I had the perfect opportunity to clarify that.

My good friend **John Parr** recently moved from the suburbs of Surrey to the rural idyll of Kent, and befitting of his new country gentry status set about looking for a sports car for the weekend. He did ask me to look out for a Vitesse convertible, but while I was slogging up and down the kingdom trying to find one, he only went out and bought a Morgan.

I worked out that the Cat at West Hoathly in Sussex was equidistant between him and me,



Morgan & Moss - the Morgan is much longer than the Moss

and I insisted that he bring the Morgan there for my inspection. He duly did, and, bonus, **Louise Parr** came too, which meant my **Jackie** would accompany me in the Moss's co-pilot's seat.

I was hoping to park my Moss next to John's Morgan in the pub's car park, but the car park was full. Luckily the road outside the front was empty, and wide enough to park in. Now we can see just how different the two cars are; even I was surprised just how much longer the Morgan is.

More than once I've seen the Moss described as a "**Morgan replica**", obviously not by anyone who knows anything about cars. But, there is a Herald-based kit car that almost does qualify to be described as a Morgan replica.

feel we have ironed out any problems that may have occurred with earlier models. Not that there were many. Three years were spent in development before the car was launched and all the major snags were solved during that period. All we have done over the past few months is to incorporate one or two modifications that enable the kit to be built up with more ease. In fact, things that concerned us, like relocating the gear change lever, for example, do not seem to have caused any bother to our constructors and our two pages of precise instructions on this one area seem to have been unnecessary.

I think that we can say with confidence that any builder of our kit will have no problem



Burlington SS

The Burlington SS is a car you don't hear much about. The SS kit was first offered for sale in 1980 by The Burlington Motor Company of Leamington Spa.

I can't say how it compares millimetre for millimetre but it's a pretty fair likeness of Worcestershire's famous marque.

I have a brochure on the Burlington SS written by **Haydn Davies**, the owner of the company, which I can reproduce for you here: "To date (April 1982) we have sold over 60 kits since we started business and by now we

whatsoever with the project. All you need are hand tools (an electric drill being the most advanced tool you require), common sense and patience. The latter requirement being quite important. It will take 3 to 4 months of spare time to build the car. If you try to rush it you will end up in a mess - so don't think you can do the whole job in a weekend. The kit should not be confused with "Beach Buggies" or other "Fun Cars".

The Burlington is designed so that when finished, you will have a car of comparable

Burlington SS from rear



standard to that of a hand-built car in the £10,000 category. For instance, all the wings are bolted on, with beading between the body and the wing, the main body being of aluminium-skinned wood. It would be much easier for us to mould the whole tub, wings and all, as a one or two piece fibreglass moulding, but then we would be heading towards the "Beach Buggy" idea again. The way we designed the car may mean that it will take you a little longer to build up, but it also means that it will have a certain look of quality about it when it is finished. A look that many other kit cars do not have.

The best way to sum it all up is to quote two French customers, who said, when they came over to inspect our cars, "We have looked at all the kits on the market and find that the expensive ones look expensive and the cheap ones look terrible. In the case of the Burlington it seems to have the expensive looks, but a cheap price". They bought one each!

WHAT YOU DO

Strip your Herald or Vitesse. Move the engine back a few inches, (easy to do, difficult to explain in less than a page). Bolt all the new bits together.

You need to get the prop shaft shortened, and the gear lever and steering column lengthened, but these are the only parts that require

welding and all within the capability of the local garage. Full instructions are supplied with the kit.

WHAT YOU GET

Basic Kit

Tub, made from wood, aluminium and fibre glass, bolted and bonded together, ready to drop onto Herald or Vitesse chassis. Fibreglass bonnet halves and chromed brass hinge. Fibreglass scuttle top. Engine side panels and aluminium skins. Beading, extrusions and all steel mounting brackets, etc. Radiator hoses, all nuts and bolts (in individual numbered bags). In fact the list of parts for the basic kit takes up two sides of A4 paper!

Windscreen

Aluminium frame, glazed, and fitted with Tenax studs for hood clips. All nuts and bolts including four chromed brass "Ball" wing nuts for side screen fitting.

Hood and Side Screens

Hood and frame assembly. Side screen frames and hinges (to clamp to windscreen). All clips etc. you require, except for rear most bar clips. These you have to take off (or buy new) an AH Sprite or MG Midget.

Wiring Loom

Not essential, you can use the old Triumph loom, but our purpose designed loom is made to measure, has ample cable to allow you to

place dash instruments where you like and has all the earth wires included for the lights. (Remember that lights bolted to fibre glass wings need separate earths). It makes life much easier.

Wings and Nose Cone

Fit whatever wings and nose you like, but if you want your car to look like ours we can supply 5oz fibre-glass wings and nose, moulded to the curvature of our body and with flanges, ready to bolt on."

Back to me now - like all kit car manufacturers' blurb, it's made to sound terribly easy.

During the early eighties Haydn Davies and his Burlington company developed the Arrow and later the Berretta models which proved more

sales worthy than the SS. At some point he gave up the SS model, but it was later to reappear as the Dorian SS. The Dorian version had developed a bit – it came with doors. It did get some press coverage but probably wasn't a great seller, it wasn't around for long.

The pictures of the two Burlington SS cars here are not from the brochure, they are pictures that have been sent to me at some time. The only SS car I've seen in the flesh was a Dorian version. If any of you have any SS pictures or stories please get in touch.

Actually, if you have any pictures or stories of any Triumph-related kit cars or specials, please let me have them.

Burlington SS



Sir Stirling Moss OBE



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Guy Singleton

4s to the Fore

Plus Fitting Electronic Ignition

As usual Bernie's submission deadline has passed and my mind is blank – must engage gear. In the last month most of my phone and email contacts and queries have been regarding the 4s so I think that's where to start.

Firstly, I heard from **Hugo Schaap** in Belgium who has recently bought a 4s from France. It is a car I had not previously heard of so nice to add a new car to the Register – and to know that even after nearly 20 years of holding the Register 'New' Bonds are still out there!

The car is in reasonable condition but it looks as if the interior has been changed as it is in Tan and the front seats appear to be Herald ones.

Moving on I have heard that the Wedgewood blue car (below) featured in my April article has found a new home with **Paul Stevens** who, I hope, is now getting to enjoy the car down in sunny Cornwall.

He told me: "*I have some initial jobs, clutch master cylinder leaking, cooling system hoses*



need replacement and have to remove the graphics that he had used to advertise his

business. After that we will be out and about in it. Winter jobs to repair the front floor pans and the front wheel arches, are these pop riveted to the front wing/ bonnet assembly, is replacement easy if everything is kept in position or best left to a glass fibre body person?"

I was able to confirm that the front wheel arches are, in fact, just pop riveted to the body so hope he will not have too many problems when replacing them. Interesting to note that this was another car new to the Register – in fact, between personal contact, ebay and other websites I have been able to add 6 new 4s cars and a 2 litre convertible to the Register this year alone, one a month is pretty good going.

And third, **Jeroen Noordman** (who you will recall recently bought a 2+2 from the UK and is still looking for bumpers for it) has also bought a 4s, KTX 715D, and has now managed to get the car home to Holland. He seems to be getting quite a collection – only a couple more models to go till he has a Full House – the first Dutch Bond Cars Museum perhaps or only Bond Car Museum?? Although as I have mentioned before there are a couple of other



people with large private collections!

And just to round off my hand of fours – a



couple more 4s on ebay recently.

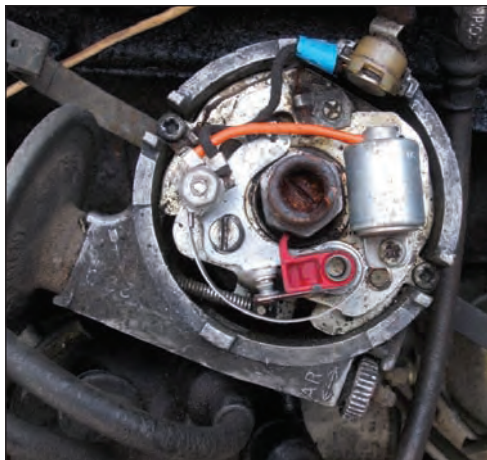
Finally, I have heard from **Peter Maisey** who is restoring a 2 litre convertible and is in the process of returning it to the road.

I understand he still has a way to go but hope that he will be able to enjoy some of this summer with it.

Taking the 'on the road' link a bit further last month my 2 litre convertible developed a slight misfire and I went for my, by now tried and tested route, and fitted electronic ignition.



The fitting is very simple and can be seen in the following photos.



The system seems to cope with play in the distributor better than the original points & condenser etc.

You may recall that last year Peter Rieu-Clarke broke down on the way home from Stafford – due to the failure of a similar system. I have made sure that all the traditional parts required to reinstate the points system are in the glove-box just in case.



Well, that's all for now – must get Suzie's Spitfire ready for our trip to [Le Mans Classic](#) – but looking forward to the [TSSC TriumFest UK](#) show at [Donington](#), and hope to see a good range of Bonds there.

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What to do in the event of a claim

We can all appreciate that being involved in accident can be a traumatic and stressful experience for all parties involved. It is also a time that can highlight the effectiveness of your insurance company in handling your claim.

From the choosing your policy to the repair or replacement of your beloved Triumph, [Andrew Misseldine](#) from Lancaster Insurance, gives us a 'must know guide' to ensure it's properly covered, along with some 'do's and don'ts' to remember at scene of an accident.

THE MUST KNOW GUIDE

● **Agreed Value** - is your car covered for its true value? What if your prized possession has been written off and you're not paid what the car is worth or enough to find a suitable replacement? By taking out an insurance policy with an 'Agreed Valuation' you will be guaranteed a set amount of money in the event of a 'total loss' claim, giving you added peace of mind.

● **Salvage Retention** - so, the vehicle you've loved and cherished for years has been written off? If it's uneconomical to repair you may want to buy it back and fix it yourself. Make sure you tell your insurer this when reporting your claim. Even if it's unsafe to drive, you may be able to buy it back for 'Parts Only' – this is very handy if it's fitted with period parts.

● **Approved Repairer** - who do you trust to get your pride and joy back on the road? Choose a policy that will allow you to use your own repairer in the event of a claim. Ask the recovery firm if they can take your car to your preferred garage.

Make sure you tell your insurer when reporting a claim that you wish to use your own repairer. They may ask you to get an estimate from your garage and one other quote. It will be well worth it to know your classic has been given the love and attention it deserves from someone who's worked on it before.

● **Legal Expenses Cover** - have you or your passengers been injured following a non-fault accident? Have you been put to untold expense, pain or inconvenience?

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By purchasing optional 'Car Hire' cover you will be guaranteed a hire car for a set period, giving you time to receive your pay-out from your insurer and source a suitable replacement vehicle.

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- Note down contact details of the driver, passengers and any witnesses.
- Note down the driver's insurance details.
- Dial 999 if anyone is injured.
- Provide your contact and insurance details to any third parties.
- Sketch and take photographs of the scene if possible.
- Notify the Police if you've been unable to collect details from a third party.
- Contact your insurer's or broker's accident claims line.

Don't:

- Drive away from the scene without stopping.
- Admit liability, verbally or in writing. Your conscience may want to get the better of you but it's your insurer's responsibility to confirm or deny liability.
- Refuse to provide your insurance details to any third party involved - it's actually a legal requirement.

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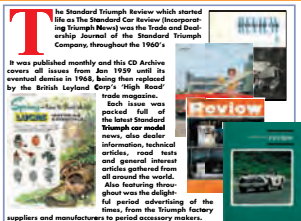
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Triumph of a Drive It Day!

By Sue Franklin (Devon Area)

Despite the worst that the weather could throw at us in Devon, a massive 111 Triumphs descended on Crealy Adventure Park near Exeter for Drive it Day 2014.

Other TSSC areas, notably South Wales and Somerset, supported us with large numbers having driven far to get to Exeter and it was great to meet up with Bern Littlewood and the legendary Mike the Cake, together with the Somerset gang.

Other Clubs' members were there in force,

Under a Lowering Sky



A wet Crealy Park



including Stag Owners, 2000 Register and Dolomite Club from all over the South West, as well as many non members.

Apart from our 'modern' Triumphs, we had lovely examples of both the Renown and Mayflower, the latter having just been imported from New Zealand.

Devon Drive it Day



Lined up at Crealy Park

We made the best of a really soggy Devon day, and were delighted to hear from John



A Rare Sunny Spell



The Older Ladies



It started off White!



Nose to tail



Still smiling - just!



SilverstoneClassic

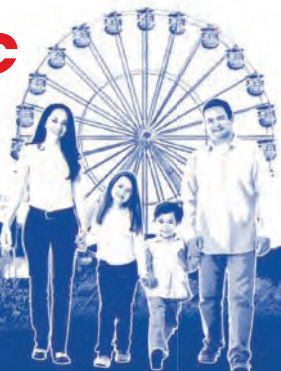
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The Daily Telegraph



2014 TSSC Inter-Area Meeting

By Alex Cain (Liverpool Area)

Since 2010, TSSC Liverpool, Cheshire, North Wales and Wirral Areas have played

host to a "round-robin" run-out, with Liverpool Area hosting this year's event on June 3rd 2014.

Again it proved to be a successful night, with plenty of Triumphs in the Derby Arms car park.



from inside the pub bringing their beverages outside to join us.

Cries of "Me Dad used to have one of them" filled the air, a few comments were also made of the diversity of models Triumph offered - we had a good selection of "our

Bonnets were up, and we pulled in many passing punters along the way, with a fair few

cars" on show.

Next year, it's Wirral Area's turn to host.



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Spitfire



1500, 1979, 79,000m, restored 72,000 (pic's), Overdrive, leather seats, stainless exhaust, immobiliser, Winner Modified Spitfire International Concours 2003, £3800, John (Andover) 01264 361622 or 07872 489415.

MKIV August 1971. Part restored. Much work already done. Needs Completing. £1,000.07786 720188. Eric (Rugby) 01788 817491.



MKIV SAPPHIRE BLUE. Original car owned 30 years 78k miles 1 year MOT Tax exempt Zeibart from new. £3,250. Mr Parker. (Durham) 01913 864426.

Certificate. History. Lovely Car. No Ad Sales Persons. £5,500. Simon (Cumbria) 07901 842248.



MK 1 CONVERTIBLE 1967. White. Overdrive. A2. Original Radio. Owned 45 years. Move for cess sale. Rolls/Bentley tread plate feature. TLC needed. Offers Brian (New Milton) 01425 619567.



MK 1. CONVERTIBLE. TSSC Valuation £6,500. Renovated hood, paintwork BR Green, engine, gearbox, O/D and interior over 20 years. Garaged. MOT. Taxed. £5,400 ONO. Chris (S.E. London) 07768 130851.

Vitesse



VITESSE ESTATE - PARK ROYAL. 1970. VERY RARE! Supporting documentation. Restored early 2000s to high road going standard. Phone for details. Offers over £10,000. Richard (Spalding) 01775 750670 or 07599 820571.



MK 1 CONVERTIBLE. 2.0 Litre. Long MOT. Tax exempt. New Carpets. Heritage

GT6



MKIII 1973. Overdrive, non-Rotoflex, excellent car restored in mid-90s, recent repaint, leather seats, new headlining, dash top, new MoT, free road tax. £6,750 James Mather (Berwick-upon-Tweed) 07836 715655.



MKIII 1971. Red. Tax Exempt. Restored 2013. Reasonable condition. Overdrive. Engine in good working order. New battery. MOT. £4,500 ONO. P. Rosser (South Yorkshire) 0114 2308637.



STAG 1972. Auto. Sapphire Blue. Triumph V8. MOT 2/6/2015. Hardtop. Hood. Requires some restoration. £3,500. Neil (West Sussex) 01243 371216.

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GT6 MKI/II WANTED Interested to buy a GT6 MKI/II in good condition. I live in Malta and am willing to travel to the UK to purchase. My budget is GBP 8,000. Email - busuttilmelanie4@gmail.com Martin Busuttil (Malta - Europe) 0035699221064.

VITESSE 1600 Wanted. Genuine Vitesse 1600 Convertible, must be in good sound condition with MOT. Cash waiting. Phil Smith (Coventry) 02476 348991.

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GT6 MK 1/2 Differential Wanted. 3.27 ratio diff in good condition. At least crown wheel and pinion must be good with no cracked teeth. Dave Carless (Oxfordshire) Tel: 07968 707219.

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Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,
Dolphinholme, Lancaster. LA2 9DU. **Tel: 01524 791607**

e-mail: pipflegel2009@btinternet.com

TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.

Tel: 01527 894125 e-mail: vickydredge@yahoo.com

CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**

Julie Hazell **Tel: 07813 589799**



TSSC

Area News Review

July 2014

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Leicestershire and Rutland Area Triumph Sports Six Club



You are cordially invited to the all new
29th SUNSHINE RALLY
15th-17th 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 (1st come -1st served), less than a 10 minute walk to Greetham village with 3 pub restaurants
Camping Friday 15th & Saturday 16th 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



AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

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

NORTHERN AREAS

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

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
LINCOLNSHIRE	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTINGHAM	Claire Hill: 07971 017012	Rolls Royce Club - (Gate 1) HUCKNALL	Last Mon. 7pm.
	Matt Hill: 07505 008471		
EAST NOTTS	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	Nigel Hill: 07976 163006		
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embery: 07701 049881	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	Chris Allen: 07505 110922	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
WORCESTER	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

WELSH AREAS

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

EASTERN AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 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.

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

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
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@iscalinet.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.	
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	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT . . . ANDOVER / NORTH WILTS EAST BERKS

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pipflegel2009@btinternet.com



Our very first Classic Car Show at Triumph-Fest, Donington is nearly upon us, 25-27 July, and we are still looking for volunteers to give up 2 hours over the weekend for Gate duty. Frank and I are in the process of making a timetable for this. There are many blank spaces on the timetable. We have three alternatives; current volunteers do more than one stint (fair??), the club has to pay

outsiders or best solution, more volunteers come forward from within our ranks.

The new Club website is now up and running but we still have one or two more programmes to add to the site, this includes the Website Forum. Please take the time to visit the Club website, use it and let any new members in on the fantastic events that the areas and members attend.

It is already June and there are still one or two Area Organisers who have not yet registered their areas. At the risk of repeating myself you are not insured for accidents by the Public Liability Insurance to hold events and shows. If you do not have an updated Public Liability Certificate please contact Angie Hill at Club HQ, who will be happy to email you a copy. If you are a member and your area is not registered and you want advice, please contact us in the usual way.

Don't forget!!!! Your Area Show Time section in the Courier. This is a place where you can show off your event in pictures and words. This shows potential new members what fun your area has and to show off your Triumphs and also encourages inter-area activity.

Enjoy the rest of the season, support one another's events. We will start our area visits again after the summer period is over. Invitations are welcome.

The next COM meeting will be July 12 2014. We hope to see you at an event soon.

Pip and Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

The Plough, Grateley - Firstly a surprise - Robin and Ann but no red Spitfire! - They had just been to the IOW Weekend and maybe the car needed a rest. Southampton Bob and Ed and ourselves helped to boost the Triumph numbers in the car park. It was good to meet Carl, who has been toting a Spitfire around with him for the last 15 years and has now decided to get it back on the road. He has replaced the engine, the reason it came off the road all those years ago - not rot, the usual enemy, but was having trouble with the clutch. All the various problems and potential solutions were discussed and writing this with hindsight it was the easiest to resolve, a faulty slave cylinder. Shortly after the meeting he came up to Bondhenge for a few odd parts to get it ready for it's MOT and is hoping to get the car to the June meeting so fingers crossed for him.

The Bruce Arms, Easton Royal - A small group again with us and Molly & Frank & Kelly, Graham having tendered his regrets

- for some reason he decided he's rather be in Florida that week than join us for a bout of scintillating conversation!

Guy had to drop Suzie & Molly at the pub and shoot off to answer a distress call from a friend who had hit a pot-hole and wasn't particularly practical when it comes to cars. Although by the time Guy arrived he had managed to get the spare out, he hadn't managed to work out how to remove the jack from its cubby hole but after some thought - and brute force - Guy managed this and set to work on the lesser job of changing the wheel before heading back to the pub to join the others.

Work on Frank's car has, unfortunately, stalled due to the personal circumstances of the man who's been working on it all this time. Frank is now champing at the bit to have the last few jobs finished - like refitting the glass - so that he can have it back home to complete fitting the remainder of the trim etc and get the car's 1st MoT in over 20 years, and still have time to run it in reasonably gently before Donington in just a few weeks time.

Suzie & I had a stall at the Queen Elizabeth Park show at the beginning of June for the first time - we've attended this show for many years but this time was the first time we had traded there. We chose a good year as the weather was lovely and we managed to not have to take everything home with us. We towed our half-Escort van with the jumble in with the Bond 2 litre convertible then put that on the TSSC stand during the day. It turned out that a few people recognising the car were looking out for me there and were in time surprised to see us in the middle of the sales field.

We were looking forward to just showing our vehicles at the Oare Show and usually manage to catch up with 'old' Andover area attendees Anthony and Rachel, usually these days with their Gilbern as Rachel's Vitesse still needs a lot of work to get to back on the road. Unfortunately, after a pretty long run of good weather, heavy rain just before the show made the hill-side venue very poor underfoot and the show had to be cancelled. That was a shame as it's always a good show, so hope it's luckier next year.

Guy & Suzie

Next meetings and events:

4th - 6th July: Le Mans Classic

Thursday 10th July: The Plough, Grateley, SP11 8JR

Saturday 12th July: Road Run from Atwell Wilson Museum, Calne

Sunday 13th July: Classic Car Show and open day at Atwell Wilson Museum, Calne

Wednesday 16th July: The Bruce Arms, Easton Royal, SN9 5LR

26th - 27th July: Donington Park (ie, not-Stafford)

EAST BERKS

Tel. 07989 104324

www.freewebs.com/eastberkstsssc/index.htm

e-mail: mark@serapeum.co.uk

A great turn out in the fine weather this month, with lots of cars and, shock horror, TWO GT6s at the same time! We had a new member turn up in his lovely Mimosa yellow late GT6 mk3 (my memory is notoriously bad for names, v. sorry, fall on sword etc. etc. - I don't have the book with me to check his name, anyway he's a very nice man), and Andy Cook also came along in his early GT6 mk3, which is also yellow, although a different shade of yellow (nappy cack yellow to be precise). If I'd also come along in my GT6, as well as Peter (who owns a late GT6 mk3 but came along in his 2500S estate) then I fear there might have been a relativistic event causing a quantum singularity which might have transported us all back via a worm hole in space and time to 1973! Happily, I turned up in Bob Car-olgees, the brown spit 1500. Richard Underwood also brought his Triumph - a 2.5L GT-Spit / Gifire which was converted by Dave Picton, and Colin brought his magentas Spit mkIV (that's magentas, plural!). For some reason I didn't see Mickey's Vitesse or Trevor's Herald, but they might have been there too?

TSSC AREA NEWS

Anyway, despite its many shades of pink (I can talk - I own a brown car!), Colin's Spitfire managed to woo a lady who, along with her husband, were at the pub admiring our cars and were considering buying a Spitfire. Colin, being a gentleman, promptly took said lady for a spin in said Spitfire, and when they arrived back at the car park we all stood around admiring the cars, in the obligatory bonnets-up pose. I mentioned that Bob might be up for sale soon, but sadly she wasn't too impressed with the colour! Poor Bob, it was a deliberate decision to keep him brown, and one that I was sure at the time that I'd regret, so no surprise there! Never mind, one day he'll find a nice caring owner, rather than the type who'd buy a signal red Spitfire and drive it like they stole it.

That's what I keep telling myself anyway!

On the tinkering front this month, Richard has been making a nice little high pressure fuel pressure sender adaptor for his PI setup on his Spitfire. Seemed nicely made and "proper". I'm relieved to say that the diff that I rebuilt and then decided I didn't need so sold to Peter has turned out ok. Only cost him £60 to have it fitted apparently - a bargain! On the personal front, Bob is all finished apart from the new hardtop which needs the rear glass installing - I've done it before with a bit of cord and it's easy enough when you know how. Aside from that, I've made some progress on Ronnie the Riley Elf - I've removed the (new) rear subframe (again) and rebuilt the radius arms (again, properly). I also have a load of bits to fit including a new rear boot floor section and rear valance. Weldathon commencing soon.

On the show front, I'll be taking Dog the Spit (my Gitfire - should that now be Dog the Git?) to a village show near Faringdon again later this month. It's a closed show in aid of the local church, but I may see if we can get a couple of our members in there next year. There's also the **Hurst show** coming up on **28 June**, which Philip Payne has been organising, and Simon Roberts contacted me about a while back. It seems that we'll manage to get 3 or 4 cars there, fingers crossed. I'll have a report next month. Regarding shows with more public access, there's Standard Triumph Day at Brooklands on 22 June, which some people should be going to and which promises to be a very good show. Again, that will have been and gone by the time this news report comes out, but I'll report any gossip from that next month.

The big event of the year, of course, is **TRIUMFEST UK** on **26-27 July** - there should be a good attendance by our members at that show, and I plan to be there, baby Charlie allowing. The **Silverstone classic** is also on that weekend, but I'll be supporting our own show. On **24th August**, there's **Beaulieu "simply classics and sports cars"**, which may be worth a look - I think the entry fee for the museum is usually discounted on event days like that so if you're interested in going to the museum it could be a bargain. Take a look at Thames area's listing too, as we commonly double up with them on shows and other events (thanks Mickey and Julie).

Right then, see you all next time which will be **Tuesday 8 July**, from 8pm at the **Shire Horse** on the A4 just outside Maidenhead going towards Reading.

Cheers,

Mark

SOUTH BUCKS Tel. 07788 436167
www.tssc.org.uk/southbucks
email carlswanson@btinternet.com

Hi. Hope this edition of the Courier finds you and yours well. At the time of writing, it's hammering down with rain and a 'amber' warning for the amount of rain too! Summer is yet to come!

The weather over the weekend of 10th and 11th was pretty poor too, so no go to the Hyde heath show or the Croxley green show or SOE meet. The weather was better on the 13th May so Dan and I took my 2000 to the Ace for the classic car night. Good collection of cars again so well worth the visit.

On the 17th the 2000 was part of the Alex Dunlop garage open

day in Bfield old Town. It was parked out at the front of the garage. I received several calls that day saying they had seen my car, one of them asking was it playing up again so back at Dunlops! How rude, but fair!

On the 18th May the Tesco car park at Amersham was the meeting point of the South Bucks/ Thames/ East Berks area for the run to the Chiltern hills show. Thank you to Julie and Micky in their Vitesse, Mark and Penny in their Stag, Trevor in his Vitesse, Peter in his Herald and Dan and Nicky in Dan's Land rover as his Stag is not on the road. We had a great run over to Aylesbury to the new venue. The weather was glorious, so too Jules cake! We met with Rob from Herts and Beds with his Vitesse convertible so we had a good collection on the TSSC stand. Thank you to all that attended and apologies once again for having to leave early for a family function!

I am quite a keen badminton player which may shock the ones that know me! At over 6ft tall and the wrong side of 18 stone, I'm not what you call the 'average' size! Unfortunately I managed to fall while going for a shot and twisted my ankle. 'Why do I need to know this?' I hear you ask! It was just an hour before the South Bucks meet on the 21st May! So, no go for me but Dan, Paul & Liz and the sheep, Simon and Phil were in attendance and had an enjoyable evening (maybe due to me not being there!)

I'm also a keen motorbike rider, so the Northwest and TT is one of my highlights. This year though, Simon Andrews and Karl Harris both were killed while racing in these events. I was lucky enough to meet Simon two years ago, and he was a really nice young man, very down to earth who loved his racing. They both will be sadly missed.

Watching the D Day 70 year anniversary reminded me of meeting a postman when I was in the USA in 2011. I was staying with a good friend of mine who lives in a nice small town. I said 'good morning' and the postman immediately said 'ahh, South of England I presume?!' He then went onto say he was ex USAF and had been based at Lakenheath in the 1970's. He recalled the English pubs, food and cars, particularly a 1960's Spitfire! Similar to many of USA military had done years before in the war.

Well, with thanks to that generation, we can attend classic car shows if we choose amongst many other things in our free world!

5th July Datchet village fete and car show with a classic car run from the station car park. **SL3 9ED.**

I think it starts at 10.30, but best check before if going.

6th July Heathrow classic car show at the Concorde building, **TW5 9PQ.**

Always popular but we warned, they let in most things!!! Starts midday.

20th July Uxbridge classic car show. Simply of the biggest shows in the area. Always popular and over the last couple of years, the local new car dealers have brought along their large displays.

25th-27th July TriumFest UK at Donington Park. Please see Courier for details.

26th July Stoke Poges flower and classic car show at the school (**SL2 4LN**) ITS RUN BY Uxbridge and District club so you may need to check if open to all..

30th July Classics on the green at Harpenden. Ticket only! contact@classicsonthegreen.com for details.

Aug 2nd & 3rd Great Bucks steam & county fair and classic car show. Need to pre book via Dave Butler (01844 339377)

Aug 3rd Windsor Royal farm show. SL4 2RQ. No booking required. 10am to 4pm.

Aug 6th Classics on the green at Croxley green nr Rickmansworth (WD3 3HN)

Take care,

Carl.



TSSC AREA NEWS

CHESHIRE

Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

There seems to have been quite a few shows and things of late, so I've probably missed a few things out. Three Triumphs made it to Cheddleton for their Classic Car thing, and we enjoyed a ride on the train courtesy of John who came along in his MGB, and the sun shone and I was my usual shade of pink at the end of the day. Then there was Capesthorne, where the threatened rain held off until late afternoon, and the attendance was really good. There was an unexpected appearance by another AO who turned up in a recently acquired two seater convertible, which has (I think) a twin cam 1.6 litre engine. Funny looking Stag, that one.

The following day was 'Dead Good Day Out' in Macclesfield, where a few cars gathered around the BMX practice bumps and entertained the public. Again the weather was pleasantly sunny and warm (and dry!).

Next weekend was Tatton. Again the weather was good, and the place was crowded. We travelled in Adrian's GT6 on the Sunday, suffering the usual shut gate at the Knutsford entrance. We should have taken more seats to accommodate 'friends and family', and at least one person spent some money in the auto-jumble. Unusually for Tatton, we were only a little delayed on the way out, and the GT6 was very well behaved thanks to its new electric fan.

There was mostly dry weather for the Inter Area Meet at the Derby Arms (the rain arrived just as I approached home on the way back), and there was a good gathering there. I offered my usual advice about fitting servos (see below). Our own meeting at the Swettenham Arms also attracted a good gathering, although some were obviously not convinced there was actually a pub at the end of the road that seemed to be in the middle of nowhere! We welcomed Roy with his Spitfire (who may now be hunting for a Ford Zetec after a ride in a Spitfire powered by such an item). There were other new Cheshire people (sorry, my memory is blank) with a TR6 hopefully ready for Donington, plus a Vitesse, an MG TC, in amongst the various Triumphs (and honorary twin cam Triumphs) from various places.

Macclesfield Gearbox Dismantling have reduced a third gearbox to its constituent parts, and are shortly about to undertake the difficult bit – turning the piles of bits into two working gearboxes. This has been done before, but it was some 22 years ago. Fortunately copious notes were taken at that time, and the special tools needed (abutment plate, piece of pipe, big hammer and very big hammer) are all still available. Macclesfield Engine Renovation are also gearing up for business, using a similar set of special tools.

Hark the Herald has acquired a servo so his owner can now press the middle pedal hard enough to lock everything up. In turn, this showed up problems with the back brakes due to application of paint on the backplates by the previous owner, resulting in sticking cylinders and a hasty set of new linings on meeting day.

What's going on in July? We have an **Aviation and Transport Fair at Manchester Airport on the 5th and 6th, Wilmslow Show on the 13th, and Capesthorne on 27th**. The full events list is now published on the TSSC web site, just follow Area Directory then Cheshire. This list includes some more distant events. Then it's **TriumFest on the 26th and 27th**. I'm planning to attend, with the possibility of camping overnight (as long as it's not wet – a fair weather camper).

Our next meeting is on **Thursday 3rd July** starting at the **Cock and Pheasant**. This is a run out meeting, so the usual run out times of 7:30 for 8 at the C&P apply. You will be travelling to a pub in Peover (the Dog), by a route that will be familiar to those

CHESHIRE CORNWALL . . . COVENTRY

who've been on our runs out before. The usual lead car will be tucked up in its garage as the driver will be enjoying the Canadian Rockies, travelling from Jasper to Vancouver by train on that particular day. So, perhaps while the cat's away, the mice will play?

Henry

CORNWALL

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By all accounts Windy Ridge was well attended, the weather turned out nice, but I'm not sure how many cars turned up. I also understand that there was a boot sale on at the same time, just to spice the meeting up. On the same Sunday in May some of us took part in a Treasure Hunt organised by Truro and District Motor Club. We started with a cup of coffee at Healey's Cyder Farm, Callestick (we arrived in the Stag with the choke still out!) and then set off at minute intervals on the hunt. The hunt was very demanding, the average speed was set at 10mph, but we had to work hard to keep up. Many of the clues were cryptic, directions were by tulip diagrams and we had to collect letters and numbers along the way to make up a Cornish town name. After 2hrs we arrived at The Plume and Feather Pub, Mitchell for a pasty lunch. From here we set off again at minute intervals for another 2hrs hunting our way to The Lost Gardens of Heligan.

It was great fun and once we had sorted ourselves out we headed for the cafe and a cream tea. After a short while the organisers had added up the scores and we had a prize giving. Completely unexpectedly Claudia and I came second, whilst John and Jane, in their TR4A, won best pre 1980 car. We thoroughly enjoyed the day and would recommend doing a similar event, we're certainly looking to have another go soon. The weather was really nice and the route was very scenic, taking in some of the lanes that we had used on Drive It Day.

The Tregony (Scalextric) Grands Prix was hailed a success, although I'm not sure that any formal racing took place. We were able to lay out two huge tracks and even get the cars around them... after some practice! The food everyone brought went down well and we had an outdoor picnic at lunchtime.

Meetings are busy, as you might expect during the summer and we are all looking forward to our camping weekend.

Up and coming events:

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

Fri 25th – Sun 27th TriumFest UK, Donington Park – join our convoy

AUGUST

Thursday 14th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sat 30th – Sun 31st Tall Ships Regatta, Falmouth (Race starts 4pm on 31st)

With the nice weather that we've been having I've had my roof down a lot and I hope you have too.

Mike

COVENTRY

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e-mail: phillyncovtssc@mail.com

May started with the regular visit to the Heart of England meet at the Griff in Bedworth on Tuesday 13th May where over 40 vehicles turned out on a sunny night but the ground was still wet under foot so the ladies remained in the cars for most of

TSSC AREA NEWS

the time while us gents got wet feet, still better than stopping at home watching the telly.

The next event was the first Armstrong Siddley Owners Club & The Coventry Area TSSC Spring Rally which took place over the weekend of 16th/17th & 18th a joint venture which was inaugurated by Maurice Smith (Phil's brother) who runs the Midland area of the ASOC. The venue was Bulkington Workingsmens club which has a very large car park where we could stay in our campers & caravans. Unfortunately after expecting 10 to 12 units, only 3 actually made it and camped for the weekend but we were joined on a daily basis by the rest of the attendees swelling the numbers for each event planned.

On the Friday night 8 of us went out for an excellent meal at the White Lion in the Village followed by a few drinks back at the vans before tuning in for the night. Saturday morning 15 of us visited "Leaping Cats" a Jaguar restorer in the village, a restorer is probably not the right word as they make all the body panels to fit XK'S themselves and manufacture a lot of mechanical parts as well, it was a small factory virtually remaking Jaguars, we were shown round by the owner John who was excellent in the way he explained everything nothing was to much trouble for him. If you ever get the chance to go it is a real eye opener.

This was followed by a visit to Wood Farm Brewery at Willey, near Lutterworth where a brass band competition was taking place, a great afternoon and the weather was scorching and



the beer excellent. On the Saturday evening it was into the club lounge to have a fish/chicken and chips supper followed by a general knowledge quiz between the ASOC & The TSSC which ended in a draw. The night continued with live entertainment provided by an excellent male vocalist and most of us enjoyed some dancing, a real good end to the day.

On Sunday off we went on a drive through the villages and lanes of Warwickshire planned by Maurice and Ann, 8 cars in total to return to the club for a BBQ Lunch when we were joined by Heart of England members providing a display of about 25 classic cars in total. Although we lacked numbers a little we made up for it in quality and a great time was had by all who attended. We must congratulate Maurice and Ann for all their hard work, well done.

Sunday 25th was the Transtar event at Ragley Hall, Alcester. When we got up in the morning it was raining and had rained on the Saturday before, so after a few phone calls, ourselves, Steve & Sharon & Keith & Trish decided not to go, however, Paul & Joan, Pete & Ann Mike & Viv did and the weather was fine and they had a good day out, so a wrong decision for us, well you can't win them all.

Monday 26th was the Bidford Wings & Wheels event, 11 of us in 6 cars travelled in convoy, a tremendous turnout of about 200 cars attended which included a lot of very old and expensive ones, for the enthusiast this is a must event.



The Heart of England meet on Tuesday 27th was a cold and wet night but still 20 cars turned out and of course it was into the bar for a noggin and natter for our group.

Dalos Day (Drive and lunch on Sunday) was the next outing on Sunday 1st June the route being planned by Maurice & Ann which was a repeat of a run done last year known as the Floody Run, this was because we were unable to complete the run in full because of all the flooding at the time, 16 of us in 8 cars met at The Sparrow Combe Fields, Ansty to depart on another excellent drive in excellent weather (the sun always shines on our Dalos Day) which took us as far as a field as Daventry in Northamptonshire through the lanes and villages returning to The Bulls Head at Brinklow for lunch, where the menu was very good and an excellent carvery, well recommendable, another great day out in great cars and great company. Well done bro & Ann.

Tuesday the 3rd June our monthly meeting at the Bull & Butcher



fell victim to the weather again, after a lovely sunny day it went cold and rained late afternoon, obviously resulting in a low turnout of only 6 classic cars on show, 4 Triumphs a Moggy Minor and our Escort Cabriolet (The Smiffy Spitty) will be back on the road for our next event) we parked our cars in the field behind the restaurant for a start but had to revert back to the car park as the resident Donkeys were too inquisitive. We will go back to using the other field at the end of the car park for our July meeting. Then it was into the snug for the meeting. Nice to see Roland Allen & Chris Symonds joining us again bringing the total number of people attending to 16.

A couple of new events for the diary :-

Wednesday 2nd July a run to the pub with the Jaguar Enthusiasts, the gate at Nether Whitacre, will arrange where to meet later.

Wednesday August 6th Jaguar Enthusiasts Concours night at Stoneligh Deer Park Golf Club

We also need details of who will be attending the **The Coventry Festival on the Heart of England Stand and for the Fillongley Show.**

Have now got forms for the **Pershore Plum Festival** for anyone interested in joining us.

The next **Dalos Day on Sunday 29th June** incorporating the **Hampton Ferry Car & Bike show** will be planned by ourselves, we will meet at the Murco on the A46 Binley at 10.15 picking up Paul & Joan and any others that it suits on the Shanks Services (used to be Little Chef) on the A46 West of Warwick at 10.30. Need to know numbers by **Monday 23rd June.**

The Blue Lias event on Wednesday 18th is supposed to be cancelled but we will still turn up and have a bit of pub grub and see how many others just arrive, if you want to join us see you there at 6.00pm. Well a busy month ahead don't be shy come and join us, all are very welcome

Regards

Phil & Lyn

Forth coming events :-

Sunday 29th June Dalos Day/ Hampton Ferry Car & Bike Show Meet at Murco A46 Binley 10.15am or Shanks Services (Little Chef) A46 West of Warwick 10.30am

Tuesday July 1st our **Monthly meet at Bull & Butcher, Corley Moor.** Just turn up

Wednesday 2nd July Run to the pub Jaguar Enthusiasts The Gate Nether Whitacre. Details to follow.



COVENTRY . . . CUMBRIA DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

Coventry Continues

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.

Tuesday 8th July HOE at Griff 7.00pm Just turn up.

Saturday & Sunday 12th & 13th July Birdingbury Country Show with the HoE. Peter Taylor, 01380 727110 peter-michael.taylor@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, Greetham, Rutland, Leic's. Leic's & Rutland Area TSSC. Neil Spencer 07530307371 tr6scimitar@yahoo.co.uk or Jan Muschallii 07799 804415 j.muschallii@ntlworld.com

Saturday & Sunday 23rd 24th August Coventry Festival of Motoring at the NAC Showground Stoneliegh. 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 Aerodrome, Northants, NN6 0BN phillyncovtssc@mail.com

CUMBRIA

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I have been out of the show scene for the past month for one reason, no classic car. I am glad to say that the Spitfire is now back on the road patched up for another 6 months. My GT6 is for sale now that it has been tuned on the rolling road. The modifications to the engine have produced an extra 26 BHP over the standard engine. Members have been out and about but I have not received any reports good or bad about any of the shows during the past month.

Forthcoming events: **July 6th, Distington classic car show. 27th July, Ripon Car show.** I have booked a club stand as usual.

3rd Millom and District Motor bike and Car show held at the Green near Millom. We went to this show last year and were the only club who attended. We were made very welcome and apart from the odd downpour it was a good day out.

14th-17th August Lakes camping weekend. Events for this include a day trip around the Lakes, a Treasure hunt, a trip on the boat on Ulswater and on Sunday the Dalemmain Classic car show.

Monday 25th August, Bootle show.

Please remember that all cars should be on the show fields no later than 10am.

Safe motoring

Roy

IMPORTANT NOTE

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

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

Hello everyone. Well it was another good turnout of classic cars at our last meet, which is always very pleasing to see. I even made it in my old girl, if nothing else to show that yes I do still own a Triumph, even if she did let herself down 3 days after sailing straight through her MOT.

You have got to love them.

There were no planned activities for this meeting so it was a good chance for a natter and a catch up on all of the events attended so far and those still on the calendar, and also to iron out any niggling little troubles with the cars.

The raffle was well received as always providing a little entertainment for the evening.

By the time you read this we should all be on recovery mode from the Peak Run, which I'm sure will have been a fantastic weekend with a little something for everyone and I look forward to be able to share some of the highlights with you in the coming months.

Also Old Mancdonalds farm will also be a memory for some of you, so I look forward to hearing the tales from down on't faaaaarm.

For our next meeting we are planning on our annual **Fish n' Chip run**. Please note that if you are interested in joining you will need to be at the Smalley Working Mans club for 7:15 ready to leave by 7:30 This will give us time for a follow my leader drive through some lovely countryside before heading to Matlock Bath for a little late supper and a trip to the pub!

If you are interested in coming along and would like some more details or want to come and join us at our end location then please drop me a mail to

richard@malin74.freemove.co.uk

There will be lots of local events going on so please check our website but I'm sure I will see some of you at **TriumFest UK at Donington Park** at the end of the month.

That's about it from me. Happy driving.

Richard

DEVON

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Appalling weather for the first of this year's Southwest Triumph Meets, this time at Windy Ridge Diner at Trerulefoot. At Pear Tree Cross, Ashburton, our 13/60 was joined by Dan's Herald Estate (just back on the road), Mike's Spitfire, Mark & Jane with the TR7, and Dave & Lorraine from SOC came along with their Stag. Dan made a detour at Trerulefoot for breakfast on the other side at Route 38, joined by Marc, Tracey, Sam and Colin. The rest of us went straight to Windy Ridge which has been transformed by Tony's cousin who now owns it; there is a huge car park, the bottom end of which was reserved for us, and not only do they serve an all day breakfast, but a great value carvery too. A total of 18 Triumphs turned out, a number of Stags which we have not seen for a while, and a good number of our members' cars. After lunch, 10 Triumphs set off on a run set by Tony and Thylma through the villages of south east Cornwall. We stopped for a photo opportunity in the sun at Seaton before travelling on and ending up back at the Diner. A really good day, despite the weather.

May's Club night brought out 8 Triumphs on a lovely evening, and it was good to say hello to new member Dave who came along with Lorraine. We had a good variety of cars out, Dave's Stag, Dan's 2.5PI, Allan's Vitesse, my 13/60, Ian B's Spitfire, Ian M's Herald pickup (complete with daughter Charlotte whom we have not seen for a while), and we were joined by 2 TRs

TSSC AREA NEWS

18th – 20th July Boconnoc Steam Fair
 25th – 27th July TriumFest UK at Donington Park
 26th – 27th July Vintage weekend at RHS Rosemoor
 Sunday 3 August Mt Edgcombe Show

Sue & John

ESSEX

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

Despite the weather not being too good we have had a very busy time this month and it looks to continue for next few months with a mix of events.

My Office - the biggest new is I am back to two Triumphs. I have bought a Stag, it is a K reg but built in 1971, it has 11 month MOT and tax free, but I want to do a few small jobs on it before it goes any distance so I should be busy over the next few months.

Out and about - Club day - we had 25 people and 11 Triumphs 5 Spits, a Toledo, 2.5, Vitesse, TR7/8, Herald and my new stag which I had only collected 2 hours before, Janet drove it and enjoyed the experience she even had a play with the Overdrive, one of the Spits sounded very nice as it had a V8 in it now with a Sierra diff, it has had 3 Triumph diffs. Jed had come across some pots of hand cleaner that were shared around and we sat outside had lunch and gently bronzed ourselves in the sun. The Herald was new to the club and what a lovely little car it was.

Enfield pageant - 5 cars did the run up to Enfield with 10 of us braving the trip around the M25. We parked up in a nice spot and set up the flag but the pull of the auto jumble was too much and we all went off in search of bargains. 3 of us bought new number plates, Kirk got some nice sockets at a reasonable price, Jed got 2.5 rear shocks for £4, we met some old friends with their cars (not Triumphs) and some running their stalls. Stuart and his daughter Rosie turned up later in a modern car, but we still spoke to him. The mechanic from "for the love of cars" was spotted by Stuart and Rosie, they had a conversation about classics, and he said he was looking to buy whilst at the show. Some of us purchased professional photos of our cars that were taken as we entered the show, Marian and Mick report that their mouse mat of primrose is lovely. The contact Mick made regarding classic radios came up trumps with a Sharps radio for his car with an MP3 connection that was personally delivered to their house. It turns out the guy has 8 classic cars of his own as well as working on classic radios. Big hello to Paul Neville good to see you out in the Spitfire and that you joined our merry little band for the day.

St Margaret's Church - a lazy start time for this one we had our 8 cars set up by 12:30 ready for the off. Lightning put in an appearance at the



from the Register, with friends Peter & Jane and Roger & Maureen. Missing a few 'regulars' but a good evening nevertheless. As I drove 'Jassy' home, the heavens opened around the edge of the moor, but that was nothing compared to the rain overnight.

Pecorama Show at Beer saw a really good selection of our cars on display, a total of 15 |Club cars including the GT6's of Chas and Dave. Apart from our Club display, there were a Bristol Stag and a 1500TC in the car park.

Whilst we were sunning ourselves in Jersey at the beginning of June, Sam Treleaven had arranged a drive and Karting day so thanks to Marc for this report. Five Triumphs and one modern turned up at Ivybridge Station for the start of the Karting run organised by Sam; Dan, Jas & Malachi in Dan's Herald, Steve, Chris & Gabriel in Steve's Stag, Mike in his Spitfire, Dave A & Mark in their Stag, Marc & Sam in the GT6 and Tracey bringing up the rear in the Micra. We left Ivybridge and drove through the lanes and across numerous bridges through Yelverton, Crapstone and on to Horsebridge. Once we had crossed over the bridge to Cornwall, we headed over the edge of Kit Hill for fantastic views over east Cornwall. At this point we were passed by about 30 motorbikes also out on a Sunday run. We descended to New Bridge via Callington where we carried on through more lanes and along the Lynher Valley and over three bridges on the river Tiddy. Luckily we met very little traffic through the lanes, finally arriving at Kartworld just after 12pm where we met Andy, Michaela, Ben and his friend in Andy's Stag. A little while later Carol arrived after driving up from St Austell to meet us. All the boys, men, and Jas (12 in total) headed out on the track while Tracey, Carol and Michaela occupied our younger two members. We managed to put in about 12 laps with a couple of minor incidents with rubbing the tyres, rubbing each other or quite simply spinning out. The track was dry so we were able to put in some good close laps. After a check of the fastest laps for each of us, Mark Alexander won the trophy and the task of organising next year's challenge, with Chris and Ben bringing in 2nd and 3rd. So next year we look forward to the karting being at a different location.

COMING UP IN DEVON

The first weekend in July will see a group of us camping or caravanning at Martock for Colin's weekend, and we are taking in a Retro Festival at the same time which we are all looking forward to. Hot on the heels of that, the following weekend is Powderham Show, and if you have not entered, please do come down to our stand and have a chat. We have some 35 cars entered for the Sunday and a few less on Saturday. Jane Rowley, member of the Council of Management, will be with us, and is happy to do Club Insurance Valuations over the weekend. A good opportunity to have your car looked at in person rather than the usual method of sending photos to HQ. A reminder though that the Club insurance valuations are ONLY VALID if your Club membership is up to date. Easy to renew now using the new Club website and cheaper if you use the direct debit system! July as usual is a busy month for us, with Club Night at the Star Inn on Wednesday 16th and the big TSSC national event TRIUMFEST UK at Donington Park at the end of the month. This is the replacement event for the long running Stafford International, and promises to be a really good weekend and not too hard for our members to get to either. Camping is available on site, but we are wimping out with a nearby B&B. Other events in July include the steam show at Boconnoc 18th – 20th July, and if you are not coming up to TriumFest, there is a vintage weekend at Rosemoor Gardens, Torrington 26th – 27th. We have entry forms for both of these if you are interested.

If you have not visited the new TSSC website, make this a priority now, as it is a huge improvement on the previous site. As AOs, we can now input information on Area events etc which we will try to do on a regular basis.

DEVON DIARY

4th – 6th July Colin's camping weekend at Martock
 12th – 13th July Powderham Vehicle Gathering
 Wednesday 16th Club Night at the Star Inn, Liverton



ESSEX . . . GLOUCESTER HERTS & BEDS

TSSC AREA NEWS

Essex Continues

show which pleased the youngsters, especially Jack. Roofs down, info out, coffee drinking in the sun sounds to good to be true but this is how it started then 10 minutes before the opening the heavens opened and it did not stop, a quick rush round, roofs up, chairs moved under the trees and stiff upper lips in place and on we went with the show. In the church there was radio controlled stock cars and banger racing, which Stuart really enjoyed. You could go up the church tower, but most of us enjoyed a cream tea and a walk in the rain around the stalls and events. Some even had an ice cream. We helped raise £4,000 for the local church hall repair fund.

We then adjourned back to the Jannaway residence for a BBQ I did the BBQ in the rain whilst everyone was inside eating and chatting away, but still a good day over all and the Stag went out to its first official show.

Ace café postponed start as it was hsssing down, there was thunder and lightning as we left home for the meeting point just 3 cars, all Spits, were willing to brave the weather and the North circular road. We made good time to Wembley then it was stop start all the rest of the way but the rain stopped when we arrived. We met up with Mike and Sue Titchen in their GT6, it is nice to bump in to old friends and catch up. Then on to the Café itself for food, lots of all day breakfasts and a couple of Curry's. I know it was a mix of food but it was all good. The girls sat in the sunshine whilst the boys had a wander around the cars, then the sun came out and the roofs came down for the trip home, which was a bit spirited when we reached the A13.



Up and coming July

Sun 6th Maldon show on the prom at Maldon

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

Welcome to Michael Chalk hope to see you at the club.

Happy Birthday to Jed on the 28th hope you have a great day.
Regards

Allan & Janet

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

Hello all you lovely Triumph people here goes this months report of goings on.

As usual the Isle of Wight beckoned to us and a sizeable group rose to the challenge to cross the water and partake. There was a fantastic turnout for the 25th anniversary of the event and the sun shone to complete it all, most of us are repeat visitors but Dawn, John and Callum were newbies and the feedback from them was that the weekend gave more than they had expected, thanks to all that made it what it was.

The Prescott open classic was next and while Jane was at SEM enjoying their hospitality a few of us were enjoying the heady fumes at the start line watching people blast the hill.

Richard filled a car with eager shoppers and we headed to the Beaulieu spring auto jumble, the weather was superb, the picnic was very improvised but the ice cream was really enjoyed, oh and there was lots to see too.

The weather was kind for our club night meeting and either there was nowt on the telly or something because we had a fantastic turnout it was nice to see John Sheppard in his 1200 saloon and Jason in "Vanessa" his Vitesse even John Verdon turned up in a club car and we all know how long that's taken to come round, it was a great evening and hopefully we will see more like it judging by the pictures Matt is speeding along with his rebuild and I hear that Robbie now has his Spit mot'd too.

I popped round to visit Spenser today too and as a result his Spitfire body and chassis have now parted company, it's ok he wanted them like that so that his resto can move on a piece.

When you get to read this quite a few of us will be at the LeMans classic so a full report on that will be ready for you next time.

Enjoy the tinkering, enjoy the banter and most of all enjoy the drive,

Andy

EVENTS.

**Tues July 15th. Pub run to the Royal Oak
at Leighterton, GL8 8UN**

Sun July 20th. Breakfast at the Filling station, Malvern.

Mon July 21st Area meeting at the Swan, coombe hill.

Fri-Sun 25th-27th July TRIUMFEST UK at Donington.

Fri-Sun 25th-27th July. Silverstone classic.

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

Hi folks, at last I can send group emails, the beloved windows 8 has been vanquished and Linux installed so my box of buttons now does what I want and not do its own thing, if any new members local or far and wide wish adding to my ever increasing list of Triumphers please drop me a mail or phone, contacts in Courier or on the Club Website Area Directory.

23 went to Blooms, Bressingham steam and gardens, Jo and Derek did the route and headed the convoy so that made a change for me, thanks, for a £7 discounted admission there were three loco's running, the best being the track around their wonderful gardens, took some beating, the Dads Army display managed a few, 'don't tell him Pike' and 'they don't like it Up Em' remarks and the engine sheds had some awesome and gruesome machines on display.

Luton Festival of Transport is over, 20 passes issued for the club pitch, think we will be joining up with Brian's TR Lea valley group to make a good splash of Triumphs, and Carl is bringing a few from South Bucks. Who's booking the sunshine ??

Hall green Picnic is over, no report on that yet.

The next drive out is to the **Kimbolton Charity Classic July 15th** with some wonderful cars and plenty of fayre stalls to browse, followed by **TSSC TriumFest UK July 26/27th**, then our run to the Vulcan tour August 9th

I will be selling the Vit 6 buzz box and taking on a T2000 mk2 so getting the ladies in the back won't keep getting me arrested for man handling them in the rear (of the car) as we now have 4 doors, whoopee !! (that spoils any fun).

Keep Em running sweet,

Pete

IMPORTANT NOTE

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

LANCASHIRE LINCOLNSHIRE . . . LIVERPOOL

LANCASHIRE Tel. 01257 482569

www.tssclancashire.yolasite.com
e-mail: Pamela23&tssco.net
Facebook:TSSC Lancashire Triumph Sports Six

I am pleased to report the classic car season has started. A huge thank you to Kevin Makin for the following contribution.

Ripon spring classic car meeting....Myself, Richard (TR6) & Paul (MGB GT) together with other Pilling car club members went over to Ripon racecourse for one of the early shows on the calendar, the weather wasn't that good driving over the Pennines but improved through the day with the return trip topless (the car that is). As usual Ripon produced a good show with a good variation of vehicles (about 750), auto jumble and trade stands. One car that attracted more than the average attention was a matt black Bentley powered by a 'large' truck engine, exhaust stack which came vertically out through the bonnet and huge boot spoiler, not everybody's taste!!! But actually well engineered.

Two weeks later Chris & Myself we went to the North Yorkshire Triumph Weekend (NYTW) Runswick Bay and joined up with the Pendle & Pennine area of Club Triumph. This is the fourth year on the trot I've attended this show held on the Runswick campsite. The past two years hadn't had good weather at all but this year certainly made up for it with hardly a cloud in the sky all weekend. The Friday night is a meet and greet affair in the marquee with a quiz and real ale on tap. Saturday there's a tour out over the North York moor's which this year was well attended because we could see where we were driving – stunning scenery. Lunch in a country pub and back to the campsite for the evening's entertainment by an excellent three piece band, oh and did I mention real ale!!!!. Sunday morning was the customary early morning walk on the beach followed by the car show on the marquee field, which was very well attended this year (but I didn't win owt this year). So after pulling down the tents and event shelter that was it for another year....hay hoe what's next .

Meanwhile I've secured a donor car for my Vitesse estate project....next year Rodney!!

The next event on our list is **8th July at the Canberra Club, BAE Systems** on the A59 at Samlesbury at 6.30 pm. This is a meeting which is being organised by the MG Owners Club, this is open to all vintage, veteran classic, kit, and interesting cars, individuals and clubs. Over 130 cars last year and there is room for more, hotdogs and burgers are planned by the club £1 and £2 with salad as a food gesture and by the way of a trial. Drinks are much cheaper than a pub (as you will know) if you want them, or bring a flask, sandwiches and a chair if you wish, it's all up to you. It's a free and easy evening for like-minded people to get together and enjoy an evening meet with lots of different cars that would only come together normally at a weekend rally.

Another event is **Leighton Hall on 6th July and TriumFest UK at Donington on 26th & 27th July**

If you are interested in any of the above events get in touch and we can arrange to meet and drive in all together.

That's all for now, Drive safe

Mark

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Unfortunately, Garth has moved house and is unable to continue as the Lincolnshire Area Organiser. This is a great shame for us as we have all benefitted from his vast knowledge, enthusiasm and 'hands on' approach to Triumph fixing for many

TSSC AREA NEWS



years. Luckily, Garth hasn't gone too far away, and whilst our loss is another area's gain, he's close enough for us to still abuse our friendship! Many Thanks Garth, your presence is already missed.

The Lincoln Castle Classic Car Rally was attended by five local members, but unfortunately attending car numbers were down to one. Phil showed his Valencia Herald 13/60 saloon (which seemed to be a popular choice this year with two other examples present). The sun shone, the nearby pub was open and a very enjoyable day was had. Herald 13/60s and Stags dominated the Triumph entries with a Bond Equipe, Triumph Gloria and TR5 also represented.

Keith's GT6 is currently off the road whilst the door glass is replaced and minor fettling occurs. Will is busy getting his chassis ready for the start of the rebuild of his Spitfire Mk IV and Dave has just commenced the re-commissioning of "Gertie" the GT6. Dan's Spitfire is having new paint and other upgrades ready for the Summer. My own 2000 is currently having the front brakes upgraded and is just out of MOT. To make matters worse, whilst my car has been at a local garage, someone has driven into it (it's made a right mess of my filler) – I knew removing the bumpers was a mistake!

As my Vitesse needs the front axles and steering re-assembled, and Dave is about to tackle his GT6 suspension, we are currently planning to hold a garage session with Keith. We reckon we can learn a thing or two from the concours winner, and if anyone else wants to join in, please let me know...

Lincolnshire Area members will be attending the **Peak Run, 2000/2500/PI Register National and TriumFest UK** in the near future, so if anyone wants to join us at these events, just drop me a line.

Whilst the Lincs website is down for maintenance,
local events can be found at

www.facebook.com/lincolnshiretriumphs.

Thanks again Garth!

Simon

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It's been a busy couple of weeks for the Liverpool Area, first up we hosted the Inter-Area meeting and welcomed Cheshire, North Wales and Wirral Areas to the Derby Arms. There was plenty to talk about, with a wide variety of Triumphs on show, from TR's to a Dolomite and the usual smattering of small chassis models. The weather was kind to us, and a few keen attendees were treated to a spin around Knowsley Village. Quite a number mentioned the event has rekindled their restoration fires, so that's a positive in itself. Next year, it's Wirral's turn to host, we're looking forward to it already.

Just 2 days later we were off to the sleepy village of Swettenham, the location of last year's Inter-Area meeting held



Liverpool Continues

by Cheshire Area, and the focus of their June run-out. The weather was even better than 48 hours earlier, as we lined our cars up in the car park, with the lovely St. Peter's Church providing the backdrop. The drive back home was bracing, with the hood down of course. As I write, tomorrow we are due to join North West Casual Classics' annual bash at the Hale Carnival, but the weather forecast looks dreadful (thunder, lightning, torrential rain etc), so we'll have to wait and see if it's "a go-er". Upcoming we have the **Woodvale Rally (21st/22nd June)**, the **Lydiat Classic Car & Bike Show (6th July)**, the **Speke Hall Vintage Festival (20th/21st July)**, with of course **TriumFest UK on 25th-27th July**. There will be a few others in the offering, and definitely for August, so please keep an eye on our website - www.triumphliverpool.com, and of course our Area section of the brand new TSSC website.

We are all making progress with our cars, with Richard soon to get stuck back into his Spitfire after his exams have finished, Steve's new hood (from the Club Shop) is fitted and looking fine, and I'm busy inadvertently breaking things to fix, such is the joy of classic motoring. See you next month with a few reports of shows etc,
Cheers,

Alex

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Hi all, July and the weather should by now be scorchio, hopefully !! What have we been up to this month ? Well, quite a lot as it happens, 3 new shows attended and they were all pretty good. Firstly the good old SEM back at the beginning of May.



A good turn out from us with 6 cars and Malc and Lesley in their modern as the Vit isn't quite ready yet (more of that later). We got there nice and early this year, so much so that we were camped on the doorstep of the café waiting for it to open. It was well worth the wait though, a nice big greasy fry up to set us up for the day. A bit of a change for this year as the set up in the field had changed and all the goings on were down at the camping end. This meant the Herald's were in the back row instead of the front and to make matters worse the Vitesse's were down the front, blooming cheek ha ha.

Most of us had valuations done and most were reasonably happy with the outcome, not too sure about mine though, think I'm going to investigate further. Some good bits of toot were available at the autojumble and I struck lucky with a spare electronic ignition for a bargain £15. It will be an even bigger bargain if it works ha ha. We did dimally in the raffle until Barry saved the day, winning a peculiar heart shaped woven string thing, haven't got a clue what it was but I'm sure Laura was ecstatic when Barry gave it to her.

Historic Wheels was one of the new shows and although a bit quiet was still a good day. It's the company that makes it !! We made an appearance in the arena and everyone had a go on the microphone telling the history of their car. Apparently it's all Chris's own work ha ha.

The one we were looking forward to was the Motorsport at the Palace Show in Crystal Palace Park. Masses of car clubs on display and classic car racing as well. We went in conjunction with our sister club The North Essex Triumph Club (really a made up club so we could get everyone in, but don't tell anyone ha ha). It was held over 2 days, the first being a glorious sunny day. The racing was great, with cars from all eras giving it the beans around the circuit. It was lovely just laying on the grass, in the sun, watching the cars. Yours truly got interviewed and it was played over the tannoy but none of our lot heard it, at least that's what they said, hmmm... The 2nd day wasn't so good with only Andy and his brother braving the weather. It was a shame but they still had a good time, if a little wet. It did make the racing more interesting though. Not as much grip and lots of sliding.

All of a sudden and we were into June (where is this year



going?) and it was time for the Great Bucket and Spade Run. We've heard of this one for a number of years but it always clashed with something else. 8 of our cars turned out for this one. It went to the normal format of road runs - Coffee and bacon rolls at the start, rally plaques for the cars and route books supplied for the navigators. Then a gentle run through the Kent countryside, taking in some of the seaside towns before finishing up at a park in Ramsgate. We did try to all keep together so we could park together at the finish, but with about 200 cars taking part we stood no chance. So, it was down to the navigators to do their bit. A few wrong turns were reported but Kayley (navigating Richard) didn't put a foot wrong. Well done, and her first attempt as well. When we reached the finish we were quite split up but we still managed to be in 2 groups of 4. By now the weather was cracking, sunshine and a gentle sea breeze. Donna and Kayley went for a paddle in the sea but as there was a long walk back and uphill it was too much for the rest of us so we stayed with the cars. I must mention the ice creams - lovely and really cheap. Jean and Brian managed two but it was a good job we all got in before Dickie Boy as he cleaned the van out of ice cream, never seen one so big. The day was rounded off nicely with a diversion to Whitstable on the way home for fish and chips on the prom. They really do taste better out of the wrapper at the seaside. Oh, nearly forgot Chris was the only one to have a breakdown on the run. Huh, six pots, wouldn't give one house room ha ha. Oh and another thing, must say thanks to Chris for the Standard Triumph badge. I've hankering for one of these for ages. It's now been repainted and is gracing the front of the car, getting rid of that grotty Essex badge.

Probably the hottest day of the year so far was for the Bromley Pageant and we had an unbelievable 16 cars on the club stand and 2 gazebos. It was a bit of a nightmare getting into the show-ground, so much traffic. Lots of cars were getting a bit hot under the collar queuing to get in and unfortunately Brian and Barry's Vitesse's fell victim to the heat. Both needed a push onto the stand but after cooling down and a bit of fettling they were up and running once more. We also had the pleasure of seeing Malc and Lesley's Vitesse for the first time since its epic respray. It does look lovely and it's gone back together really well. A few extras have also appeared on it - an engine start

MANCHESTER NEWBURY . . . NORFOLK



official car show cup.

By the time you're reading this it will very nearly be time for our biggest trip yet – **The Classic Le Mans**. Everyone's been busily collecting spares and fettling their steeds for the trip. Hopefully everything will go swimmingly. But whatever happens you will read all about here.

All the best

July Events

Classic Le Mans – Thursday 3rd to Monday 7th

Essex Car and Motorcycle Show – Sunday 13th

Classics on Galleywood Common –

Wednesday 16th (evening)

Bentley Wildfowl and Motor Museum Classic Car show – Sunday 20th

Dover Classic Motor Show – Saturday 26th

Dacorum Steam & Country Show – Sunday 27th

John.

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Tatton Park was a fantastic success this weekend with wall to wall sunshine and more than our fair share of drunken debauchery in the field. 20 fantastic Triumphs adorned the TSSC Manchester Area stand. Out of 87 stands we came 2nd in the Best Dressed Stand and congratulations to Steve Openshaw for winning a Trophy for best Spitfire. Congratulations to the winners of the Ian Hartley Trophy, Phil Billpot in his gorgeous Stag to Scoobs and his stunning TR6 and Steve Boden in his stunning little number, the bright red Spitfire. Well done !!! Friday night we enjoyed drinks and nibbles from the World Cup with drinks ranging from Raki to Paint stripper and many of the girls remained incognito on Saturday morning, wonder why?

I would like to thank all our members for the help on building and dismantling the stand and cutting the grass. A full report with pictures will appear in the TSSC Area Showtime in the Courier. A big thanks to Paul for sourcing and getting a bargain with our new gazebo, and Eleanor, Hannah and Holly who helped distribute trade stand flyers for Triumph-Fest UK to over 200 stalls.

The new venue The Boundary seems to have been a huge success with 25 members present and four overseas visitors. We will try this venue over the next few months and see how it goes. If however any of the members have objections to this venue it would be much appreciated if they could suggest an alternative.

It was suggested that the area BBQ coincides with Cholmondeley Classic Car Show. To be confirmed. Mark and Lorraine Kilgallon are to check out Elm Cottage campsite. Patsy and Frank 2 to check out Delamere Forrest and Pip and Frank to check out Blakemere.

We are still trying to confirm numbers to attend **Gate duty at the Triumph-Fest UK, Donington**. So far from the Manchester area; Rufus, Mark, Tracy, Trish, Mark, Steve, Pip and Frank have all volunteered **if anyone could spare 2 hours** over the whole weekend please let us know in the usual way.

There is a **Classic Car Show at High Leigh Garden Centre, Cheshire on September 27/28**. Seven Triumphs are booked into this show.

Congratulations to Janet and Martin Robinson who are expecting to increase our membership with their first baby.

With Janet's permission we will be running a sweepstake to

button, handbrake warning light, choke warning light and a set of Minilites. Oh and not forgetting the sill covers, very flash !! I must say a big thanks to everyone for my coffee mug, it's now going to be my

TSSC AREA NEWS



guess the baby's weight to raise club funds, surprise gift for the winner!!!!

It was requested at our meeting, from next year we bring the second Tatton Park, usually held in August, back onto the events calendar.

The Mancondonalds Farm weekend will have been too late to put into the July Courier, a full report will appear in the August edition.

Please can all outstanding balances of £243.00 for Rostrevor (NI) be paid at the July meeting at the latest.

Days to remember in July:

TSSC Manchester Area Meeting, The Boundary

1st July 8 ish (full menu)

TriumFest UK - Donington, 25/27 July

Happy Triumphanting

Pip and Frank

NEWBURY

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We had well-attended meetings in May. Welcome to Lloyd who is a new member of the TSSC but has had experience of Triumphs in his student days and was on the lookout for a 1500 Spitfire. By the time of the second meeting he had got a 1975 one in good condition and at a reasonable price. He is enjoying driving around in it, now we just need the sunny weather to go with it. Colin was waiting for better weather to continue to spray the TR7 so hopefully the weather has been kind by the time you read this and he has been able to get on.

Malcolm and Josie went to Englefield show and had a good time. Some of us were a bit wary of a grassy field after the experiences of Lambourn!

Don't forget **Cars in the Car Park is on 9th July** our normal club evening. So get polishing and remember it is not a concours event, just what appeals to members on the night.

I have had confirmation of our **Area stand at the Newbury Classic Car show on Sunday 10th August**. It is organised by West Berks Classic Car Club and an entry form is on their website <http://www.classicvehicles.org.uk>

Please mention that you want to be on the club stand on the form or there may not be space for all of us! Could you also let me know if you intend to come.

Meetings

9th and 23rd July at the Berkshire Arms
starting at 7.30p.m.

Events

9th July Cars in the Car Park
13th July Atwell-Wilson Museum Show, Calne
25-27 July TSSC TriumFest UK at Donington.
10th August Newbury Classic Car Show
at Newbury College

Keep 'em flying

Mary and Dave R.

NORFOLK

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The season is now in full swing and it is great to see so many Triumphs on show at the local and national events. I have attended a couple of local events recently and have been very impressed by the overall standard of the cars in East Anglia. Our very own Totally Triumph event held over the weekend of 9th - 11th May was an outstanding weekend much enjoyed by all. A superb drive taking in many of the Norfolk Broads was



NORFOLK . . . NORTH EAST NORTHANTS

TSSC AREA NEWS

Norfolk Continues

prepared by the Wensum TR Register on the Saturday with a meal and fantastic band being enjoyed by all who attended on the Saturday night. Sunday in true British fashion was spent shower dodging but with ample cover being provided by the organisers and traders nobody's spirits were dampened. As Simon from Robsport commented everybody was having a great time as there was a constant sound of laughter.

Congratulations to Duncan Horner and his entourage travelling all the way from Yorkshire to support the event and winning the furthest travelled award. It was nice to see Katrina Horner's 13/60 convertible making its debut at this event resplendent in its fresh primrose yellow re-spray. Katrina's Herald is the third Triumph returned to the road by Norfolk TSSC members that I am aware of this year. I am sure that there are more out there and it would be great to hear their stories for inclusion in our Newsletters.

The only downside to the weekend was that it clashed with Leatherhead an event that despite all my years of membership of the TSSC I have failed to attend - next year hopefully I will finally make it.

I have just returned from a tour of Holland, Germany, Luxembourg, Belgium and France in the TR7 in the company of a Porsche 911 and a MX5 and at no point did the 7 fail to keep up either on the twisty bits or the 90mph+ blasts on the Autobahn. Proof if any were needed that our cars should be used more for what they were designed for, being driven and enjoyed with the added advantage that should they break down then they can usually be easily fixed by the roadside.

July should be a fantastic month for those that enjoy the larger Club events with **Classic Le-Mans and TriumphFest UK** to look forward to. Don't forget that the Essex Area will be visiting Norfolk over the weekend of **12th & 13th July** and will be at **Wroxham Barns** on the **12th** a nice central location for Norfolk members. Contact Janet (Essex A/O tel no in the Courier for further details).

Looking further ahead **The MOT** is taking shape and should be one for your diaries it will be held at **The Hermanus Liesure Centre, Winterton-on-sea over the weekend of 26th to 28th September**.

The next meet will be held at the **Bird In Hand, Wrenningham** at 20:00 on **Monday 14th July** with the August meet being held at the same venue on **Monday 11th August**.

Happy Triumphanting, I hope that you all manage to get out and enjoy your Triumphs in this lovely East Anglian weather.

Mike

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Hi All. A well attended meeting in June, with a special attendance by our youngest visitor ever, Sam's baby Aaron, born a couple of weeks ago, I've got all the proper details written down but I can't find the bit of paper at the moment.

Also in the new attendees bit is Guy and Paul. Guy works in the same place and knows Aaron (the older one) and has had a GT6 since '91. He is taking Paul as co-driver to CLM and is now meeting up with the rest of the NE members who are also going, good luck to all on the trip. Hopefully Gavin will make it, at the time of the meeting his Spit had no engine in as he'd discovered the head he was transferring to the new block had a cracked valve, plenty of time to get it sorted though. His co-driver had also just had to pull out so he's looking for someone else to go. Chris Fish has finally got the Dolomite moving under

its own power, though stopping it turned out to be a bit harder than expected, cue one brake servo rebuild, still it'll probably be MOT'd by the time you read this.

Quite a bit of chat about future shows to visit, a few going to the **Triumph international show, also the Sywell Pistons and Props** again.

I must say welcome back to Steve Edmonds who we haven't seen for a long time, his Spit 1500 is still looking fantastic.

I've had one picture submitted for the next area calendar, the consensus at the end of last year was to go to a more normal Jan to Jan calendar, so we'll need pictures by October at the latest to make sure we can get the calendars printed up before the end of the year. Lets get snapping, remember they need to be landscape format and not less than 1mb file sizes or they don't work blown up to A4 size.

Advance warning for the **AGM in November**, I'll need any items members want to discuss by **October** to get them included, also any nominations for the 'officials' posts as well.

That's all for now folks, all the best.

Mark

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Thanks to all who attended another successful Northants Camping Weekend at Wicksteed Park. Weatherwise a bit dull on the Friday and Saturday. Marquees up safely and Bernard's brilliant banner for The Red Herring Club prominently displayed. Thanks Bernard!

Friday night was chilli night and all went well as did the Dutch Raffle. Thanks to Angie for the chilli. Carol's daughter Sarah and her little girl drove from the Isle of Wight in the Acclaim. Nice to see them.

The run out on Saturday was organised by Robert, thanks, and the Walkabout Quiz in Rothwell (Butch) provided some fun with contestants searching for some difficult to find clues and finishing up in the ossuary (bone crypt) in the church where they picked up the last card of five. Paul and Vi from the Isle of Sheppey won the prize which was for the best poker hand for cards collected.

Saturday nights BBQ went very well and thanks to all the catering staff once again, a magnificent feast. Helens cheesecakes and Pats trifle etc were gobbled up, although there was some left, because most were full up! Dressing up in the 20s was the theme and brilliant efforts were made, the ladies in Charlestons dresses with long necklaces etc and the men, and some ladies, in striped Al Capone outfits. The Brackley boys in particular made an outstanding display.

Unfortunately Pat and myself missed Sunday as we attended a wedding in Leez Priory Chelmsford (very posh), had to change into a new boiler suit! At Wicksteed, the tent was carried to the other field and, I think about another 15 cars turned up on a hot and sunny day. A raffle and prizes and then packing up.

Thanks from me to the team for packing the van neatly! Must not forget to mention the Saints rugby team win.

June 7th saw us at Woodford Halse on the very wet Saturday morning, Debbie and Mike, Butch, Pat and myself squashed under Butch's Fishermans Cover (superb, ordered one), we were there at 10.30, it started at 1.30! Whoops. About midday the sun burst through and the rest of the day was hot. A superb show, lots of stalls, the beef-burgers were superb. A couple from the Dolomite Club joined us so we had 3 cars. YOB had misbehaved and would not start. Pat thought she saw smoke and sparks so disconnected battery and came in Henry (Passat). Turned out to be a flat battery!

We must congratulate Mike and Debbie on a new grandson. . . My Spitfire MkIII is back from respray in BRG, looks very nice, unfortunately the bumpers will not do it credit so re-chroming is next!

John.

NORTHERN IRELAND

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TSSC AREA NEWS

Last month included our areas showcase event - the Totally Triumph Classic Car Show which is held in Wallace Park in Lisburn. Attendance was slightly down on previous years but 35 cars was still a reasonable turnout. As ever we had the pleasure of welcoming members of the Triumph Classic Car Club from Dublin and we very much appreciate their support. Chic Doig Classic Sports cars also came over from Scotland, with a range of spares, a restored Herald bonnet and bulkhead for Colin Lindsay and a complete and fully restored GT6 MK3 for Douglas Hogg. The weather was reasonably good for most of the day but as usual the club gazebo proved its' worth when the inevitable showers did come.

The standard for the concours was high as always and the two judges, Paul and Michael Kernahan, were kept busy scoring the cars and trying to decide who won what.

The final results were:

Long Distance: Luke Fenner (Mk 3 Spitfire),

Best Family Saloon: Leslie Kennedy, (Stag),

Runner Up: Brendan Walls (Stag)

Cruised & Used: Alan French (Vitesse Mk2),

Runner Up: Brian Gill (Spitfire 1500)

Best Modified: Gary Morrison (Spitfire 1500),

Runner Up: Alasdair Campbell (TR8)

Best Sports-car: Colin Tait (GT6 MK2),

Runner Up: Douglas Hogg (GT6 MK3)

Car of the show:

Alan Forsythe (TR3),

Runner Up

Philip Annesley
(1200 Herald)

The finishers award this year were TSSC Northern Ireland Area umbrellas, which given the weather over here should get plenty of use. Douglas Hogg did an excellent job arranging the trophies, Jacqui and her mum did a sterling job on the tea and bun stand and, last but not least a big thank you to all the club members who came along - I think everyone enjoyed themselves and we managed to get a least a couple of new members. Also a big thank you to Lisburn Council as without their help there would be no show; Paul presented the Mayor with a club umbrella which seemed to be appreciated.

The week after Totally Triumph was the second round of the Northern Ireland Hill Climb Championship at Drumhore and three club members were entered in the Historic Road Going Class: Paul (MKIV Spitfire),



Mike Hudson (Spitfire 1500) and Christel Edwards-de Graaw (Triumph 2000/2.5 PI).

The weather was very good with only a light shower early in

the morning. We had a new scrutineer who took quite a long time to check the Spitfires and, after both had passed, revealed that he had a Spitfire himself that he hoped to fix up! Mike set a new club record for Drumhore (77.36 seconds). Christel's fastest time was 83.33 seconds which was good enough to finish ahead of Paul (best time 84.89 seconds). There are some excellent photos of all the cars including the three Triumphs on the internet.

May also saw the third round of the Hill Climb Championship, this time at Spamount, County Tyrone. Mike and Paul were the only club members entered although there was a third Triumph competing in the modified class, a TR8. Mike set another new club record with a time of 57.74 seconds and Paul set a personal best of 62.95 seconds (over 4 seconds faster than his previous best). The next hill climb is Cultra on 14th June and Christel, Mike and Paul are entered. This is not a championship event but great fun nevertheless.

Our June meeting was well attended. Brian Gill and Alan Forsythe both sent their apologies. Michael Kernahan reported that this years Totally Triumph made a small loss of £115.80, however this was reduced by the sale of five umbrellas at our club meeting. We now have only five club umbrellas left, so contact us if you want to have your own Northern Ireland umbrella. It's always disappointing to make a loss but thankfully our area funds can cope. The June meeting ended with a short run consisting of 9 club cars lead by Frank Bell making their way from Nortel Social Club to the Knockagh Monument, high on the Antrim Hills over looking Belfast Lough.

Michael Kernahan pointed out when we got to the monument that the route we took included the road used for the old Knockagh Hill Climb (winners of this event include Desmond Titterington who raced for Jaguar and a certain former Triumph works driver called Paddy Hopkirk). Although it was distinctly chilly when we were at the monument (a copy of the Duke of Wellington memorial in Dublin) when the sun finally broke through the clouds the view was impressive.

Forthcoming events in June include Cultra Hill Climb on the 14th, Planes, Trains & Automobiles at Mountstewart the next day on the 15th and Kilbroney Classic Car show on the 21st. The 4th and 5th rounds of the Northern Ireland Hill Championship are also on the 20th/21st June at Cairncastle (near Larne).

Our next run will be the Sperrins Run, organised by Douglas Hogg, on Saturday 5th July.

So there has been plenty going on and lots more to come. No excuses, get in your Triumph and join us!

Jacqui and Paul

NOTTS EAST

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Hi we had a good turn out to the meeting last month, plenty of chatter and Rebecca's amusing quiz was won by Garth and Colin who won a bottle of wine. We also ran a raffle.

We would like to thank all who came on the run to Sewerby Hall members from Derwent Valley Colin & Ange in their Stag, Michael & Paula & girls in the 2500 PI, Kim & Paul in their Cortina, Paul's Brother and dad joined us as well, Carl & Lisa in the Herald, Scott & Katie, Rebecca & Simon in the Mini, Pete in his 1300, Nigel, Di & Vic in the Vitesse. After a pleasant run

Notts East Continues

there we were not surprised to see the event bursting with classic cars, the sun came out mid day and some went for a walk into Bridlington we stayed on the Sewerby Grounds due to Julie not being able to walk far after a foot op. After the event we all headed to Bridlington sea front for the "Chippy".



At Chippy

Turned out to be an eventful journey home -- Nigel ran out of petrol only to be rescued by a stranger who had a can of petrol and showed us to the nearest petrol station. Then Carl's car started to misfire and he had to clear dirt out of fuel line. All the time Harvey (nee Christine our 2500S) behaved impeccably whilst running in his newly rebuilt engine. When we all arrived home we all looked like lobsters due to the wind and sun but was another great day and look forward to doing this run for the 7th year next year.

Nigel and Di went down to Leatherhead and a good wk. Some of us travelled down to Wicksteed park for the Northants wk. Julie and myself travelled down very light with no boys because of revision due to exams, but we had Scott join us in his Mini which was his first time at Wicksteed and he enjoyed it. Di & Nigel followed late on the Friday and Garth also turned up with his dandy in tow and gave us a lesson in how not to erect a Dandy. Friday night saw Chilli and the Dutch auction. Saturday saw a 45mile run and a treasure hunt in Rothwell which was interesting and got us all exploring Rothwell. Quickly back to camp just enough time for me and Scott to wash our cars ready for next days show, before the Northants famous belly splitting BBQ followed by an unusual murder mystery -- Marvellous.

Sunday brought us glorious sunshine, nice chill out with the cars with the day culminating in Scott winning best non Triumph and Harvey collecting car of the show.



Wicksteed

Our Meeting in June was a great success with 13 classics in car park, which was a pleasure to see, some members came from Leicester area and some from Derwent. The quiz was done by Jordan Hadfield and it was a good quiz with 3 groups getting the same score so it went down to a tie break question and to the amazement of the regulars, one new young member and his friends won the quiz, so thanks for coming Olly Stubbs, hope to see you next month to see if the quiz win was a fluke.

Adrian & Nigel

Future Events
July 1st Derwent Valley meet

July 2nd Papplewick meet Griffins Head 6.30 onwards
July 6th Newark Auto Jumble Spares Day
July 4-6th TSSC Le Mans wk
July 9th Lockeeper pub Worksop Just off A57
July 14th East Notts Meet

PETERBOROUGH

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As we drove along the Welland Valley the other day, Steph and myself couldn't help but notice and remark on England's green and pleasant land - as the sun shone in between the downpours. The yellow oilseed rape is now well out of flower and the myriad of greens from the different crops and the species of bushes and trees was phenomenal.

It was good to see so many friendly faces again on the club night -- all 26 of you. What a superb array of cars were lined up in the car park - it was a shame that a quick shower late on soon had owners of the topless versions scurrying to put the hoods up. It was good to see Nick and Sharron (Vitesse owners) come and have a shuffly at us -- we hope you enjoyed what you saw and hope you soon join the club. It's up to you Tina!!

There is a good news and a bad news story here. A guy by the name of Chris Hicks registered his Spitfire into the Baston Car and Bike Show and I didn't know if he was a TSSC member so I sent him a membership form. Chris duly became a member - well done. On Friday evening he sent me 3 photo's of his nice car. But on Saturday he sent some more photo's of his car after an altercation with a VW Polo which had pulled directly out in front of him at a road junction that morning. They are sad photo's of what was once a very pretty little car. Hope the repairs are done well Chris -- our thoughts are with you.

Paul has been having a torrid time getting a suit - ready for his best man role in July and in rushing about this morning he hadn't noticed a concrete pillar in the Queensgate car park which sneaked up on his car and put a scrape down the side. So beware of these errant concrete pillars moving about in car parks!!

Sam is close to getting his TR6 finished with the hood now installed. I need to get a move on and sort my GT6 out which is coming along slowly, very slowly - but it is down to a four letter word -- time!

For those of you who remember an old member Ian Steel from Stamford who had a very nice TR6 -- well he got into contact with Gary Howson and donated a host of parts (mostly second hand) to the club. Thank you to Gary for collecting them and a big thank you to Ian. It was like some full boxes being sorted in a jumble sale with items from a rocker cover to an exhaust manifold. Is this donating of parts en bloc how people manage to keep a tidy garage?

Steve Abbott is to organise a trip to finally get our donations to the Sue Ryder hospice in Peterborough -- watch this space for the date.

Main Event list for **July :-**

Thursday 3rd to Sunday 6th -- Le Mans Classic
Sunday 6th -- Baston Car and Bike Show

Sunday 13th -- Kimbolton Country Fayre & Classic Car Show
Friday 25th to Sunday 27th TriumFest at Donington Park
(was the TSSC International) It's all about your chances to enjoy and share your pride and joy.

Should you require a full list of events, please drop Paul or myself an e-mail and we will get one down the line to you or pick one up at the next club night.

Paul and myself look forward to seeing you all again at our next **Club night on Monday the 14th of July at the Red Lion, King Street, West Deeping, PE6 9HP** around 8.00pm. Join us for the usual raffle and refreshments and a few noggins and a good natter and that exchange of experiences.

Don't forget the photo opportunity for Paul's 2015 calendar -- book yours now! Regards

Doug

SCOTLAND CENTRAL WEST . . . SOUTHERN

SCOTLAND CENTRAL WEST

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The June meeting had 14 members out in what should have been a warm dry summers evening. Firstly we were not able to get into Lochinch as there were at least 3 junior football matches on and the place was full. A quickie visit (guess who's writing this) to see Zoe, the bar manager, and we all relocated to our alternative venue at the nearby Rugby Club. We had a Vitesse, Herald and two of the red Spitfires plus moderns out in the pouring rain and flooding. The weather was so foul that we were inside fairly quickly. We also had Jim Martin who travelled from Bournemouth to join us; he was working up here so came along to see what we do. I think this is a distance record folks. The chat was mainly a catch up based on the past months events and cars that are now in pieces following engine problems and other maladies. Names were taken for the upcoming events and we are co-ordinating equipment.

The Le Mans travel plans were finalised, with cars going from every port and tunnel hopefully all meeting at the event. Michael has a Go-Cam so we will expect dramatic footage from the trip and track. I'm sure the stories will be good. Good Luck to Jigsaw and the Spitfires.

Those not venturing to foreign lands are preparing for Donington and the local shows. John is now a major shareholder in Autosol as the micro caravan has an alloy roof and you cannot just polish a bit of it. We will see how the glare factor goes when in convoy.

Erskine Hospital Show is now booked but please visit if you can. Lots to see and do, the place is usually full of cars of all sorts, food on site too. Did anyone see the Shorrock Supercharger for sale on-line? John narrowly missed out on it! I did see a set of seats for my Vitesse; they had a Vitesse logo on them too. The only problem? They were in a Bugatti Veron. Didn't like the orange inserts anyway.

Reports on Hamilton next month. You may realise that you have me back again after two titillating reports from Ian and John. Drive It Day went well, thanks to Dundee Transport Museum for their hospitality. It is a good destination for a run. Providing the weather holds we may go for a run later in the year, ideas for a destination?

Ian McFarlane is looking for a TR7 conv, anyone?? I will at some point get a Triumph going, anyone got a Vitesse gearbox and o/d - s/h but working. You know my record with these so a good one is essential. I will be getting back into the garage to get things up and running again. Be warned I have a list for Donington. The micro caravans may be full on the way back.

Finally a big Thank you to Ian and John who stepped in over the past couple of months while I had some time out. Thank you also for the kind words, txts and cards following the loss of my mum, all much appreciated, a really great bunch of people we have in our Area.

The provisional calendar is still being added to, see below. We are planning to have at least one event a month if not two, but not on consecutive weekends. Due to the proximity of Le Mans to Donington and other local events we may have a depleted band for the latter.

The Cumbria Area Camping Weekend is also a possibility, mid-August. We can have a stand at most shows providing there are sufficient numbers

Provisional Dates for 2014.

Le Mans - 4-6th July, let people know when you are going, travel together.

Erskine Hospital - Saturday 12th July.

All proceeds to hospital.

Donington, TriumFest UK 25th, 26th, 27th July.

Looks to be excellent.

Kirkintilloch Canal Festival - Sunday 24th August.

Family Day, Town Centre Club Stand.

Selkirk Rally 21st September. See Roy, Cumbria Area.

TSSC AREA NEWS



More to Follow.

NEXT MEETING will be on **Wednesday 2nd July 2014**. Come with thoughts and ideas for Donington.

Please come to the meetings to beat the 14 set so far. Remember we are able to help with anything especially if you want to take your car to Donington (within reason) so pop in and see us, phone or txt.

If you are at the Commonwealth Games enjoy the events and the atmosphere. If you are travelling have a great time. Take lots of pics of all Triumphs and any interesting items or ideas we could use back here.

Be safe out there.

Gregor G.

SOUTHERN

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Hi folks, to kick off this month's rambling I asked Aaron to send me a report on the Haslemere Classic car show.

The Haslemere Classic Car Show is organised by my friend James Ewing, so of course I always go to it. This year, upon arriving at 0900, I met Mike, our esteemed but Edwardian leader, Peter, who had brought Wendy along to co-drive, Dave the Spit (who appears to now own a TR6, which I found confusing), and that bloke with the Healey who thinks it's a Triumph. Just before half nine, we set off, very loudly, on the tour, arriving, about 90 minutes later at the Stag Inn, for a cup of tea. The car park was full at about 10 cars, so, as car 11, I set the bar by parking across the road. A Stanley Steam car arrived some time later, and Mike asked whether anyone would think it a classic yet, since it was so new when he was a lad. We then headed back to the show itself, with Peter and Wendy overtaking a Courier, and then getting lost, and myself overtaking the same Courier. And then getting lost. The show itself was excellent, the whole town turns up for rhubarb crumble ice cream, a cake competition (no, I didn't win!), and to see the 350 cars there too! Cheers

Aaron

Wendy and I did the SEM at Leatherhead on the 10th and 11th of May but not as exhibitors but as sellers. The idea was to help clear some of the wealth of spares that her late husband Alan had accumulated over the years. I managed to borrow a large van from work, which was just as well as the original idea of using a small trailer was out of the question. Having arrived at the venue we pitched our tents then met up with a couple of guys I had spoken to on Facebook. I did manage to cook some sausages for hotdogs, in the rain. We did wander up the town in the afternoon for Wendy to get some wine for the evening bash, but unfortunately it started to rain again heavily so we took refuge in a pub. We did meet the other guys later for evening meal and a few more beers. Unfortunately the bottle of wine did not make it back to the camp site as Wendy was so taken aback by the gourmet delights of "cheesy chips" from the kebab shop; it fell out of the bag and broke.

Sunday was a slightly better day, weather wise, but I think the forecast may have kept many Triumph owners from turning up. On the upside we did sell a large proportion of spares we brought to the show and now there is a bit more space in Wendy's garage (that's for a Spitfire Wendy, not furniture).

As an area we did well in the prize giving, so congratulations to Dick for best GT6, to Dave for runner-up in his TR6 and to Peter for best TR and best of show. Well done guys.

Just like to say thanks to Micky and Julie and to all that helped put on the show.

I will now let our intrepid leader orate

Hi Folks, we are well into the show season now. The first show visited by David and myself was at Chichester, a nice drive down on a lovely sunny day. Some very nice cars in atten-

TSSC AREA NEWS

Southern Continues

dance. Met up with Dick in his GT6.

The bank Holiday weekend was hectic. Saturday we



attended Surrey Heath show at Frimley on a very beautiful sunny day. Nice to see Mark, Vanessa and kids. (I'm sure we see him a little, erm most weeks, Vanessa!) Sunday the three of us went on the Early Bird run with the Hants and Berks club. We assembled at Woodford Park, near Reading, and then journeyed up to Gaydon via the scenic route, some 240 miles completed that day. Bank Holiday Monday saw us at Popham; once again we joined the club stand organised by Guy and Suzie. Very good attendance on the stand. The three of us came home the scenic way, a very enjoyable drive to round off a pleasant day.

We were down to go to Awbridge on Saturday 10th but listened to the weather forecast and decided NO! Sunday saw the SEM at Leatherhead. David and I attended. We met up with Peter with his new TR4 and Dick with his GT6. Also in attendance was Mark in the firms' large van with Wendy, part of the auto jumble (no not Mark and Wendy). Southern Area was in the frame again with Peter winning his class and also best in show, while Dick was winner in his class. Well done.

Sunday 18th saw the three of us plus Mark, Vanessa and the kids at Merrist Wood open day. Lots to see and do with a good showing of cars including military vehicles, tractors etc. Once again a nice sunny day. Needless to say, I visited the beer tent (the first decent pint this year at a show, hope it won't be the last)

The following Sunday saw us at Haslemere Fayre where we met up with Peter and Wendy. We completed a sixty mile run then back to the showground. Peter was busy doing a sales job on the Stag. Another nice sunny day and yes, you've guessed it, I visited the beer stand, with an excellent pint of Langhams being sampled.

Sorry I missed last month, bet you're not disappointed. As Mark remarked, the carrier pigeon was sick, he is up and well now so I and sending him to Vanessa with this epistle. All for now

Thanks Mike. The Queen Elizabeth show on the 1st of June was a well attended show, with a huge variety of cars, bikes and commercial vehicles as well as a very large auto jumble. The weather was kind to us this year and was sunny and warm. We had a smaller display this year, but that could be due to it clashing with the Goodwood Breakfast club's "soft top Sunday". It was also nice to see Dave and Kat Robinson and the boys and Richie Lewis made his first appearance of the year.

Our regular meet at the Stars was well attended with about a dozen club cars in the car park.

Gil Fletcher has asked me to add this to the events list,

This is to advise that the **Rogate Fete** (including classic car display) will be held on **Saturday 2nd August** at the Rogate recreation ground behind the village hall. There are no special requirements to attend - just turn up on or before the required time. The Fete officially opens at 2:00pm but cars on show are required to arrive on or before 1:00pm. We are promised that food will be available for all involved in setting up the event before opening. I am hoping to have a few flyers to hand out at our next regular meeting.

Gil

Also Neil, The annual **GRRC car display in front of Goodwood House** is on **Sunday August 3rd**, the same day as the Breakfast meet for Thoroughbred cars.

Invitation is to all Southern members who would like to attend from 12.00 onwards

Up and coming events

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**
- 19th 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 TriumphFest UK Donington DE74 2RP**

August

- 1st- 3rd, Stroud Vintage Transport Show, South Cerney Airfield,**
- 2nd Rogate Fete and flower show**
- 3rd Goodwood Breakfast Club, Thoroughbred Sunday**
- 3rd GRRC car display and picnic in front of Goodwood House**
- 5th Regular meet, Seven Stars, GU32 3PG**
- 16th Capel Classic Car and Bike Show. Nr Dorking, Surrey. RH5 5 LB noons til 5pm**
- 21st 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**

Well, that's all for this month. Take care.

Mark

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July already! It only seems a few weeks since the end of April when I was getting Jess ready for our 4 day trip to Llandudno Transport Festival, and I still haven't fixed the brakes which developed a leaking master cylinder on the way home, I replaced the seals in the master cylinder but was unable to bleed brakes. I thought my attempt to remove the sheared off bleed nipple was about to succeed, after weeks of soaking with WD40 and several applications of heat as I felt a little movement when turning the extractor tool. Doh!

The movement was the tool snapping, so at the moment its going to need some luck in trying to drill out the broken tool hopefully leaving enough metal to re-tap the piston cylinder.

With a few days of sunshine recently I got the urge for some open top motoring, as the Vitesse has not had any attention since before Llandudno, so there's not much chance of it being

Mike

TSSC AREA NEWS

on the road for the summer.

So I started Stag hunting again, my budget being modest, I just wanted a working car that would do for the summer months. Two cars with 2.5ltr straight six Triumph engines were spotted and viewings arranged, after a 320 mile round trip I was still Stag-less and having looked at a number of others I've given up trying to find a suitable one.

On clearing a list of cars I was watching on Ebay I spotted a Japanese Spitfire or is it a TR7 no its a Mazda MX5, sorry guys but I have tried to get a usable Triumph. I was taking a big risk in getting this Mazda, as I have asked her indoors a number of times why don't we get an MX5 as she keeps asking for a little car. Meaning a Toyota Yaris Corsa, or similar small hatch back, so when I asked her to drop me off at the garage to pick up the MX5 I was waiting for the flak, but when she had a trip in the car it all seemed fine as she liked it, but would have liked power steering, when I told her that I could have bought 5 Mazda MX's for the price of one mediocre Stag all was forgiven. Of course what happens over the same weekend I meet up with one of our Stag owners who spotted a nice Stag on Auto trader, and also get an email about one in Stoke on Ebay, which must have been OK as it was removed from the listing quite quickly, which often means it's sold to the early viewer.

So its back to the Vitesse which now has a nearly complete bonnet, needing some expert welding on the top rear corner. It must be one of very few that have lost a good chunk of metal to the tin worm in that part of the bonnet, were it meets the bulkhead and windscreen post.

As my welding is not very neat I'm letting a local body repairer replace that area as it would be very visible if I attempted to do it, then it will need lots of preparation for its first coat of primer. The next job then is the doors, which I hope are not too bad, but an MX5 also needs some of my time along with Jess so not enough hours in the day to do everything.

Which is also why we will not be entering the cart race at TriumFest, also our chief engineer and designer has had a family member who has been seriously ill in hospital taking priority, maybe next year.

There is a number of runs out this month (June) starting with joint meeting with Cheshire area at last years venue which had a very good turn out so lets hope we get a nice sunny evening again. The following week on the 12th it's the TR groups 20th anniversary meet along with Shropshire TR so another great gathering of cars should be the order of the day.

Then it's Trentham Gardens classic car show, but this time its other members who have forgotten to book not me, and the organiser states it's fully booked so numbers look like being small which is a pity as it's the biggest show that happens in Stoke, were we could attract more new members.

The last week there's a Classic car display and free auto jumble if you turn up in a classic on 28th.

The big one this month is **TriumFest UK at Donington**, so let's all make an effort to support this new event.

That's it for now as I need to get caravan ready for its first trip out this week end and were out of wine and beer.

Don't get left out, check what's on by visiting the TSSC web site (another job I need to do) or drop me an email.

Now where's that MX5 club membership form?

Dave

Drive the dream
Visit blog for latest news

SUFFOLK

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For the first time for quite a while Rodney did not come in his Spitfire but in Justin's MX5. A replacement rear spring is being installed in the Spitfire. The only springs available seem to be Herald springs rather than a genuine Spitfire one and so there is no central pin as on his old spring. Found he needed a few more bits before it is running again.

Brian went on the "Bucket and Spade" run along the Kent coast

ending up at Ramsgate and Lightning now has a bucket and spade hanging from its front. His construction of Mac is nearing completion. The sides are all in place, the rear stable door fitted and seating that will convert to a bed has been constructed. Lightning has a tow ball and as Mac is a lightweight construction it should pull it ok. I understand that his wife Jean is not too keen on the idea of sleeping in it.

One person missing from June's meeting was Colin. Most unusual and I cannot remember the last time he didn't make it. A family reunion was to blame so we will let him off.

Lyall has owned, and raced, some desirable cars in the past and was reminiscing about cars he has owned/raced/sold for peanuts. The thing is, those cars have only become desirable in recent times; when he sold them they were bangers. Which brought out the question of what cars that are now moving into the banger category or have reached the lowest price that they are likely to and will become sought after in a few years time. How about the Jaguar XJ6 which can be picked up for less than £2000, Daimler Sovereign the same, MGF which often only make £600 and of course the previously mentioned MX5 (or are there too many of them).

Justin has moved his Spitfire to a winter project as more bodywork repairs are needed. On the driver's side it now adds up to the sill, floor pan, B post, bottom of the A post and the bottom of the door. He reckoned that repair panels for the bottom of door are no longer available for his model.

I have been having a few problems with the turning over of the engine when trying to start; but it is an intermittent problem. It will turn over very slowly as though the battery is flat (it's permanently on a battery conditioner) and then turn over much faster and then slow down and then speed up. It might be getting worse as the other day whilst at Charsfield village fete it did not want to turn over at all (I confess I stalled it whilst parking). I have now cleaned and greased with Vaseline all the electrical connections between the battery and the starter motor, and all the earth connections. None appeared corroded but the last few times it has turned over well. Will have to see what happens in the next few weeks and if it's still a problem I will have to have the starter out and take that apart.

Finally, and very importantly, next month's meeting is **Fill-the-Car-Park night**. So come along with your Triumph, or any other classic car, and help us banish modern cars from the car park. Often people get there earlier than normal so some cars will probably be there from about 7:30.

The next meeting (**Fill-the-Car-Park night**) is **1st July** followed by the **5th August and 2nd September**. So, see you at the **Sorrel Horse, Barham on 1st July** at 8:00pm or even 7:30.

Peter

THAMES

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Hello everyone. Well here we are into the second half of the year already. Hope you are ready for the new TriumFest UK Show at Donington Park later this month; it would be nice to see some of us there. I need to get my Vitesse ready for its MoT. Two new rear tyres and a service, as well as finishing off some of those small items that never seem to get refitted once removed.

SOCIAL EVENINGS AT THE FOX & CASTLE - 8TH MAY. I am in the Vitesse this evening on the way to the fox & castle. There I am greeted by George B, Graeme C, & Mike H. It's a quiet evening spent in good company. For me SEM starts tomorrow so my mind set is elsewhere. Just my Vitesse in the car park. No sagas to report a part from all is going well.

22ND MAY. Julie meets me at the Fox & Castle straight from work, and we join George B inside. We enjoy a meal and begin



Thames Continues

to wonder if we have the wrong evening at the very quiet pub.

SHOWS & EVENTS - 2ND /5TH MAY. 25TH IOW CAMPING WEEKEND. We have a pleasant trip to Southampton and get to the ferry in good time. At Appuldurcombe camp site we soon settle into our caravan and are welcomed by those we meet. With the sunshine out we head off to collect supplies and shop at Ventnor, returning later with a chip supper. That evening we make our way to the bar for the meet and greet. It would have been rude not to sample some Fuggle Dee Dum (brewed on the Island), I slept well that night. Saturday morning arrives too soon and after a shower, then breakfast we assemble for a convoy to Robin Hill Country Park. As we park up on a wet slippery grass field Tony & Penny's Stag throws its fan belt. Luckily it not lost and is soon been refitted at the expense of Penny's white rain coat being used as a ground sheet. We enjoyed exploring the Adventure Park and gardens stopping for an ice cream on the way, taking in a tractor ride back to our cars. The rest of the day we explored some of the island. That evening we meet up with Chris & Phil C, Tony & Penny H and enjoyed a meal in Shanklin at the Steamer Inn. After we returned to the campsite bar for a night cap. Sunday arrives and we enjoy a lay in missing the trip to Appuldurcombe House & Falconry centre (we had visited there last year and worth a visit). Once up we took to visiting the Chilli farm, Garlic Farm, Arretton Barns & craft centre, stopping at Godshill for refreshments and shopping. Back at Shanklin we hit the penny arcades and arranged to meet up with Tony & Penny for a game of Adventure golf at Pirate Cove. Tony was Triumphant with 57 shots beating Penny by one shot at 58 shots, Julie got third with 71 shots and I dragged my heels in at 78 shots. After this we returned to the camp site in time for the hog roast. Derek Sandy was playing in the club house. We teamed up with Tony, Penny, Chris & Phil for the Quiz evening. We did ok but only came ninth. The Auction of Carol's teddy bears for cancer research went well and our George was able to secure a bid to win one of them. We didn't get a look in with the raffle prizes either but had a good fun night.

Monday comes to soon as usual and we pack up the Vitesse and vacate our caravan. After bidding farewell to our friends we head off around the island stopping off at a car boot fair, the island peril centre and oasis before getting the ferry home. Once out of Southampton we get caught up in heavy motorway traffic, so we get off at the next junction and make our way home through the country lanes, a longer journey but so much prettier. A big thank you to the IoW crew for a wonderful weekend.

9TH/11TH OF MAY. SEM LEATHERHEAD. With my Transit loaded to the roof with equipment for the weekend show and our folding caravan in tow Shane and I make our way to Leatherhead Leisure Centre, Julie & Emma are following in the Vitesse. Once there we see the grass had not been cut and that there was broken glass over some of the field. We do a quick search and collect most of the glass before unloading the van & setting up our caravan. As of yet we had no rain but it's quite windy. Next we set about marking up the camp site and fire point, the chemical toilets arrived a day early and are in place. Our first campers start turning up late afternoon as we are setting up. Our Event shelter is our first loss of the weekend as a gust of wind manages to turn it inside out. During the night it rains heavily but clears by the morning. Saturday we finish off setting up and have a handful of Triumphs on show. Although there are several auto jumbler set up only one is selling though and reports a good profit, a part from this we will no longer advertise Saturdays as a show day.

The wind also claims other victims as we lose a folding gazebo and the club marquee is damaged along one side as we are strapping it down.

We manage to use it half erect that evening for the quizzes.

Sunday morning and we place the model markers on to the posts and set up the gate ready for the Triumphs to start filling up the

show ground. Julie & Emma set up jewelry & cup cake stall near the control, Shane is busy parking up Triumphs as I set up the PA system. The TSSC shop is also being set up and we are all ready for the 10am start. The show goes well and the weather was kind if not sunny. The rows of Triumphs fill and we meet and greet owners and friends. As the awards are given out our last gazebo finally succumbs to the gusts of wind and needs supporting to last the day out. After the show comes to a close, the sun breaks through and we pack up our weekend home and collect up our equipment with help from our friends. Thank you to all that helped out in every way from setting up the Quizzes to collecting up the posts and rope, as well as all the unseen jobs.

18TH MAY. CHILTERN HILLS RALLY. No longer held at Aston Clinton but moved several miles to the other side of Aylesbury to Weedon hill. We still meet at Amersham Tesco's car park to convoy to the show, we meet up with Trevor T in his 13/60 Herald Saloon in the petrol station and then George & Chris in the car park in George's Vitesse convertible. My Vitesse is running poorly so I change the HT leads there as a quick fix. Soon after Tony & Penny H arrive in their Stag, Carl & his Son in their 2000 Mk2 Saloon, Danny and his Brother in a Land Rover (his Stag not on the road at the moment). We are soon on our way to the show ground, the Vitesse is running no better and once there we get shown to our pitch where we meet Rob from Herts & Beds Area in his 2.5 Pi Vitesse convertible. We set up the gazebo and get out the tea/coffee equipment, as the new show ground fills up. After relaxing with a cuppa and setting out the TSSC banner & Flags, I set about changing the next item that is suspect, the condenser but can't test it until the show finishes. We enjoy the rest of the day looking around the show. Of the 500plus vehicles booked in there were 6 Stags, 5 Dolomites, 2 Mk2 saloons, 5 Herolds, aTR2.2 TR3's, 6 TR4's, 7 TR6's, 1 TR7, 4 Spitfires, 2 1500TC's, a GT6, a Renown, a Roadster, a Mk1 saloon. Other Triumph groups there were the Stag OC with 13 on stand, TR register with 9 on stand. Off stand were Peter & Kate G in their Spitfire coupe, Helen & Duncan in their Herald 1200, Helen's Mum & Dad in their TR6. There were a lot of stalls and Autojumble to explore, the usual refreshment stalls & real ale tent. We had a great day in the sunshine & the venue change was a big improvement. Our journey home was trouble free and the Vitesse ran well.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **July on the 3rd, 17th & 31st & in August on the 14th & 28th**. Please come & join us for a warm welcome or call me on 07773623807.

Upcoming events are

July

6th Heathrow Classic Vehicle Show Heathrow

6th Darling Buds of May Ashford Kent

12th Ash Classic Vehicle Gathering Ash

13th Clandon Park Classic Show West Clandon

19th Ripley Event Ripley

20th Uxbridge Auto Show Uxbridge

25th/27th TSSC TriumFest UK Donington Park

August

2nd/3rd Lingfield Steam & Country Show Blindley Heath

3rd Ash Classic car Show Tongham

3rd Windsor Farm Shop Show Windsor

10th White Doves Collectors Transport Show

Kingsley Hampshire

16th Capel Village car & bike show Dorking

17th Cranleigh Classic Car Show Cranleigh

23rd Rudgwick Steam & County Show Horsham

23rd Wings & Wheels Dunsfold

23rd Egham Surrey Royal Show Egham

30th Camberley Car Show Camberley

Mickey & Julie

IMPORTANT NOTE

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

NORTH WALES . . . SOUTH WALES

NORTH WALES Tel. 01691 600215

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Hello, folks. May started off with the Classic Car Show at Gawsorth Hall on Monday 5th. This was a last minute entry, but we had a good space allocated to us. M.G. Sam and Roger went



on the Sunday to set our stand up. The site was empty except for the Rolls Royce and Bentley stand:- then the Cheshire Jaguar Drivers Club stand was erected next to ours. When we arrived on Monday the site was almost full of a wonderful display of all types of classics. A great day enjoyed by all, and it was lovely to see MGA John and Chris:- John is now making a good recovery from his operation. In all there were 23 people in 13 cars, a real good turn-out.

Tuesday 6th May was our monthly meeting at the Plough Inn, Gresford. The room was full of Triumph and M.G. enthusiasts. We met with a gentleman named Frazer Henebury, who came to the meeting because he is touring Southern France the week before our group are due in Northern Spain, so he is planning to join us over there. Also John Larned, an American visitor from Narragansett, Rhode Island, joined us for the evening, because in the States he is an MGB enthusiast, and he saw our monthly meeting dates in the M.G. magazine. He thanked everyone for a wonderful evening, he had thoroughly enjoyed himself. Pat was unable to attend, so Helena sold raffle tickets and assorted prizes were donated. There was plenty of planning for forthcoming events, and with weather permitting, we can enjoy these.

We did not attend the Prescott weekend, but a small number of our group did, and by all accounts it was a good event, with the weather being a bit cold, but dry.

May 17th - 18th was the Anglesey Festival of Transport and Machinery, a gigantic show spread across the Anglesey Showground. Hundreds of camper vans, caravans and tents were there, as people spent all the weekend showing machinery and transport from the 1900s through to the 1980s. We travelled up on the Friday afternoon, after meeting up with Julia and Alan, and made a weekend of it. On Saturday we put the gazebo up to shield from the sun and breeze while taking food and drink, but on Sunday the wind had increased, so we set up camp using an enormous lorry as a windbreak. Everyone enjoyed the days that they attended, with many purchases from the assorted stalls covering cloths, tools, spares to whole cars, not to mention the "ladies things", such as handbags, scarves, sparkly things, etc. The display in the main hall of specialist foods, hand-painted giftware to fantastic working and static models was marvellous. One of the displays was of models made from matchsticks, and these included a model of London Bridge and the Taj Mahal. A good weekend, enjoyed by all of our group who attended. On the journey to Anglesey our Stag gearbox oil overheated, so the cooler is being replaced:- having thought about it, the car was absolutely full of kit, and towing our caravan, so she was working very hard indeed.

Some of the inclines on the A55 are very testing, so we decided to come home a different way. Having got home safely, we can say that all's well that ends well!

Saturday 24th May was a damp morning, but 14 people in 10

TSSC AREA NEWS



cars met at Ellesmere to travel to Sleaf Airfield for the Vintage Wings and Wheels show. Unfortunately the weather kept many exhibitors and public away, but our group still had an enjoyable day, and Sleaf did manage to put on some flying displays.

Tuesday 27th May was Derek and Annes OFFAL run, and we all met at Waterways Garden Centre, just outside Wrexham, for morning refreshment, then a very pleasant drive with great scenery to The Mill at Penyffordd, where an excellent menu was enjoyed by 28 of us. Once again laughter and joking, another smashing day with lovely people.

Last, but by no means least, we would like to congratulate Phil and Lyn Smith of the Coventry Area for their award:- well deserved, the both of you.

That's all for now. Remember, our monthly meetings are held at **The Plough in Gresford the first Tuesday of the month** at 8.00 p.m., and not forgetting the meeting at The Plough Inn in St. Asaph on the third Wednesday of the month at 8.00 p.m. Come and see what we are all about, everybody welcome.

Drive safely.

Forthcoming events:-

July

1st July:- Monthly meeting at the Plough Inn, Gresford.

2nd July:- OFFAL:- (Postponed from June because of Spanish Trip).

5th - 6th July:- Liangollen Classic Weekend.

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:- Wem Vehicles of Interest, Wem, Shropshire.

20th July:- Bodelwyddan Classic Car Show.

25th July:- Shawbury Families Day.

26th - 27th July:- TriumFest U.K. 2014, Donington.

26th - 27th July:- Liangollen 60s Weekend.

27th July:- Llanarmon Yn Lal Show.

29th July:- OFFAL.

August

2nd August:- Oswestry Agricultural Show, Oswestry Showground.

3rd August:- St. Asaph Car and Motorbike Show.

5th August:- Monthly meeting at the Plough Inn, Gresford.

9th - 10th August:- Astle Park Traction Engine Rally, Chelford, Cheshire.

16th - 17th August:- Passion for Power Classic Motor Show, Tatton Park.

20th August:- Meeting at the Plough Inn, St. Asaph.

23rd - 24th August:- Coventry Festival of Motoring, Stoneleigh.

24th August:- Bersham History Alive Show, Bersham, Wrexham.

23rd - 25th August:- Oulton Park.

26th August:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

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The Following Reports have been edited down due to Mag Space restrictions, the FULL length reports are on the Website www.triumphwales.moonfruit.com

CARDIGAN SHOW MAY 4th

Area navigator Ant arrived at my house at 6:15am and we both jumped into my Stag Saloon to drive to meet Action man & The Hammer (13/60 convertible) at Power station hill, the two cars then proceeded to Area Ambassador Pete's house to pick up Rob &

South Wales Continues

Pete. Pete is currently recovering from major heart surgery and he needed the comfort of the Stag Saloon's luxurious seats to enable him to be able to make the first run since his operation. We then travelled to the second rendezvous point at Pencoed where we met up with Paul & Neil W. (Spit 1500), Paul & Barb G (TR6), Young Eddie & Mo (13/60 Saloon) & Mike The Cake and Taylor (Spit MkIV).

The weather had been very kind to us and it got even better as we arrived at the showground and as soon as we had been marshalled into a prominent position



we were joined by Andy Parry in his fantastic and much loved Vitesse Convertible. It was great to finally meet Andy and his son as TSSC S. Wales have been invited to visit Andy's working Water Mill in Llanrhytud on 18th



May with Andy kindly offering to provide tea and cake when we arrive (An offer I think he was regretting after observing Pete's capacity for tea drinking, will there be any water left to run his mill?). It was also great to catch up with John McGlynn, Harry and John (Spitfire, TR3 & TR3) and Jerry (double fronted Rover 75), 4 great lads whose paths cross ours many times over the car event season. After Rob organised the area regalia and beverages we had a good look around the show, ate Mo's pasties (thanks again Mo), drank more tea and coffee and distributed more leaflets for the Vale of Glamorgan Show at Sully on May 26th.

So with the sun still shining brightly we took some lovely B roads until we arrived at Carmarthen, then it was back along the A48 where we took a short stop in a lay bye just before the M4. We then said our goodbyes and continued east along the M4 with cars turning off at their various exits. With the Stag Saloon's straight six still purring I turned off at junction 34 to drop Pete and Rob off at Pete's who had enjoyed his day out, he also mentioned that he felt that what we had had in numbers was far surpassed by the quality of those who attended and Rob agreed, then Ant and I took the A roads back to Cardiff.

PENCOED SHOW 11th MAY 2014

I drove my Stag Saloon to Power Station Hill to rendezvous with Action Man & Action Mal (13/60 Red Tardis), we then continued on to Area Ambassador Pete Grant's home as I was giving Pete & Rob a lift to the show. After collecting Rob & Pete we set off for to rendezvous with the rest of the club at McDonald's Pencoed. My mobile rang and Rob answered it to hear the bad news for Derek "due to the conditions the show has been cancelled".

Rob managed to contact Mikey J and Gwyn to let them know so that they could turn around to go home if they had already left, but we continued to Pencoed to meet the rest of the club who we knew were already on the last leg of their journey to the rendezvous point.

We arrived first, then along came Paul G (TR6), Eddie & Mo (13/60 Saloon), Mike TC & Taylor (Spit MkIV), Terry (Vit Convertible) and then Mike & John Partridge (Acclaim).

We really felt for the show organisers who had been working hard

up until the last minute to try to save the show and also for the charity that would have benefitted from the proceeds.

We then decided that we would organise our own event, Rob had £40's worth of bacon, hot dogs and burgers that we could not let go to waste. Action Mal knew of a secluded, sheltered venue that we could use; so with Action Man & Action Mal leading our convoy we set off for "somewhere on the coast".



We were all impressed with Action Mal's choice of venue; it was a shelter on the beach front between Trecco Bay and the funfair, perfect to set up our cooker and for Rob to start preparing our food and drinks.

We then decided to return home and regroup for our trip to West Wales the next Sunday. Although it was very sad about the show being cancelled; and our hearts go out to the organisers and charities we had at least managed to salvage something from the day, showing our usual great club spirit, and what we had in numbers was definitely surpassed by the quality of those who had managed (despite the weather) to attend.



LLANRHYSTUD WATER MILL RUN MAY 18th

TSSC member Andy Parry had invited us to visit his working water mill where they make organic flour for bread, extremely rare and very specialised, well not being ones to ignore a kind invitation like that we arranged to visit Andy and here is a short account of the day.

I picked up Pete in my TR4A, Action Man, Action Mal and The Hammer (Red Tardis 13/60 convertible) picked up Rob and we made our way to the second rendezvous point at Nantgarw where we were soon joined by The Monmouth Mafia (Mike & John Partridge in their Acclaim), Mike The Cake (Spit MkIV), Young Eddie & Mo (13/60 Saloon), Graham (GT6), Paul "Thumper" Watson (Spit 1500) then last but not least Area Super Hero Paul Johnny Breakfast Price (Spit 1500) who had just returned from single handily building 47 football stadia in Brazil for the football world cup.

Gwyn then led the convoy uphill and downhill (mainly uphill) through some fantastic scenery made all the better by the beautiful sunshine with all the soft tops and Surrey tops (had to get that in again) down to take full advantage and the last leg of our 115 mile journey to the Mill was soon completed (meeting Mark in his Froggy en route) with pin point accuracy.

Andy and Will marshalled the cars into the car park and we were all soon being treated to tea coffee and a good selection of cakes



made from the flour produced at the Mill by Andy's wife Anne, it

was first class and very much appreciated although there were some concerns about Area Ambassador Pete draining the Mill pond when he brought out his personal tea mug.

We were then treated to a very interesting and informative tour of the Mill with all processes explained and demonstrated, yes, Andy and his family started up the water wheel and we were able to watch the mill (one of the last of 300 that used to operate in Ceredigion) in full operational mode, extremely interesting.

We spent about 3 hours at the Mill and the time flew by, I for one could have stayed a lot longer, but it was now late afternoon so reluctantly we started to plan our return. Andy and Will (Vitesse Convertible) decided to drive some of the way with us so the 12 cars set off for home in the still beautiful sunshine. Gwyn once more led the convoy and Rob joined me in my TR4A with Pete taking Rob's place in Thumper Watson's Spitfire.

We then continued on our way back to Cardiff and the surrounding areas, each car turning off for their home destinations. I commented to Rob that we had just probably had the perfect club run with everything going to plan; we don't always get it right, but today I think we did. Rob then made a very valid point, he said "well what we had in numbers was far surpassed by the quality of those who had attended" and you know what? I had to agree; but another thing occurred to me, I couldn't think of a more diverse group of people, from different backgrounds with different outlooks, of different ages, but all pulling together, helping each other and genuinely concerned about each other's wellbeing, you really do meet the nicest people in a TRIUMPH. Thanks to all those who participated for making it such a special day, but most of all to Andy and his family for their warm hospitality and the extended hand of friendship.

TSSC S. WALES PORTHCAWL (VIA TRECCO BAY) CHIP SHOP RUN MAY 22ND.

After the terrible flash flooding and thunderstorms that occurred throughout the day I did not expect a very good turnout, but once again the area members came up trumps. Everyone who had requested a mid week chip shop run turned up along with a few others.

Eighteen members in seven cars met at the rendezvous point and we left in convoy for Porthcawl. We left together and arrived together (you had to be there to understand the significance of this true statement!).

We parked in Rest Bay then took a short stroll to one of our favourite chip restaurants; Beales, some members ate inside while others elected to take advantage of the now sunny(ish) weather to eat alfresco where area Super hero Paul Johnny Breakfast Price regaled us with tales of his latest exploits (too many to mention in this short report). After our food we then took a stroll through the shopping area then along the promenade to our cars where we discussed changing Action Mal's name to Mal's Per Hour as he has "earned" yet another speeding ticket, as it was now nearly 10pm we decided to leave for home, this time with Action Man leading the convoy.

A great effort from those who attended; and I'm sure that they would all agree that it was well worth it.

CAERPHILLY CAR SHOW MAY 25th

I packed one of the area Gazebo's into my Stag Saloon and drove to Cardiff Gate where I was soon joined by Young Eddie & Mo (13/60 Saloon), Paul & Barb G (TR6) then Mike the Cake & Ant (Spit MkIV). We then drove to Nantgarw where we met up with Action Man, The Hammer, Rob & Pete (13/60 Red Tardis).

Rob did an absolutely tremendous job cooking bacon and mushroom rolls, hot dogs and cheese burgers throughout the day as well as keeping us all in tea and coffee, thanks Rob, your efforts are well appreciated.



Our entry tickets allowed us a guided tour of the manor, a few took advantage of this in the morning and reported back how good it was, so in the afternoon, myself, Pete, Mo, Barb, Ant & Neil decided to take the tour, I started climbing the walls after 19 seconds and managed to dodge out with Pet & Mo hot on my tail, Ant, Barb & Neil were not so fortunate, they were "corralled" by the moving mass of the crowd and had to endure a 45 minute tour, perhaps I'm being a bit unfair as most people did enjoy the tour, it just wasn't for me, or Mo, or Pete!

All cars started to leave at 4pm and we drove in convoy back home along the A470. It had been a good turnout for a day that had had a bad weather forecast, but I can safely say that what we had in numbers was more than surpassed by the quality of those who attended.

VALE OF GLAMORGAN SULLY SHOW MAY 26TH

Myself & Ant (Stag Saloon), Eddie, Mo & Rhys (13/60 Saloon), Paul G (TR6) & the Monmouth Mafia John & Mike (Acclaim) met at Cardiff Gate services then travelled the short distance to Junction 33 services where we met up with Action man, The Hammer & Rob (13/60 Red Tardis), Mark (Frogeye) & Mikey J (GT6). At the pre arranged time we all then left to travel the 15 miles to the show and despite the efforts of area navigator Ant we arrived without taking a wrong turn!

We were marshalled into position and after erecting our area gazebo and regalia we were soon having our breakfast of bacon



and mushroom rolls, once more courtesy of Rob, who for the second day in a row did a sterling job on the catering scene, thanks from all of us Rob!

We were soon joined by Cardiff Gwyn & Sue, Ian & Louise, Alan Gourley, Tony Farr, Barbara, Ray, Barb & Ben and we spent a great day in a lovely coastal setting at a well organised show with a great selection of cars. The sun shone all day and our club stand was inundated with visitors asking about our cars and some wanting advice about problems they were experiencing with theirs. One chap who I was helping with realised that we had been in school together and had been friends, he had also married one of the girls in our year, so it was really special for me to be reunited with Tony Pontin and Lynne Harvey(now Pontin), we exchanged telephone numbers and I hope that I will soon be back in touch with Tony on a regular basis.

We said our goodbyes and headed for home, Ant & I having to take a slight detour to drop Al off at his home in Penarth. Just before we dropped Al off he remarked "that what we had in numbers had been far surpassed by the quality of those who had attended", and Ant and I could only agree. Thanks to all those who made this a great day out.

Bern





WESSEX . . . WIRRAL

TSSC AREA NEWS

WESSEX

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The summer season has now got well under way and the last month has seen us out and about:-

On Sunday 11th May, Roger (Herald 13/60 and myself and Jerry (TR7), had agreed to meet up at Ringwood at 8.00am. Alan and Fran (GT6) met up with us along with Keith and Rex with their TR8's at Winchester Services at 9.00am. We then made the journey to Basingstoke and claimed our spot for the day. Overall, this a good show for it's diversity of vehicles which range from all sorts of classic cars all the way up to military and commercial vehicles. Although it has to be said that the field was noticeably bereft of Triumphs - with the exception of our group there was only one other Herald on show. This year the weather was kinder to us and we were able to enjoy the day without a soaking - the rain holding off until our journey home.

The next weekend, the 17th - 18th May was the Beaulieu Spring Autojumble. This is always a good chance to rummage for those spares you forgot you needed for the summer season ahead.

The Bank Holiday weekend 24th - 26th May saw the inaugural Bournemouth Wheels Festival. The event had not been publicised all that well and, being the first one, we were unsure of what to expect. However, Martin and Pauline (Spitfire 1500), Richard and Janis (Spitfire Mk3), Duncan (TR6), Jerry and Neil (Acclaim and Caravan), Roger (Herald 13/60), Alan and Fran (GT6) and myself (TR7) met up at Tesco's car park at 9.00am on the Sunday morning for the drive down to Boscombe Pier. Roy (Midge) joining us on the way. Having arrived on the seafront and been shown to our allotted space, we then spent a little time positioning the caravan and setting up the gazebo to give us best shelter from the on-shore breeze and sunshine. It was then time to desert Jerry and Neil to find breakfast, nothing quite like a fry-up to start the day off! The festival attempted to encompass all things "wheels related" and to this end, included displays of Classic Cars, Motor Cycles, pre-war Vehicles, Military Vehicles and Super Cars, although we missed these, learning later they were hidden away from the elements within the Purbeck Hall of the BIC. (Apparently, Super cars do not like the elements!) There were also active displays of Monster Trucks and Dakkar Rally vehicles on the beach along with a motorcycle stunt team, this including, at set times, a jump over Bournemouth Pier. All these displays were spread out along the seafront between Bournemouth and Boscombe Piers. The Pre-War vehicles were parked up in the Pavilion Car Park on Westover road. So, as you can imagine, a fair bit of walking was needed in order to see everything. In addition, the Overcliff Drive had been closed off and turned into a track upon which Grand Prix, Le Mans and Formula 1 cars took it in turns to put on a display. The sound of these cars at full throttle being enhanced by the proximity of the seafront buildings. Overall, the event proved to be popular with an estimated 500,000 visitors over the 3 days. We certainly had a good day and also picked the best day weather-wise. This was the first event, and there were inevitably teething problems which, the organisers recognised and took on board for next year. So we hope next years event to be even better.

On Sunday 25th, Martin and Pauline (Spitfire 1500), Richard and Janis (Grinnal TR8), Jerry (Herald 1200) and myself (TR7) met up at the Fox & Hounds at 8.30am for the drive to Dorchester to participate in the Transport of Yesteryear Hardy Tour. This event is open to all classics of all shapes and sizes and there was certainly a varied line up of entrants at the start, including a 1930's Lagonda Le Mans replica brought along by Dave. As you can imagine, this vehicle attracted some attention, it also turned Pauline's head who abandoned Martin and his Spitfire for the second half of the run to experience motoring 1930's style! The start venue was a converted farm where the outbuildings had been transformed into a series of vehicle workshops which were main-

ly devoted to classic rally cars. We were able to walk around these buildings admiring the cars within whilst breakfasting on a very welcome Bacon Bap. The run itself got underway around 10am and followed a leisurely route around the Dorset countryside with a lunch stop near Wimborne and ending up on Weymouth seafront around 3pm. Again the weather was kind to us and we all had a very enjoyable day.

Looking ahead:-

Sunday 8th June. Dorset Jaguar Enthusiasts show at Lulworth Castle - we are joining up again with our friends in the TRDC to put on a club stand. More on this next month.

Friday 4th - Sunday 6th July. Le Mans Classic As previous noted, a group of us are venturing across the pond for this Bi-Annual event. Since we are camping for the weekend the weather will no doubt play its part but, if last time is anything to go by, we should have a good weekend.

Saturday 12th - Sunday 13th July. BPPC Transport & Heritage Show. This is at a new venue - Pilford Heath Farm at Wimborne.

Sunday 20th July. This is the date for this years **Breamore Show and also Classics at the Castle at Sherborne**.

Saturday 26th - Sunday 27th July. TSSC TriumFest UK at Donington. This replaces the club's annual gathering which was formerly held at Stafford and promises to be a good weekend.

Monthly Meetings. As previously announced, from June onwards we are "Going on Tour".

June (Thursday 26th) our meeting will be at the Horton Inn at Horton.

July (Thursday 31st) our meeting will be at the Crown Inn at Bransgore.

August (Thursday 28th) our meeting will be at the Empress of Blandings at Coppythorne.

That's about it for now - hope to see you either at the monthly meetings or out and about with your Triumph!

Trevor

WIRRAL

Tel. 0151 339 4150

Hello again to all our readers. How the time does fly, it doesn't seem two months ago that I was writing the May report. Andy mentioned two outings in his June report, one to the "Derby Arms" on an invitation from the Liverpool Area to take place on Tuesday the 3rd June and another Thursday 5th June into the depths of darkest Cheshire to the haunted pub the "Swettenham Arms". Ghosts of a Nunnery which used to function nearby so they say. As I have to meet the deadline of the 8th June for this copy I'm sure Andy will report on these outings in his report next month.

So really for this month I can only recap on what we have done. As I mentioned in May we had planned a run out on National Drive it Day, Sunday 27th April and this did take place on a fine sunny day, quite often it turns out to be "Drive it in the rain day". Most of us more or less followed the planned route although some headed out west towards Ruthin.

We managed to recall them by the magic of the mobile phone and we all eventually fetched up at the "Bickerton Poacher" pub near Cholmondeley Castle for a very fine lunch. Dave has planned a route through Chester, Wrexham, Bangor on Dee, Malpas and Whitchurch in the hope that vast crowds would turn out to see our magnificent vehicles. A forlorn hope, except for Chester which is always busy, I think the populace were still in bed as most places were devoid of signs of human habitation. I did manage to get "off piste" so to speak at one stage of the run and joined in the middle of the local "Riley Club" rally. I thought they may be a bit miffed having a lowly "Triumph Spitfire" in their midst but no, they gave us quite a matey wave. In fact we met up again later on as they finished up at the same pub as us.

Sunday 18th May dawned fine and sunny and remained that way throughout the day for a car show organised by the "Wirral Classic Car Club" held in Royden Park on the Wirral. There were about two hundred cars on show which had come from near and far, this event gets bigger every year. Eighteen of our squad attend-

WORCESTER . . . WEST YORKS

ed and although we did not have any prize winners a pleasant day was had by all.

That about winds it up for July folks, I'll be back in September, my goodness that will be in the autumn. So its shine up for a shimmering summer, we hope! Cheers

Ray

WORCESTER

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Hi Folks. Right then, most important thing first, the next meeting is **MONDAY JULY 14th** as the majority of regular attendees will be making their way back from Le Mans - sorry to the other regulars.

There were a few trips out and about that kept us amused, first up was the Prescott Open Classic. The weather was better than expected and everyone managed to get up the hill in the dry, there were just a few stragglers who did a couple of damp trips at the end of the day. A big thank you to Andy who was my card runner for the day so kept the pictures flowing. On the same day Mike took a trip down to SEM and a very worthwhile trip it turned out to be. Not only did he add to his ever growing collection of automobilia with a fantastic light fitting, he may have to think about putting a trophy cabinet together as he walked away with best Vitesse! So congratulations to Mike and maybe the first of a few?

Another productive trip out was to the Spring Beaulieu Autojumble. This is smaller than the Autumn gathering but still worthwhile, I managed to add to my ever growing picnic hamper / coolbox collection (I really must plan a run out so I can start showing them off!) and even bought something for a car. OK it was for a Morris and is going to be turned into a piece of art but

TSSC AREA NEWS



at least it was car related.

I'm sure that other things were done by members but they've kept it to themselves so I can't spread the word, so that's it for this month.

As I said at the beginning the next meeting is **MONDAY JULY 14th** so see you then! Cheers

Vicky

WEST YORKS

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www.tssc.org.uk/westyorks

Thank you once again to George for taking care of last month's meeting whilst we were on holiday. It was a lovely evening for our meeting and we added our Stag to the Triumphs in the car park. Local events and Club area events are starting to come up thick and fast. At the meeting a number of people mentioned some dates for the coming months so I'll put something in next month's newsletter and ask Richard to put something on the West York's Area web site.

We talked about having another **Sunday lunch time meeting**, it was suggested we meet at the **Cavendish Arm Skipton, BD23 6QT** and we agreed a date of the **20th July**. Vivien and I will do a recce and check details then let you know at the next meeting on the **8th July**.

Well it's short and sweet this month, just counting down to Triumphfest, can't wait!

Safe Triumphing.

Victor.

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

26th 27th 28th Sept 2014



Lakes Camping Weekend

THURSDAY 14TH TO SUNDAY 17TH AUGUST 2014

Park Foot Camp Site - Pooley Bridge

Situated on the shores of Lake Ulswater, 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 Ulswater and organised games.

Cost of cruise is not in-cluded in the camping price.

A deposit of £5 per tent is required by 1st July 2014 and is none refund-able. 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.anne@tiscali.co.uk



TSSC Herts & Beds Area
Present the 21st



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