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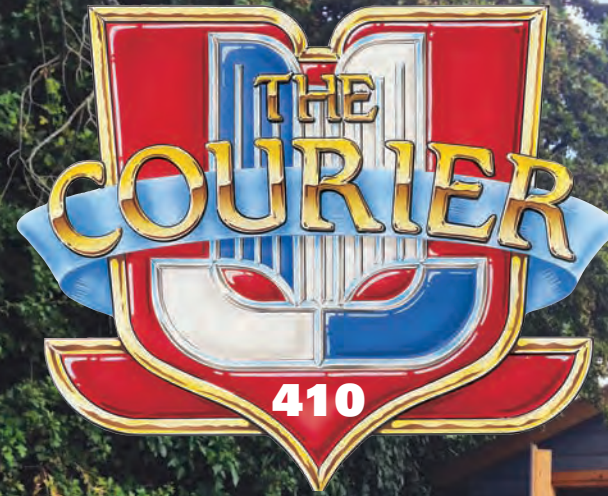
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Triumph Sports Six Club

The Courier 410

AUGUST 2014

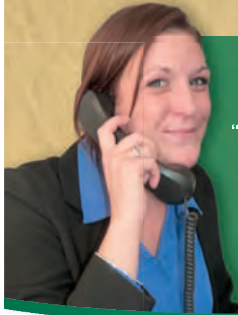


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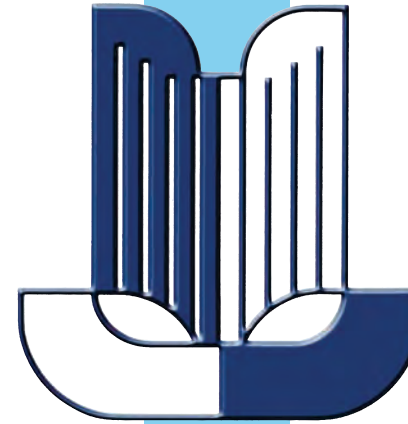
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No.410 VOI 36. AUGUST 2014

Price £3.50 Free to Club Members.

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Bernard Robinson

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ALL CLEANED UP
AND READY TO FINISH THE
SEASON IN STYLE!
DOO - MORE WITH
YOUR TRIUMPH!
PICTURE BY
GLENN HOWARD

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Aug 2014

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COUNCIL MEMBERS 2014

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

Honorary MEMBERS

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

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

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

PLEASE SEND ALL 2014 EVENT INFORMATION TO TRUDI AT CLUB H.Q.
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NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

August 2014

SUN 10 AUG 2014

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CONTACT MARY OR DAVE
01635 868640

THUR FRI SAT SUN 14 15 16 17 AUG 2014

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FRI SAT SUN 15 16 17 AUGUST 2014

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September 2014

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CoMment

My New Role

BY BEN BROADBENT
TSSC GENERAL SECRETARY

Hello to one and all. Thanks to everyone who wished me well in my new role as General Secretary of the TSSC. It's quite a daunting role, so the encouragement was most welcome. I must first on behalf of the Club thank **Vivien Thompson** for the tremendous work she undertook as General Secretary during the past four years, as well as fulfilling the role of Chair during the past year. Vivien as she stated in last month Courier, will now concentrate on the role of Chair, allowing greater time to fulfil the many and varied duties of that office.

The role of General Secretary has been held by a number of people during the history of the Club, with the actual role being somewhat driven by the needs of the Club at particular stages in the Club's history. Now with an active and effective Chair, my role of Gen Sec can assume the direction of that of a Company Secretary undertaking the Club's legal obligations (as a Limited Company) with Companies House. In fact the first two duties that I had to undertake were to finalise the Club's Annual Returns and signing off last years Accounts, both with the Auditors for filing at Companies House. (Yes, these are the boring bits of being a Company Secretary). I will be continuing as Finance Director as the both roles deal with Companies House.

So that's what I will do with Companies House, but what can I do for CoM. Well, for CoM it will be my role to keep them up to date with the legal aspects of running the Club and provide them with the agenda and minutes of meetings amongst many other duties.

So what can I do for the membership?

I want to make **COMMUNICATIONS** a priority by responding to your initial contact quickly. (Everyday questions should continue to be directed to the Club HQ during office hours).

However, you can email me at gensec@tssc.org.uk



for CoM and other concerns.

I will endeavour to acknowledge your emails quickly during the working day and forward questions to the appropriate CoM member or Staff member, for an appropriate response.

However, please remember we are all volunteers and have full time commitment away from the Club therefore the final responses may take sometime. Having said that, it is my intention to attempt to at least keep people up to date with the progress of their questions and concerns.

I'm really looking forward to undertaking this role.

Ben Broadbent
*General Secretary &
TSSC Finance Director.*





NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

A Few Emails of Thanks from Enthusiasts attending the 2014 Le Mans Classic.

Just thought I'd drop a line to everyone involved with Le Mans (present or otherwise) to say "thanks" for the hard work both there & behind the scenes in making it such a success. My wife, Jac, (who thought she'd be sitting in a deck chair, drinking gin & reading magazines) is finally a fully-fledged classic car fiend - for this alone, I can't thank you enough!!

Thanks lastly to the chap (didn't get his name - sorry) for buying me many beers - all I did was to pick up some nails in the track - no thanks was necessary, it was very nice of him.

What a fantastic way to spend a long weekend... ...roll on 2016!!

Thanks again!!

Colin & Jacqui



Hi Angie

We have safely returned home after a wonderful weekend at Classic Le Mans. We were 9 refugees from the TR Register and Austin Healey Owners Club and a Dax AC (Cobra owner) We would like to say a very big thank you to the TSSC and you personally for the fantastic organisation, facilities and

atmosphere at the TSSC Tertre Rouge camp site.

We all (9 of us) thoroughly enjoyed ourselves and had a great time. Some of us have been going to CLM for a number of years and we all agree this year was the best mainly due to the wonderful facilities at Tertre Rouge.

Thanks again

Bill Wheeler and team

We would like to thank all of those who helped us at Classic Le Mans on Sunday, after our spot of bother (Diff Locking up), especially Chris Gunby for transporting our gear back to HQ. Also Angie Hill and Bernard Robinson for their help and good humour which jollied us along. The drinks from Chris and Bernard also helped on a fraught and trying day!

The car is due to be returned to the UK very soon, and hopefully should be back on the road in the not to distant future.

If nothing else the Triumph family togetherness lives on with a great bunch of people.

Best wishes to all,

Dave and Sue Bayliss.

Hi Bern,

Wow what a weekend!

I just wanted to thank all the TSSC helpers who made this happen.

You, Angie, Chris (and Chis's son, forgot his name (Kit) all put in a huge shift and I think that you should thanked for that.

I am sure that all the happy campers at Tertre Rouge will say the same.

will not forget the wonderful noise and smell of the fantastic racing cars and the torrential rain on the way home as well!

Once again, so many thanks to all!

Regards

Bill Byford



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The Club Shop will be attending the following Show
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Duxford Imperial War Museum - Sept 28th

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Council of Management Meetings

SEPT 27TH 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 Forshaws 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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Honorary TSSC President Fuzz Townshend

by David Embery



On behalf of the Council of Management (CoM) for the Triumph Sports Six Club (TSSC)

I am delighted to confirm that the noted classic car journalist and restoration expert **Fuzz Townshend** has accepted the role of **Honorary President for the TSSC**.

This is fabulous news for everyone connected with our club and represents a significant mile stone on our journey to make the TSSC the best Club it can possibly be for its Triumph enthusiast core membership.

CoM, decided to approach Fuzz about the role as it was felt he embodied and epitomised all the best virtues of what being a member of the TSSC is all about. Fuzz is passionate in his belief of fundamentally doing the right thing for any classic car. That extends from activities centred around the day to day general up keep through to full nut and bolt restorations.

He has a keen sense of respect for what the Triumph marque represents in terms of its history and the personal fulfilment enthusiasts get from both their car and club membership. To that end Fuzz whole heartedly supports the Club's mantra that everyone should do more with their Triumph!

Upon accepting the role Fuzz commented :-
"It's an honour to have been invited to take the role of Honorary President of the TSSC.



Fuzz Townshend

Pic Courtesy Birmingham Mail

Having owned a couple of Triumphs in my time – a Herald and a Vitesse, I totally get the appeal of the marque and was indeed a TSSC member for a time.

In my daily life I have the pleasure of working on many different Triumph products and indeed at this moment, my Westgate Classics business has a 1951 Renown undergoing long term, extensive restoration and a

Triumph 2000 Estate, the latter being more or less completed.

Triumphs have played a part throughout my formative years. In the mid-1970s my uncle owned a 1965 2000, in Old English White, with a red interior while his wife drove a 1969 Vitesse. The rich tones of the Triumph 6 cylinder engine has stayed with me from those days to these. My brother meanwhile managed to land his '67 Herald in the branches of a tree after leaving a motorway embankment. I'm not quite sure how exactly.

This coming week I shall be fettling the Carole Nash Insurance Spitfire, which is the star prize of their Spark Plug Challenge competition.

and telephone. Fuzz was very clear that it needed to be the membership that supported his appointment to the role rather than him being imposed on the membership by CoM.

The volume of positive feedback received from the many different sources has been delightful and very welcome.

It overwhelmingly confirmed the membership's approval of Fuzz's appointment.

On behalf of the family that is the TSSC, I would like to welcome Fuzz. We all look forward to working with him over the coming months and years with regards to promotion of its values for the betterment of the Club itself and its members.



Later in the year I shall be tasked with taking it on Club Triumph's Round Britain Reliability Run, so I'm going to make sure that it's well run-in beforehand.

I'm very sorry I can't make this year's TriumFest UK, but you're sure to find me at other Club events, so do please come and say hi."

Almost immediately after making the announcement that Fuzz was being approached for the role of Honorary President, the Club received at HQ in Lubenham many messages of support from social media, e-mail

Fuzz with Co presenter Tim Shaw & the Classic Car SOS Herald

Pic Courtesy Nat Geo TV

Fuzz is a terrific ambassador for what the TSSC represents now and where it wants to go in the future. He is best placed to both help promote our message to Triumph enthusiasts on a national scale so that not only will our beloved cars benefit but so will each and every member of the TSSC.

Welcome Fuzz!

Feedback from the TSSC Council of Management TSSC Website Forum Update

by David Embery

At the AGM in April it was agreed by the attending membership that a **'Members Internet Forum'** should be provided. This will be aimed to cater for not just technical Q&As about our cars but also a platform for people to discuss general items of interest. Triumph related or not!

CoM has been working since the AGM on making this request from the AGM become a reality. It has taken a little longer than any of us would have liked. However, with TriumFest UK 2014 fast approaching and other urgent issues, there has had to be a list of priorities made and a decision made with regards to the order in which they needed tackling. CoM would like to take this opportunity to thank the membership for its patience.

Everyone connected with the management of the TSSC fully recognises and shares the desire of the membership to see the Forum up and running. However, CoM would also like to take this opportunity to remind all members that there is only so much the volunteer hands can do at any one time with the available volunteer time they have in hand. In common with each and every Club member, each volunteer has their own work and personal life issues to address in exactly the same way as every Club member is required to do.

The platform for the Forum is very near to being agreed and it will be available via a link from the main TSSC web-site. The forum will be a stand-alone facility for the membership run by its membership rather than CoM.

In order to protect the Forum's integrity and the

reputation of the wider TSSC, the decision is that the Forum must have a minimum of 4 Moderators at any one time, otherwise, it will be suspended by CoM until the appropriate number of moderators can be put in place. The rules by which the Forum will be run are to be created by the Moderators for final approval of CoM. Once that process is completed the Forum can become a reality and the membership can have a 'Members Forum' run by its members for the benefit of its members.

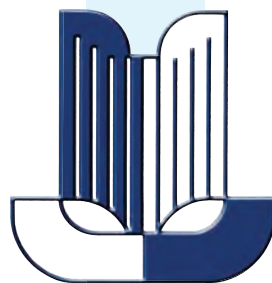
CoM has currently nominated five individuals and they will soon receive invitations from CoM to be Moderators of the new Forum. Those invitations will be issued by Friday 11th July 2014. The invitations will outline what the role responsibilities are and that they need to liaise with their fellow nominated Moderators in order to initially create, and have agreed by CoM, the rules by which the Forum will operate.

Depending on the time taken by the Moderators to complete the above task, the Forum will be available to the wider membership sometime in the next month or two. CoM's desire is for the Forum to be up and running by the end of August. If that can be sooner, then all the better.

Invitations to the nominated individuals to fulfil the Moderators role are to therefore be sent out over the next couple of weeks. It is hoped that soon after TriumFest UK 2014, CoM will be in a position to further update the membership with progress being made and the likely timescale of getting the **'TSSC Members Internet Forum'** up and running.

Welcome to NEW MEMBERS

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



THE
TRIUMPH
SPORTS SIX
CLUB

| | |
|---------------------------|---------------|
| Ian Pearce | Avon |
| Justin Walbrugh | Beds |
| Steve Page | Beds |
| Mike Sim | Berks |
| Michael Hibbert | Cheshire |
| David Axon | Cheshire |
| Bob Shoosmith | Cheshire |
| Derek Barnett | Devon |
| Nick Weldon | Devon |
| Dave Alexander | Devon |
| Anthony Barnett | Devon |
| David Wells | Dorset |
| Malcolm Grant | Dorset |
| Mike Busson | Gwent |
| Philip & Elizabeth Taysom | Hants |
| David & Sarah O'ferrall | Hants |
| Louis Adway | Hants |
| Carl Roberts | Hants |
| Charlie Reynolds | Herefordshire |
| Paul Williams | Herts |
| Kenneth Bowen | Herts |
| Ryan Griffiths | Kent |
| Steve Smith | Kent |
| Aroon Tembe | Lancs |
| Peter Waters | Lancs |
| Ray Varley | Lancs |
| Ian Roe | Leics |
| Frank Cooper | Leics |
| Kevin Yorath | Lincs |
| Chris & Gillian Hicks | Lincs |

| | |
|--------------------|------------------|
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| Peter Theobald | Lincs |
| Graham Whittaker | Manchester |
| Linda Swallow | Norfolk |
| Bert Gault | Northern Ireland |
| Marcus Bare | Oxon |
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| Morris Freeman | Suffolk |
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| Joanna Jankowski | Warks |
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| Karen & David | |
| Jenkins-Edwards | West Mids |
| Kenneth Harrison | West Mids |
| Susan Budden | West Yorks |
| Keith Osborne | France |
| Konrad Blackburn | Malta |
| Martin Johansson | Sweden |

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

TR7/8 Register

e-mail:
tr7-8@tssc.org.uk

Paul Lewis



Preparing for Le Mans

*This Register should have been in last Months Issue, quite simply I missed it and didn't put it in. Apologies to Paul and all you TR7/8 Owners - **Bernard Ed.***

looked at it, it has been in the garage whilst I finished off my degree. Normally I would complete all the work on my cars but due to work pressures and university I decided to trust the preparation work for the MOT to Karl at KD Triumph in Coventry.

This month (June) has been hectic due to trying to ensure that I have a car on the road ready for my bi-annual pilgrimage to Le-Mans Classic in July. This year it is my turn to provide the transport as my good friend Gary Law, another TSSC member, provided his fantastic TR6 two years ago. Even though I have 4 cars to choose from they are all in different states of repair.



Serviced

My TR8 has been sat in the garage since the NEC in November last year and has a slight tappet noise that I need to address but it's on my long list of things to do. My red TR7 FHC 1977 is stripped ready for the engine bay and boot area to be painted as part of the full restoration, so that will not be available. My Triton green TR7 DHC has a fuel issue and a new soft top needs fitting along with an MOT so that is out of the question. This



Recent Purchase

leaves my most recent purchase, a 15,000 mile from new 1976 FHC. Since I purchased the car around 4 months ago I have not even

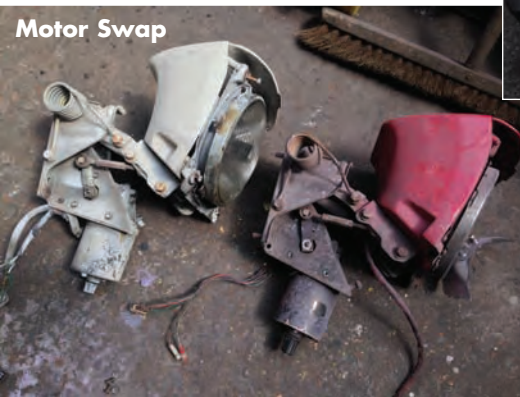
I have been updated by Karl and we now have an MOT'd car that has just been serviced and running like a dream. There

TR7/8 Register



were a few problems en route to achieving this. The left hand headlight was quite poor at retracting fully and slow in operation. Normally it is just a case of corrosion within the plug contacts. This was tried but to no avail so a new second hand motor was fitted. When fitting a newer type motor to an older car then the plugs have to be changed, the wiring is the same just the plug is different. The new motor was fitted but then

Motor Swap



decided to get very hot. This was diagnosed as a



Different Plugs



New Connection

slightly seized lifting bracket that was duly swapped and now all works well.



Fantastic!

We also noticed that there was water in the passenger's footwell, which I had put down to a leaking windscreen initially after the heavy rain at the beginning of the year but when Karl mentioned that the coolant level was low when he changed the coolant as part of the service alarm bells started ringing. Just over a year ago I wrote an article on a breakdown during the New Year's run which turned out to be a corroded heater pipe that burst sending coolant into the passenger footwell. This is a common problem with cars that have

Heater Pipes



been stood for a while. Coolant has additives that stop corrosion within metal pipes but over time these additives degrade and the coolant returns basically to water. The heater pipes that fit through the bulkhead are prone to rusting. I fitted a stainless steel one previously to my red TR7 and I have decided to not take any risks and replace the pipes on the new car. I would prefer to spend the £80 on peace of mind

rather than breakdown on my trip to Le Mans. Anyway, part ordered and car on the road. I plan to use it daily for the next few weeks to see if there are any other issues but hopefully not, so I will hopefully see you in Le Mans if you are travelling to the event and I will give you a full run down of the event and my pilgrimage on my return.

Paul



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* Calls cost 10p per minute plus network extras. All bookings are subject to a £1.50 transaction fee.

All information correct at time of publishing. See website for all information. Tickets include show guide to the value of £7.50.

SPITFIRE I - II - III Register



e-mail.
spitfires@cadley.org

Suzie Singleton



Le Mans Classic - What Can I Say?

Why does anyone go? For the weather, the food, the drinks, the accommodation, the company, and of course, the racing!

- We had scorching temperatures – and downpours.
- We had king prawns flambéed in whisky – and frites.
- We had fine white wine – and 30c beer.
- We had a lovely room at the Hotel de France – and an airbed and tent a few hundred yards from the track.
- We met old friends and new, from the worlds of cars and racing – and our friends from the other end of our village in the UK.
- We saw ADU 1B on the track - and in the campsite.

Low points – Very Few.

- Jigsaw being unable to persuade the ACO to allow them to also run ADU 1B's two sister cars as a race team.

- Being unwell during the whole trip. I quit smoking

8 weeks ago. (Yes – Me!! Will wonders never cease, and all that) and I figure now that after being abused for 30 years my lungs are getting their own back. A sore throat, followed by an ongoing asthma attack left me very breathless and with no energy – or able to get much sleep – even before the racing. Poor Guy ended up doing pretty much

everything but I'm still very pleased we did go.

- The very hot times (but nice not to be cold.)
- The torrential downpour just as we were about to leave on Sunday – and having to leave Le Mans with the roof up on Baby Blue – a pretty rare occurrence.

Highlights – Everything Else!

- Driving through France in Baby Blue, roof down, little 'Superior Mk One' fibreglass trailer trundling along behind us allowing us to camp with a little more panache than when limited to the packing capacity of a Spitfire boot.



- Chocolate enrobed parfait flambéed in Grand Marnier at the first B&B we stayed at just south of Bernay.

- The scenic route through forests, farmland and open countryside,

SPITFIRE I - II - III Register



including several miles through the Forêt de Bercé, south of Le Mans, with its distinctive finger signposts.



front of the Hotel de France.

- Meeting up with our neighbours from home who had come over for the event in their pre-war Lagonda and having a very pleasant 3 course lunch just across the square from the Spitfires.

- Heading back to the Hotel de France where the Spitfires were, by now, con-



- An evening at the Hotel de France in the very comfortable Graham Hill room looking out over the square, chatting with **Mike Otto** (who owns two of the Le Mans TRS cars) on the terrace, and a lovely meal including those flambéed prawns I mentioned earlier.

- Driving up to Tertre Rouge on Thursday morning – and seeing two car transporters and a Spitfire in racing colours on the road – this was the Jigsaw team on their way to the Hotel de France for the celebration lunch that had been planned.

- Meeting and greeting **Angie, Bern and Chris** and his son, **Kit** & Dad, **Pete** and the whole team who were setting up Club HQ.

- Setting up camp next to the fence overlooking the track and near to the central hub – (beer tent, loos and showers and **Marianne's** food van).

- Heading back to La Chartre Sur Le Loir and seeing the 3 racing Spitfires arrayed at the



spicuous by their absence but we knew where to look for them – round the back of the hotel where the guys were aiming to re-create one of





see other roundtail Spitfires, up at the campsite and also in the other Triumph parking areas, with both British and also European registration numbers.

I don't have room for all the photos here but would like to mention the registrations of those we saw, and if one of these is

the photos on the wall of the Hotel's bar, of the 3 cars tucked under the rear canopy back in the 1960s.

your car, I'd love to hear more about your trip to L. M. C.14.

- Seeing the big smiles on **Mark Field's** face seeing the three cars at the Hotel and also after his tour of the property and grounds, hearing stories of various drivers and teams who had stayed there over the years.

- And one highlight we actually missed – the three race trimmed Spitfires heading back to the Bugatti Circuit in convoy, without the use of the trailers, the replicas escorting ADU 1B back in time for scrutineering.



824 AQK 35, the French 1965 Le Mans car.

SPN 540G OAW 1G XUR 10F
 AF 656 LC CTP 880C SKT 737H
 RWE 527E CA 684 PT BT 978 BD
 2457 SV 72 314 CEN 60 AP
 320 AW



- Seeing ADU 1B on the track.

All in all it was a good week and, as with our previous trips to LMC, one we're very pleased we made. Great to



SPITFIRE I - II - III Register



And one last car I'd like to mention, although it does cross the roundtail/squaretail border, is the Honeymoon 1500 Spitfire. Well done to

we were rather stunned to see a large copy of the Statue of Liberty gracing a roundabout. I've loved seeing some of the unusual and attractive items on



French roundabouts and looking this one up when we got home revealed that André Marie, the Mayor of Barentin from 1945-1974 had assembled a huge collection of around about 200 replica sculptures by many well known sculptors arrayed

the couple who chose such a great honeymoon. We were married 12 years ago this weekend ourselves and celebrated our anniversary with our lovely evening at the Hotel De France (and those prawns!).

all around the town.

A shame more British town planners can't liven up our roundabouts in a similar way - for inspiration - just Google "[Art on French roundabouts](#)"

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| B post mounting bracket 703625/6 | £16.00 |
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| Chrome bonnet catch 607663 | £45.00 |
| Door hinges 607824 | £20.00 each |
| Boot hinges | £43.50 pair |
| Door to glass outer weather strip | £7.00 |
| Hoods vinyl inc zip out window | £160.00 |
| Accelerator pedal bracket 147655 | £12.50 |
| Set of 8 front suspension bushes 119451 | £10.50 set |
| Front suspension shim 122022 | £1.75 |
| Caliper repair kit inc pistons type 12 | £23.00 |
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| Recon exchange caliper type 12 | £46.00 |
| Recon exchange caliper type 14 | £41.00 |
| Recon exchange caliper type 16P/PB | £56.00 |
| Brake pads type 12 | £12.50 set |
| Brake pads type 14 | £10.20 set |
| Brake pads type 16P/16PB | £10.50 set |
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| Herald voltage regulator Unipart GEU 6603 | £20.50 |
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| Vitesse Delco distributor cap GDC109 | £9.75 |
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TR7

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| Early type bonnet (single bulge) WKC170 | £155.00 |
| Late type bonnet (double bulge) XKC3822 | £350.00 |
| Sills L/H and R/H XKC 112/3 | £96.00 |
| Doors FHC WKC5286/7 | £350.00 |
| Door skins YKC74/75 | £52.50 |
| Body shell convertible | £4,575.00 |
| LH rear wing Coupe, original | £350.00 |
| Late type boot lid XKC3854 | £180.00 |
| Rear deck assembly convertible WKC4255 | £67.50 |
| Window regulators XKC325/6 | £25.00 |
| Door/glass outer weather strip R/H YKC101 | £6.00 |
| Radiator grille R/H convertible WKC3674 | £30.00 |
| Petrol tank retaining strap TKC131 | £8.00 |
| Petrol tank | £192.50 |
| Petrol tank sender TKC3408 | £27.50 |
| Rear lamp assembly R/H TKC232 | £95.00 |
| Recon TR7 (exchange) distributor | £95.00 |
| TR7 distributor cap | £9.50 |
| HT lead set (early) GHT 167 | £12.00 |
| Gearbox 4 speed (exchange) | £285.00 |
| Recon steering rack (exchange) | £55.00 |
| Front strut assembly recon (exchange) | £67.50 |
| Front lower ball joint GSJ154 | £11.50 |
| Front suspension strut gaiter UKC4981 | £8.50 |
| Rear shock absorbers | £20.00 |
| Upper steering joint UKC2449 | £45.00 |
| Lower steering shaft TKC1084 | £47.50 |
| Track rod ends GSJ185 | £16.00 pair |
| Steering wheel (early) RKC509 | £25.00 |
| Brake pads GPB233 | £9.50 set |
| Brake discs TKC780 | £17.00 each |
| TR7 brake master cylinder recon (exchange) | £85.00 |
| Brake servo recon (exchange) | £85.00 |
| Upated brake master cyl/servo assy (exchange) £250.00 | |
| Brake pressure valve TKC 3667 | £49.50 |
| Recon exchange brake caliper | £46.00 |
| Brake shoes 4 speed GSP794 OE Unipart | £17.50 set |
| Brake shoes 5 speed GBS813 | £18.50 set |
| Wheel cylinders 4-5 speed | £15.00 |
| 4 speed differential TKC2619 (exchange) | £250.00 |
| Jackshaft 215207 | £195.00 |
| Recon starter motor (exchange) | £87.50 |
| Service exchange oil pump 215573 | £35.00 |
| Fan idler pulley bearing | £9.50 |
| Recon w/wiper motor (exchange) | £69.50 |
| Clutch kit TR8 Q/H | £110.00 |

STAG

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| Front suspension leg insert | £35.00 |
| Recon steering rack (exchange) | £140.00 |
| Steering column shaft 151032 | £80.00 |
| Track rod end GSJ157 | £11.50 |
| Gearbox (exchange)/Reconditioned | £350.00 |
| Recon exchange J Type overdrive | £320.00 |
| Rear shock absorbers | £20.00 |
| Rear sub frame mounting 150382 | £22.50 |
| Rear wheel bearing kit | £19.50 |
| Service exchange drive shaft 311914 | £160.00 |
| Recon rear hub assy (exchange) | £110.00 |
| Recon Brake Calipers (exchange) | £56.00 |
| Caliper seal kit inc pistons | £28.50 |
| Set brake pads | £13.50 set |
| Recon brake master-cylinder (exchange) | £110.00 |
| Recon Servo (exchange) | £148.00 |
| Rear wheel cylinder GWC1211 | £15.50 |
| Service exchange oil pump 215573 | £35.00 |
| Viscous fan coupling TKC101 | £85.00 |
| Seatbelts non-sensor | £120.00 |

TR6

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| Front L/H flitch panel 907097/576477 | £120.00 |
| Late type rear centre bumper O.E. | £140.00 |
| Rear quarter bumper O.E. | £80.00 |
| Seat belts with sensor wire type | £95.00 pair |
| Prop shafts recon (exchange) | £85.00 |
| Recon exchange water pump GWP201 | £29.50 |
| Recon steering rack (exchange) | £62.50 |
| Front trunking 142377/8 | £28.00 |
| Top ball joint GSJ131 | £10.00 |
| New Brake Servo (exchange) | £115.00 |
| Brake disc 209327 | £18.50 |
| Recon (exchange) caliper type 16P/16PB | £56.00 |
| Brake pads early/late type | £10.50 |
| Hand Brake cable end fork | £3.00 |
| Gearbox (exchange) | £350.00 |
| Recon drive shaft assy (exchange) | £160.00 |
| Recon rear hub assy (exchange) | £110.00 |
| Diff mounting upper 134235 | £2.50 |
| Diff mounting lower 134236 | £2.50 |
| HT lead set | £12.50 |

SPITFIRE MK I & II & III

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|------------------------------------|--------------|
| Nearside/offside front wings | £105.00 each |
| Front wing 'D' plate 706311/2 | £14.00 each |
| Front outer wheel arch 903137/8 | £59.50 |
| Front inner wheel arch 706548/9 | £59.50 |
| Bonnet hinge tubes 811679/811680 | £48.50 each |
| Hinge tube pivot bracket | £15.00 |
| Side light mounting panel 907157/8 | £65.00 |
| Door skins | £61.50 |
| Battery box 806707 | £25.00 |
| Rear valance lamp panel 569900 | £105.00 |
| Boot lid 575787 | £395.00 |
| Dash top cover 714482 | £40.00 |
| Vinyl hood Mk III inc zip window | £160.00 |
| Chrome bonnet catch 607663 | £40.00 |
| Rear lamp assembly 208532/217025 | £49.50 |
| Track rod ends | £9.50 |
| Gearbox 4 Sincro (exchange) | £315.00 |
| Fibreglass Gearbox Tunnel Cover | £37.50 |

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| Rear leaf spring 305894 | £99.50 |
| Recon exchange brake caliper type 12 | £46.00 |
| Recon exchange brake caliper type 14 | £41.00 |
| Original head gasket GEG314 | £9.00 |
| Distributor cap | £5.50 |
| Front valance support bracket 712567/8 | £68.00 |

SPITFIRE MK IV & 1500

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| Bonnet stay 613045/613751 | £19.50 pair |
| Front wings 909663/4 PAT | £60.00 |
| Front wheel arch outer 909351/2 | £49.50 |
| Front wheel arch inner 909797/8 | £45.00 |
| Headlamp support panel assembly 818871/2 | £40.50 |
| Front quarter valance 815391/2 | £80.00 |
| Door skins | £61.50 |
| Sills non original 903097/8 | £50.00 |
| Sills O.E. 903097/8 | £75.00 |
| Sill reinforcement panel 806634/5 | £7.50 |
| Inner sill 806638/9 | £27.00 |
| Front sill end plate 706422/3 | £9.50 |
| Half floor (deep pressing) 908900 | £145.00 |
| 'A' post lower filler panel 706288/9 | £24.00 |
| Bonnet hinge pivot box RKC362/3 | £49.50 |
| Chassis front gusset 218526/7 | £19.50 |
| Bonnet hinge tube L/H-R/H 911107/8 | £60.00 |
| Rear wing non O.E. | £147.50 |
| Rear wing front repair panel | £25.00 |
| Rear wing rear repair panel | £28.00 |
| Rear lamp panel 716182 | £191.50 |
| Rear valance 908970 | £95.00 |
| Boot floor | £145.00 |
| Boot lid 911327 | £475.00 |
| Rear inner wheel arch 725563/4 | £145.00 |
| Rear outer wheel arch 909661/2 | £89.50 |
| Windscreen aperture drip channels | £12.00 pair |
| Hard top rear screen seal 911040 | £49.50 |
| H top seal roof/ door glass 716183/4 | £8.00 |
| Door hinges 607824 | £21.00 |
| Exterior door handle (black) YKC2837/8 | £77.50 |
| Window regulator 911271/2 | £82.50 |
| Window regulator glazing channel | £65.00 |
| Front outriggers 209398/9 | £42.50 |
| St/steel tread plate finishers | £32.50 pair |
| Oil pump TKC 1974 (exchange) | £32.50 |
| Water pump 216939/GWP128 (exchange) | £29.50 |
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| Late type water pump (viscous) UKC774 | £40.00 |
| Oil filter GFE119/150 | £5.00 |
| Heater valve 724021 | £18.00 |
| Front wheel bearing kit GHK1021 | £16.50 |
| Front wishbone bushes 119451 (set of 8) | £10.50 |
| Front shock absorber GSA364 | £20.00 |
| Front suspension vertical link | £95.00 |
| Front suspension top ball joint GSJ1155 | £9.00 |
| Stub axle UKC697 | £2350 |
| Recon steering rack exchange | £55.00 |
| Track rod end GSJ158 | £9.50 |
| Steering joint 142140/FAM1718 | £22.50 |
| Steering lock 216449/UKC2719 | £85.00 |
| Fibreglass Gearbox Tunnel Cover | £37.50 |
| Gearbox exchange | £285.00 |
| Recon exchange D Type O/D Mk IV | £320.00 |
| Recon exchange J Type O/D Mk IV | £320.00 |
| Recon exchange J Type O/D 1500 | £320.00 |
| Rear wheel bearing kit GHK1029 | £14.50 |
| Early/late rear drive shaft | £69.50 |
| Recon exchange drive shaft assembly | £170.00 |
| Rear shock absorber GSA385 | £18.00 |

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| Rear leaf spring 159640 | £95.00 |
| Recon exchange brake caliper type 14 | £41.00 |
| Brake disc 208715 | £13.50 |
| Brake disc 208715 Drilled/Grooved | £42.50 pair |
| Caliper repair kit inc pistons type 14 | £20.50 |
| Handbrake front cable 121766 | £5.00 |
| Handbrake cable end fork 104749 | £3.00 |
| Rear wheel brake cylinder -7 dia GWC1110 | £12.50 |
| Rear brake lever 123135 | £6.50 |
| Brake shoe set GBS749 | £10.00 |
| Clutch slave cylinder GSY103 | £35.00 |
| Clutch kit GCK160 | £77.50 |
| New distributor 1500 (exchange) | £59.00 |
| Recon distributor 1500 (exchange) | £47.50 |
| Distributor cap Mk IV | £6.00 |
| HT lead set | £8.00 |
| Recon starter motor (exchange) | £50.00 |
| Wiper motor (new) | £45.00 |
| Universal joint with grease nipple | £9.50 |
| Dash top cover 815281 | £44.00 |
| Seat cover set, brown houndstooth material | £110.00 |
| Gearbox tunnel retaining plate 608383 | £1.80 |
| Wheel arch to bulkhead seal 613666 | £3.00 |
| Hoods vinyl I.C.I. material inc zip window | £190.00 |
| Hoods vinyl inc zip window | £160.00 |
| Inertia seat belts less warning light wire | £65.00 pair |
| Inertia seat belts less sensor OE | £70.00 pair |
| Inertia seat belts less warning light wire Red | £60.00 pair |

GT6

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| Bonnet assembly Mk II 908116 less tubes | £1,050.00 |
| Bonnet assembly Mk III 913766 | £1,150.00 |
| Front wings Mk II 908113/4 | £115.00 |
| Front wings Mk I 907154/5 | £145.00 |
| R/H front overrider Mk I 710717 | £42.50 |
| Boot floor carpet Mk III 810841 | £35.00 |
| Main carpet early Mk III new tan 819813 | £32.50 |
| Main carpet late Mk III new tan 822633 | £27.50 |
| Dash veneer set Mk III 820073 | £160.00 |
| Steering lock 216449/UKC2719 | £85.00 |
| Recon Steering Rack (exchange) | £55.00 |
| Seat belts | £65.00 pair |
| Recon (exchange) water pump GWP201 | £29.50 |
| Manifold banjo bolt 145155 | £9.00 |
| Fibreglass Gearbox Tunnel Cover | £37.50 |
| Gearbox (exchange) | £285.00 |
| Recon exchange D Type O/D | £320.00 |
| Clutch kit | £80.00 |
| Front suspension vertical link | £108.00 |
| Front shock absorbers | £20.00 |
| Track rod ends | £9.50 |
| Rotoflex coupling 152273 | £35.00 |
| Rotoflex bush kit inc tubes | £16.50 |
| Brake shoe Mk III/III rotoflex GBS750 | £17.00 |
| Brake shoe non rotoflex GBS746 | £20.00 |
| Front side/flasher lamp assembly 155416 | £20.50 |
| Delco distributor cap | £9.75 |
| HT lead set | £12.50 |

TRIUMPH 2000/2.5 PI/2500

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| Mk I front wing L/H-R/H 570195/6 | £300.00 |
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| Mk II headlamp panel 575894/ZKC1972 | £75.00 |
| Mk II bonnet 910507 | £135.00 |
| Mk II rear lamp panel 910509 | £145.00 |
| Mk II boot reinforcement panel 910505 | £15.00 |
| Bonnet seal 613894 | £12.50 |
| Rear centre bumper (estate) plain 576530 | £97.50 |

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| Rear centre bumper (estate) for insert 917813 | £97.50 |
| Rear quarter bumper (saloon) plain 910158/9 | £67.50 |
| Rear quarter bumper (estate) 923444/5 | £60.00 |
| Rear bumper moulding (saloon) 824479 | £27.50 |
| Interior door knob 615888 | £1.50 |
| Dash veneer set 2000TC/2500TC - ZKC1552 | £65.00 |
| Dash veneer set 2000TC/2500TC - 730397 | £65.00 |
| Interior grab handle ZKC 701 711/1 | £2.50 |
| Boot carpet 728551 | £22.50 |
| Late Mk I 2000 steering wheel 307493 | £25.00 |
| Recon power steering rack (exchange) | £140.00 |
| Recon manual steering rack (exchange) | £155.00 |
| Gearbox (exchange) | £350.00 |
| Mk II front side/flasher lamp 216149/216150 | £42.00 |
| HT lead set | £12.50 |
| Clutch kit | £80.00 |
| Recon (exchange) water pump GWP201 | £29.50 |
| Rear wheel bearing kit | £19.50 |
| Rear shock absorber | £20.00 |
| Recon exchange brake caliper | £56.00 |
| Brake shoes Mk I (axle set) | £27.50 |
| Brake shoes Mk II (axle set) GBS803 | £16.50 |
| Rear wheel cylinder GWC1205 | £17.50 |

DOLOMITE RANGE

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| Toledo Static Seat Belts O.E. | £35.00 pair |
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| 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 windshield wiper motor (exchange) | £45.00 |
| Dolomite 1300/1500 new exchange distributor | £59.00 |
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Derek Ford



Absolutely Shocking!

June 8th saw the family jump into the Vitesse and make our way to Barry Island for the Barry Festival of Transport. This is a cracking day out for everyone, there are free trips on vintage buses, over 150 cars to admire, a beach, fish and chips, ice cream, need I say more? The Club was well represented with an assortment of Triumphs.

From our point of view though there was another altogether more uncomfortable situation, namely the awful ride quality in our Vitesse. On returning home having felt every bump and pothole on the way I deemed it time to change the front shock absorbers. When we got home I bounced the front of the car and compared it to the Spitfire, in all honesty it was like a trampoline.

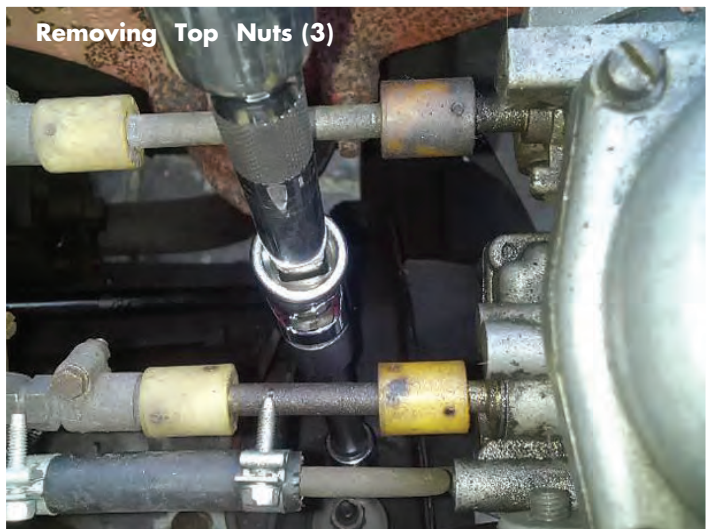
Now I know I'm cheating and using my Vitesse again but the method is the same for changing shocks on all the small chassis models, and besides the Spitfire' shocks are fine.

The first thing you need to establish is access to a spring compressor tool like the one in the photos. I bought mine from Canley Classics but most Club Areas have one for members use (*From The TSSC Club Shop - Bern, Ed.*). Please don't try to do this

job without the correct tool as if one of these springs goes off without warning you'll be looking at a broken wrist or jaw.

Removal of the shock/spring assembly is as follows.

- 1.** Slacken both front road wheels and raise the front of the car, supporting it safely on axle stands.
- 2.** Remove both front wheels and place out of the way (or sit on them while you're working).
- 3.** Looking inside of the engine valances there are three small nuts holding the strut top plate



to the suspension turret, remove all three being careful not to drop them. If they drop onto the chassis they can be a pain to try and find.

- 4.** Slacken the two bolts on the lower wishbone arm that secure the trunnion and the



Undo lower shock mount

lower shock mount as in picture.

5. Leaving the bottom bolt in place you may

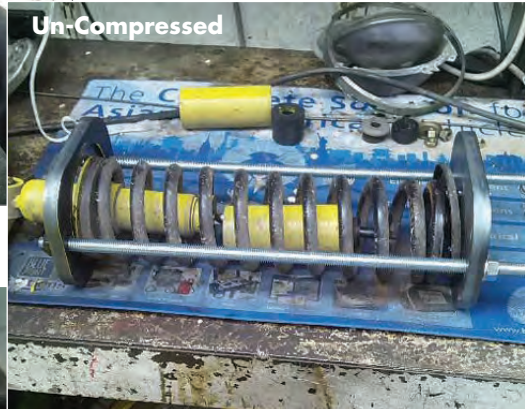


You may have to lever it out.

have to lever the top mount out of the chassis as shown.

6. Slide the bottom bolt out and remove the unit from the vehicle.

7. Place the assembly into the compressor as



Un-Compressed

shown and tighten both bolts evenly until the pressure is off the central shock nut.

8. Remove the two top nuts from the shock and unwind the compressor until spring is

slack. (You can see how compressed the spring is when in situ from the difference between the two photos).

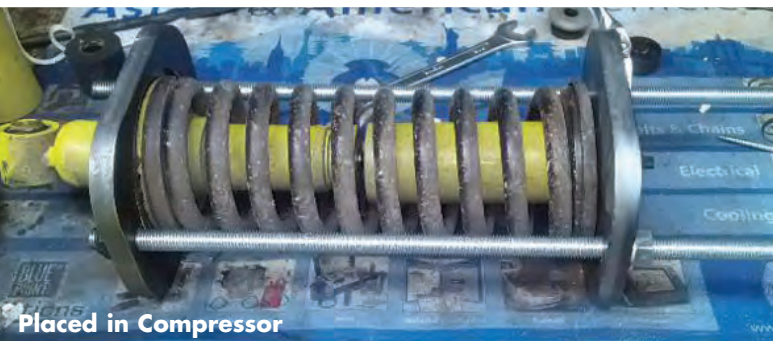
9. Before fitting the new shock expand it to its full length and then compress it down 3 times to prime the shock.

10. Your new shock should come with two new bushes two washers and two nuts, place one washer and one bush onto the shock.

11. Place the new shock into the compressor and wind the tool back down evenly being careful to guide the threaded end of the shock through the hole in the top mount. Keep compressing the spring until enough thread is showing through to get the top rubber, plate and nut on.

12. Tighten the top nut down and use the locknut against it. You can then release the compressor and the job is done.

13. On comparing the old and new assemblies the new units are about



Placed in Compressor

Old & New Units



8mm taller but as we are replacing both that should be fine.

14. Place the assembly back on the car tightening the three top mount nuts first.

15. The bottom mount may be facing the wrong direction when replaced so you will have to twist it around with a bar. This takes a few attempts to get the bush in the correct position; you may find it easier to support the hub assembly out of the way on an axle stand.

16. Tighten the bottom shock bolt and trunnion bolt to the correct torque

17. Replace the road wheel and remove the axle stand.

18. Bounce the front of the vehicle and

compare your findings, it should be much stiffer with the new shocks.

The last pic is of my spare tyre, its been sat in



the boot for about 4 years, unused. Took it out and that's what it looked like.

My tyre guy reckons it probably took an impact at some point. The moral of this story readers is

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Derek



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Ray to the Rescue!



Another Le Mans Classic experienced and, whilst my good lady decided that a Spitfire was the correct mode of transport for the 50th anniversary of the Le Mans Spitfire team, I was delighted to see that **Ray, Linda** and **Jasmine Lomax** came along in their white 4s. This is a car that Ray acquired (*rescued*) from me many years ago now, intending to use it as a parts car for his other 4s but then discovered that this one was too good to break. Well done to Ray for keeping both of these cars safe and on the road.

Ray and his family have now been living in France for about 12 years and thriving on the food, culture, and with the many friends they have made locally. Both of Ray's 4s cars are now French registered and he also has a 2 litre coupe which he is trying to restore but his 'proper job' running his own small garage both keeps him very busy with the regular trade he



has built up, and leaves little time – or inclination when he's had a week under customers' cars - to work on his own ones.

Ray and family were camping in his 'classic' tent which is now 30 years old, one sees many classic cars and caravans but very few classic tents!

A few weeks ago I saw my old Bond Estate was for sale on ebay. Although I was tempted to buy it

back already owning the 'other' Bond Estate, lack of space to store it, and dire consequences threatened to my person by my dear wife should I be tempted to bid, left it available for others to buy. I was hoping to see it again sometime having heard that the person who bought it from me had treated it to a good re-spray, which it definitely needed, and a bit of other fettling here and there. As I write this article, we are at a small classic car show in Calne (about 15 miles



Molly Dog, our gorgeous little redhead Cavalier King Charles Spaniel. We were devastated to discover, on our return from France, that Molly had died while we were away. While staying with very good friends who have always looked after her wonderfully, she just collapsed after a short walk and died so quickly that nothing could be done.

west of us) and two people have already told me that the car will be here tomorrow as it has returned to Wiltshire and now lives only about 5 miles from where we currently sit.

Update: Yes, they were right. **Peter Summers** now owns the car and is thoroughly enjoying owning such a unique vehicle. We were unable to get both cars together today for a photo-op but hope to do so before too long.

Moving on, I have heard of a 2 litre coupe urgently looking for a few home as the owner is emigrating. The car is stripped ready for re-spraying. I gather the metalwork is good, with the exception of the front footwells – which are wooden!! If anyone is interested in taking this on please contact me asap.

She may have been quite a small dog – albeit with an expanding waistline, much as ourselves - but she had a very large personality so that home is now very quiet without her and we do miss our snuffling, snoring, snorting



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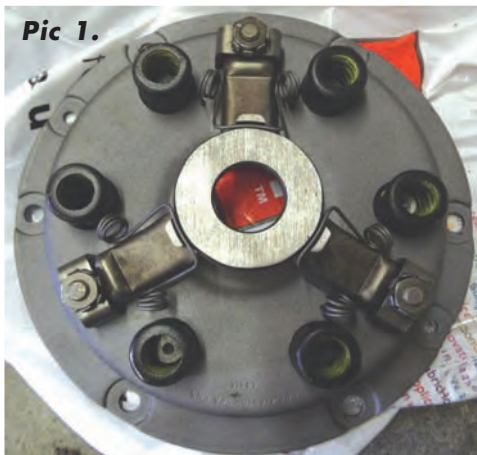
Colin Lindsay

Clutching at... clutches

During the writing of this article I suddenly realised that the question of coil versus diaphragm clutch for my 1200 convertible had become academic – with the intended overdrive replacement using a single-rail gearbox my only choice of clutch plate was a Toledo plate; this has the correct number of splines for the input shaft and is also the correct size for the Herald clutch cover. It also means that my clutch has to be

ones that are now superfluous – including this version bought new at Stafford two years ago, and only opened recently to confirm the specification ([pic 1](#)).

Be careful if you're buying a new coil spring clutch kit for the Herald, there are a few versions out there that are being mooted as suitable for Herald 1200s however if you count the springs you'll see many of them have six instead of the original nine. These may be fine for Herald engines up to 948cc, and earlier cars such as Standards, but nine springs were needed to give adequate pressure to



diaphragm due to differences in the plates between the two variations, and as I want to keep potential problems to a minimum I know the Toledo was a diaphragm plate and so that's what the cover will have to be.

It's a pity because I like the coil spring setup, for no other reason than it's original to my car and I have one or two brand new

the flywheel against the greater power of the 1200 engine. Any less, you may find slippage under load and rapid wear of the plate. I'd prefer to replace like for like, so if nine springs came off then nine will go on again ([pic 2](#)).

I strongly suspect the reason for the predominance of the diaphragm clutch was cost – the spring plate was cheaper to manufacture, although the coil



Pic 3.

version could be serviced by simply replacing the springs at the same time as the clutch plate thereby saving the price of a new cover. I've been told that the springs for the clutch are the same as certain valve springs ([pic 3](#)), but can't confirm this, particularly with regards to the size or strength of spring used.

Out of the nine there are three yellow and six blue, and a bit of research got this reply from Pete Lewis: "9 spring cover has three 90 / 100 lb springs and six 75/85 lb springs."

If anyone can enlighten me if they're the

get in touch!

The two clutch setups are not easily interchangeable – for a start the flywheel is different; there are two cover-locating dowels on the coil spring flywheel against three on the diaphragm version ([pic 4](#)). I'm fortunate in that I have both 1200 and 13/60 flywheels to choose from and so can use the later model. I'll have to swap



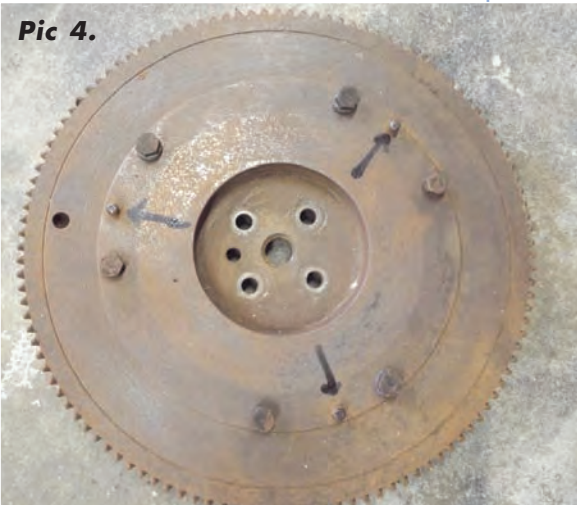
Pic 5.

the ring gear though, as mine is badly worn.

The slave cylinder also differs in that a coil-spring clutch version has a groove all round while the diaphragm version has a slot on one side only ([pic 5](#)), and the bearing carrier also differs in depth.

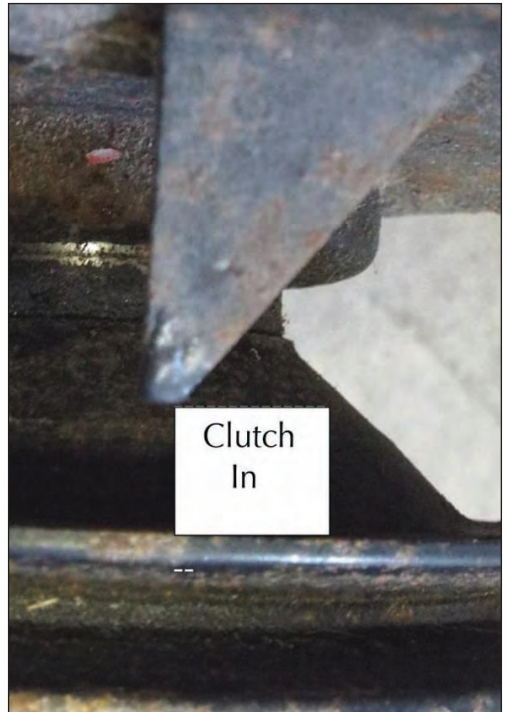
The clutch plate itself is also different by virtue of being 1/4 inch smaller in diameter - the coil plate is 6.25 inches against 6.5 inches for the diaphragm version - and also slightly thicker. It may not seem much to the eye but it will make a difference when fitted. Make sure you have the right components for your chosen version when refitting the system as you won't want to find out the hard way and have to disassemble everything.

One problem which might just cause clutch problems is the engine itself; badly worn or



Pic 4.

same as valve springs, either standard or uprated and from which engine, then please



even missing thrust washers mean that the crank itself moves – quite substantially too – before the clutch disengages.

Pulling on the front crank pulley may reveal a lot of movement; this old 1200 engine in my garage shows just how far things can move when worn out (*pics 6 & 7*).

Get a friend to watch as you depress and release the clutch; it just might stop you looking for answers in the wrong area!

By now Donington has come and gone; first

time in the new venue but I realised with a twinge of sadness that I've seen the last International in the OLD venue... no more Barn disco, no more Bingley Hall, no more noisy manhole on the road that woke me up every morning as early-bird drivers drove over it... I'll remember it with great fondness – now that it's just a memory, of course!

Full report on Donington next month.

See you then?

Colin

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Phil Willson

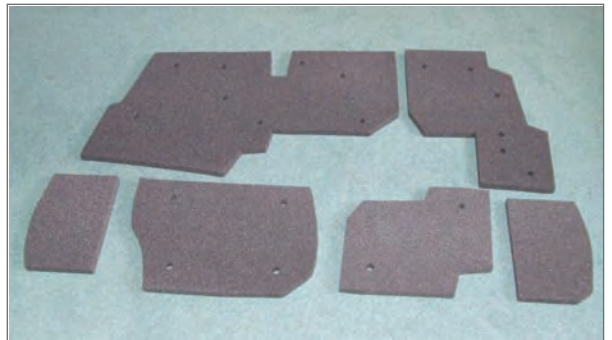


Which Way do you Lean?

June and July have been fairly hectic for me, Triumph-wise. I've helped a friend choose a very nice Mk2 Stag after checking out some rather indifferent offerings. I also rebuilt a Stag steering column for another friend – much more complex than a Herald as it has both height and reach adjustment using just one quick-release clamp. No work has been done on my Herald at all although the gearlever is making a lot of noise. This is a typical problem when the bushes start to wear – but these are quite new, so I'm not sure what is going on there.

I have restored an old 13/60 wooden dash panel and, suitably modified,

fitted it to my Vitesse. It's been in my attic for about 25 years but I knew it would be useful one day! The same scrapped Royal Blue 13/60 Estate also yielded the engine and the tailgate (and, no doubt, other bits) that are in use on the



Picture 2: *Dash area sound insulation kit*



Picture 1: *All ship-shape again*

white Estate that I restored a while ago, so it's been a very useful donor car.

While doing this I've fitted one of the dash insulation kits made by **Newton Commercial**, their part number **DT4004**, that is suitable for Heralds and Vitesse. There was still a bit of the horrible old insulation in the car but it had mostly turned to dust so could not have been having

much effect. The instructions are quite simple but

I didn't follow them to the letter. They suggest that it is best to do the work once the dash panel is all back together. However, I found that you can see what you are doing much better with the instruments and central control panel out of the car. For a start the wiring loom has to be carefully moved away from the bulkhead so that the foam can be pushed up behind it, and then the loom support tags referent to hold the loom correctly.

I also found it easier to manage by cutting the large piece of foam in two, which was suggested in the blurb.

In May I reported on the replacement of the anti-roll bar on my Herald due to the old one

tion. I was very surprised that your RHD car has the same kind of distortion. That is very odd. Have you seen more bars with the same kind of distortion? If so, then they must have been manufactured poorly, or there must be a reason for this in the design of the suspension or car. Or is there something else? Can someone show some light on this subject?"

Now, if it was caused by the driver's weight then I, like Arthur, would have expected LHD cars to suffer the problem on the opposite end of the bar. So there is something else going on here. My theory is that it's all Isaac Newton's fault. His third law of forces and motion states



Picture 3: *Bent anti-roll bar*

being bent out of shape. The right hand end (driver's side in the UK) was higher than the left. To me this made sense for right hand drive cars as more often than not they are only occupied by the driver. The weight of the driver causes the right side of the chassis to drop, which means that the outer ends of the wishbones move upwards. Over time this could lead to the anti-roll bar bending in that direction, as observed.

However, I received an email from long-term member **Arthur Denzler** who lives in the Netherlands.

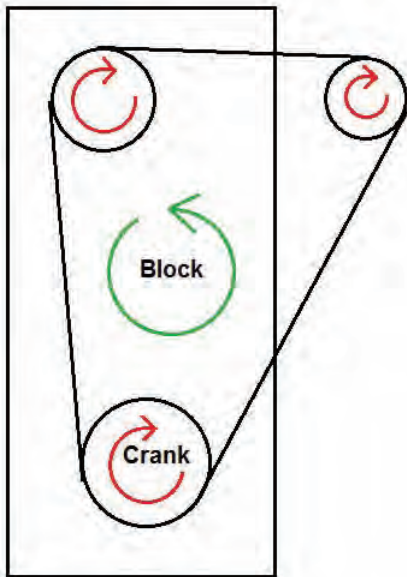
"I have a few 'used' anti-roll bars with exactly the same shape, all coming from left hand drive cars! I have always thought that the driver's position was responsible for this kind of distor-

"Lex III: Actioni contrariam semper et æqualem esse reactionem: sive corporum duorum actiones in se mutuo semper esse æquales et in partes contrarias dirigi." Luckily there is a much more simplified English version along the lines of *"to every action there is an equal*

and opposite reaction". No mention of Triumphs there, but all three of his laws apply whenever we use our cars (or even when we get out of bed in the morning!).

Looking at the front of a Herald, Vitesse etc. the direction of rotation of the crankshaft is clockwise and so the force exerted by the crankshaft on the drive train (or 'torque') is also clockwise. This causes an anti-clockwise force on the engine block (an equal and opposite reaction to the force on the crankshaft). Thus the chassis is forced in the same direction as would be caused by a UK driver sitting in the car. The fact that LHD cars suffer on the same side shows that this is a much more significant force. A simple demonstration of this is to run your engine with the bonnet open.

Then observe which way the block goes when



Picture 4: Engine rotation, viewed from front

you rev up – it's the opposite way to the rotating parts.

The other thing I observed thinking back on it is that the bar on my Vitesse was much more bent than the one on the Herald and that could well be down to it having 70% more power.

Or has my A-level Physics failed me here? Over to you.

I also had a response from **John McNeill** regarding the requirement to check the diff breather occasionally (June 2014 Register). It's quite difficult getting to the breather to check it from underneath and probably impossible if your flexibility is reduced. John copied a 13/60 Register article from Courier 334 where this was discussed previously and which noted a good suggestion that he made back then.

Apparently you can get at the breather from the top by removing the rear spring mounting cover plate (just 4 screws).

You will need some kind of torch or inspection light plus a screwdriver and you should be able to get at the split pin quite easily.

I haven't tried it myself but it sounds quite plausible and may save a few contortions! Finally, what a piece of welcome news –



Fuzz Townshend becoming the **TSSC Honorary President**. I have always enjoyed his articles in the classic car press and now finally getting to see his Car S.O.S. series being shown on More4. The show is easily the best car restoration series of them all. I understand that Fuzz's first Triumph was a Herald so he's definitely one of us.

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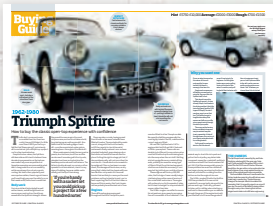
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Andy Cook

Self Adjusting Brake Issues

I'm starting off this month with some issues that I had with my Triumph Dolomite Brakes. Why would I report this in the GT6 register article you may ask!

Well the rear drum brakes on my 1500 Dolomite are actually the same set up as a late MK3 swingspring GT6 that's why! My Dolomite failed the MOT this year on some rear brake issues, one of the brakes was binding and the other had a low efficiency handbrake. The braking efficiency for the footbrake was fine. To be honest I hadn't really checked the car over before putting it in for the MOT as I take it to a garage that does free re-tests and being lazy I put in it for a check to see if anything needed doing!

The garage I use is also pretty classic friendly as they also have a classic restoration business alongside their MOT and servicing, in fact I've had bodywork undertaken on my GT6 there a few times now so they know me well.

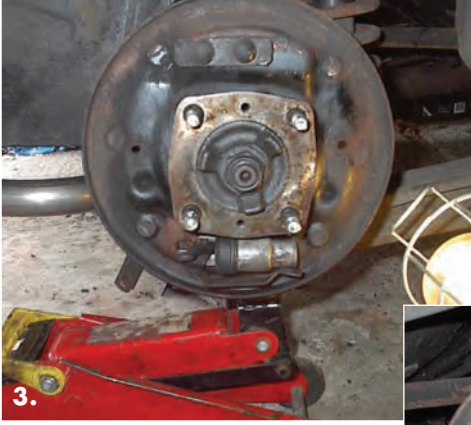
Anyway having got the car home and inspected the brakes it became apparent that both issues were with the handbrake, the binding brake was due to the handbrake sticking on. I took off the drums, removed the shoes and found that the self-adjusting mechanism had seized on the brake that was binding. It had seized with so much play that it was allowing the operating lever to move too far and jam up causing one shoe to contact the drum. **Picture 1**



Picture 2 I stripped out the adjuster and freed it up with liberal amounts of penetrating oil, then wound it backwards and forwards with plenty of oil applied a few times to get it moving freely.

I also ensured that the brake slave cylinder was free to move and added a

small smear of copper ease grease between the back plate and the slave cylinder to allow it to slide. **Picture 3**



Picture 4 One of the shoes was quite worn where the brake had been binding in fact it was nearly down to the rivets so I purchased and fitted a set of new brake shoes to the drum.

I then stripped the other side. At least the adjuster was free but I still stripped and lubricated everything and fitted the new shoes to this side.

I then removed the clevis pins from the handbrake lever assemblies behind the backplate, lubricated and adjusted the handbrake cable.

Everything was re-assembled and the handbrake seemed to work OK and the binding brake problem was sorted, or so I thought.

All seemed OK and I took the car back for a re-test. The tester was struggling to get the handbrake to register a high enough reading on the brake tester so he

yanked the handbrake on extra hard. Sure enough it registered the required effort. However when he released the handbrake it had jammed on both sides, not surprisingly it failed the re-test. He had to take a hammer to the handbrake actuating levers to release the handbrake so I could drive the car home.

I was a little bit disappointed but nevertheless could only agree that it was not up to the required MOT standard.

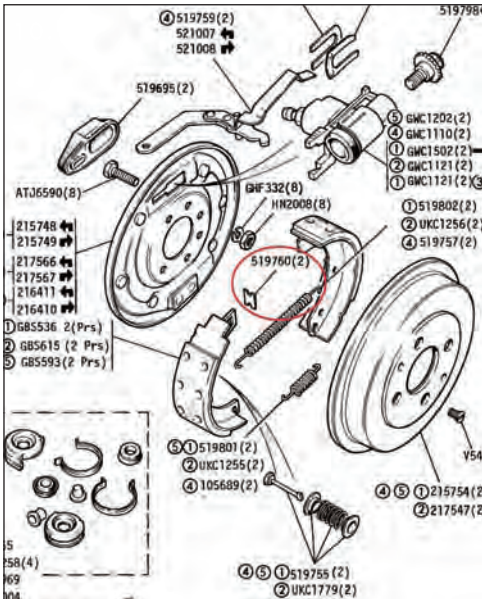
When I got home I stripped the brakes



again. I found that where the tester had applied force to the handbrake it had made the shoes jump off the slave cylinder pistons (on both sides), in fact the brake shoe frames had actually bent where the brake actuating lever passed through them, again on both sides. I stripped the assembly down and straightened the frames of the shoes.

Picture 5

I tend to publish a blog entry on my exploits when working on my cars and this was no exception. I'm glad I did as GT6 Mk3 owner **Mike Barratt** contacted me via another Triumph Club forum and suggested a potential issue as he had seen the pictures in my blog. What had happened was that there are two little H shaped plates that



locate the handbrake actuating levers that were missing from my car, presumably from the previous owner. Mike is a late MK3 GT6 owner and as the GT6 has the same rear brakes as the Dolomite he had recognised the issue.

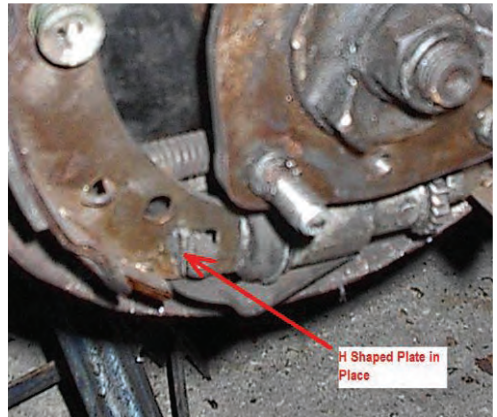
The H pieces were not very obvious from the Factory workshop manual, however the Haynes manual certainly made their fitment clear and I could also see them in the factory Parts catalogue as above.

Picture 6



The little H pieces seem to be pretty rare and were listed as "no longer stocked" by some of the Triumph suppliers websites I tried. However the dimensions are not that critical and I was able to work out the approximate size and make a couple up in the workshop. Pictures 7 Picture 8

I rebuilt the brakes again with my homemade H plates fitted, this did the



trick, the handbrake operated much more effectively and it passed my next attempt at an MOT re-test.

So any owners of late GT6 MK3s with self adjusting brakes take note just in case your H plates are also missing.

I'm really grateful to Mike Barratt for pointing out the issue and this just goes to show what a useful resource a Web forum is and I really will be pleased when the TSSC web forum is up and running again to re-instate this important Club service.

Standard Triumph Marque Day at Brooklands

The Standard Triumph Marque day at Brooklands back in June was a great day out, the historic venue is great for a classic car meet with plenty of Cars, Aircraft and Bikes (both "motor" and "push") to look around.

I snapped quite a few pictures of GT6s there so here is a selection.



GT6 Mk I - II - III Register



The test hill was open later in the afternoon as well which gave some car action, although not as chal-

lenging as Prescott where we've had some previous Marque days, it was nevertheless good fun. Picture before is of me trying the GT6 up the hill.



It's also a good place to take some pictures with great nostalgic backdrops, here's my GT6 outside the Malcolm Campbell shed.

Car of the show for me wasn't a GT6 though, it was the magnificent **Triumph Fury**, the only one built, it really is a great looking car with it's almost Corvette like front with pop up headlamps and a great Michelotti design. A similar pop up headlight front was at one time being considered as a potential design for the Spitfire Mk4 and GT6 Mk3 at one point but it never made it into production due to concerns around US safety legislation.

Picture Below

Member's Car

This month's picture (Opposite Right) submitted by a member of their car is from **Eddie Storer** of his GT6 MK3 parked in front of the magnificent Vulcan Bomber. I must admit and a bit of a fan of the Vulcan and a supporter of the "Vulcan to the sky" charity which keeps the last flying example **XH558 "Spirit of Great Britain"** restored and in the air so the picture certainly met with my approval when it arrived. Eddie is restoring the car as a rolling restoration, apparently he is an RAF mechanic so I would expect he's doing a "proper job".

Eddie followed my previous article on Carburettor Tuning, got himself a colortune and successfully tuned his car and said my instructions were "straightforward and





Vulcan and Eddie's GT6

really useful".

It was nice to receive some feedback and glad my ramblings were of help!

From Cookie's Archives

This month's Pictures are of a very purposeful looking GT6 MK1, a road legal racer taken back in 1992. This car popped along to one of our local monthly meetings when I used to run the Essex Area.

I'm afraid I've got no further details of the car or the owner, so if anyone does recognise it and knows any of the history please give me a shout!

Andy



**Does this Car
Survive?
If anyone
has any
knowledge
of it then
please
Get in touch!**



e-mail.

vitesse@tssc.org.uk

Dave Rumens

Vitesse on Åland Island



Hello all. Hope you all had a good TriumFest, I know it sounds odd but I still am looking forward to TriumFest because I am typing this up in June. When I was getting ready to produce this month's article I was very happy to receive the following from **Roger Danielsson** concerning his Vitesse.

Hello Dave!

Island, situated in the Baltic Sea, between Sweden and Finland. I bought my first Triumph (my first car) in 1985 when I was 17. It was a Herald 13/60 Saloon and it is still in my possession today, almost 30 years later.

Picture 1.

I have always dreamt of owning a Vitesse, but they are extremely rare here in Scandinavia. We have plenty of Heralds (mostly saloons) and Spitfires, but I have never actually seen a Vitesse on the road here. Hence, I was very

surprised when I found an ad about a Vitesse for sale in the Swedish equivalence of e-bay, and I could hardly believe it when I found out that it was both a Convertible and LHD from the factory too!

It was owned by a gentleman in southern Sweden, and of course I bought it, and drove it almost 400 miles to get back home to my Island. The car is

a 2-Litre Mk 1, and it was sold new to Greece. It must have been one of the first 2-litres that came off the production line, because it was built on the 19th of October in 1966 according to the Heritage Certificate (which is included in this e-mail). Extra equipment was km/hour speedometer and radio among other things, and it was painted gunmetal grey with



Picture 1.

First of all, thanks for many very interesting articles, I have learned a lot by reading them. You sometimes encourage people to send in photos etc. so I thought I would send you an e-mail. I do not know if any of this is worth printing in the Courier but anyway...

*Let me introduce myself first: my name is **Roger Danielsson**, and I live on the Åland*



Picture 2.

black interior. First registration number was **HKV 128E** in Coventry.

I know that this Vitesse was back in England in the eighties (where it was painted Royal Blue) and it was exported to Sweden in 1982, where it stayed until I bought it. I do have some history from it's time in Sweden, but nothing before that. **Pictures 2 to 5.**

If you ever decide to print anything of this in the Courier, then I would appreciate it very much if you could add that I would really like to hear from previous owners, or anyone that has some kind of information regarding the history of this car. Even in England, the Vitesse is quite rare compared to Heralds, and the combination of Gunmetal Grey and Left Hand Drive must have been

quite unique, so if anyone remembers this odd LHD Vitesse, please contact me.



Picture 3.

The car has an MOT today but it will certainly need a lot of work. I do not want to modify it very much since it is so rare, and have



Picture 4.

matching numbers. My plan is to have it painted Gunmetal Grey and keep it as original as possible in the future.

Best regards to all Club members

Roger Danielsson.

Thanks Roger and yes it was very worthwhile you sending me your interesting experiences

with Triumphs so we could all read about them.

I will echo Rogers request for any information about his Vitesse's past. If you do recognise his Vitesse then please let me know and I will forward his email address on to you.

That's it for this month.

Safe Driving & Keep Running On All Six

Dave.



Picture 5.



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Trevor Collett

Really Special

In 1896 an Englishman called **Thomas Hyler White** developed a design for a car that could be assembled at home, and the technical designs were published in a magazine called *The English Mechanic*. He also wrote a book, snappily titled, ***Petrol Motors and Motor Cars: A Handbook for Engineers, Designers, and Draughtsmen***, reproductions of which can still be bought today.

Was this the starting point for the enduring habit of enthusiastic amateurs building their own cars in their own garages, sheds or back gardens? It is these cars that we call specials. There are no fixed definitions, but in my mind the true special is a one-off, where a car's shape and mechanical components arise from the imagination and engineering skill of one person, producing a single, unique finished vehicle.

It is but a small step to the notion of a kit car, where the builder purchases a kit of parts from a supplier that are then assembled at home into a complete vehicle. The comprehensiveness of the kit can vary hugely. At one end it could comprise of one part, like the chassis supplied by the Buckler company in the late Forties, when the builders then had to source a body and mechanical parts them-

selves. At the other extreme you had the car in a box – where everything needed was supplied and the builder just had to assemble the bits. You could buy a Lotus Seven in this way for many years.

In the 100-odd years that production motor cars have been available interest in building specials has waxed and waned; I think we can identify three periods of particularly intense special building activity. In the Twenties likely lads would use the chassis from a discarded GN or Austin Seven and build up vehicles for weekend racing.

In the Fifties the chassis from the humble Ford Eight or Ten family saloons was the favourite starting point for, usually, altogether more sporting machines. During this period a plethora of fibreglass bodies were made available to serve the eager amateur car



The ROSANATTI Special

builder; some of the better known companies were Ashley, Falcon and Rochdale, but there were a lot more.

The next home-build boom occurred in the late Seventies / early Eighties with the VW Beetle floorpan and our dear old Herald chassis providing the most common starting points. By now the most popular route to a built-myself car was by buying a production body and mating it to your re-claimed chassis, but there were still enterprising souls prepared to build their own

called **Rosanatti** by its builder. With a six cylinder engine and purposeful styling it has, in my opinion, enormous presence.

SEO6S came to my attention in 2003 when a photo of it was sent to me by its builder, **Gerry Wallis** from Hungerford. He too gave his one-off car a name, **Phoenix**.

Another car with a yellow nose is **TGF277L**, which turned up at the South of England Meet in 2002. The car was driven there by its



The Phoenix

body, and even their own chassis, to carry on the true special building tradition.

Over the years that I've taken a particular interest in Herald-connected cars I've come across many really interesting home-made, one-off bodies mated to a Herald rolling chassis; this month we'll look at just a few of them.

The green car with the yellow nose, **SUC586F**, turned (opposite Left) up at a club event in Cambridge in 1995 and was



GT7

builder, **John Culpin**, who christened his creation, **GT7**.



AKO 813B



All three of these great looking cars have appeared in these pages before, but I'm going to finish this month with a car that I've only come across recently. I'll give you one guess where. Yes AKO813B has been up sale on EBay; in fact it's been on three times that I know of. For some reason it hasn't found a buyer. I wonder why... Someone put a lot of effort into building that. Each to their own, of course. If you put the reg number into an image search engine you will be directed to a copyrighted photo on Flickr of the car with completely different paintwork from its

EBay ad, check it out if you feel the need for a chuckle.

I just love the ingenuity and creativity of cars like these; long may it continue. Anyone out there know of any more Triumph-connected one-off specials?

Trevor



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STANDARD - TRIUMPH

Review Magazine Archive 1959 to 1968

The Standard Triumph Review which started life as the Standard Car Review (Incorporating Triumph News) was the Trade and Dealership Journal of the Standard Triumph Company, throughout the 1960's

It was published monthly and this CD Archive covers all issues from Jan 1959 until its eventual demise in 1968, being then replaced by the British Leyland Corp's 'High Road'

Each issue was packed full of the latest Standard Triumph car model news, also dealer information, technical articles, road tests and general interest articles gathered from all around the world. Also featuring throughout was the delightful period advertising of the time, from the Triumph factory suppliers and manufacturers to period accessory makers.

Disc 1. Volume 1. 1959 - 1963
Disc 2. Volume 2. 1964 - 1968

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Bernard Littlewood



Wind Screen Frame Repair. Part 2

Before cutting away too much metal I had to ensure that I strengthened the frame without losing its shape, so starting at the worse area to enable me to take measurements from the “good” side, I cleaned the edges of the bottom of the frame back to bare metal (where there still was metal!) and made a cardboard template. I then marked around the template onto a sheet of steel and reproduced the shape. After using various bits of scrap steel as dollies to obtain as near the correct form as possible (after all it will not be visible) I gave the hidden face a coat of weld through primer (*a point to make here, I had been welding a friends Spitfire and he had supplied the weld through primer, The welds that I produced using that primer were not as “clean” as I would have liked, the arc was effected by the primer, I checked it and it was a mix of 25% aluminium and 75% zinc, the weld through primer that I buy is 99% zinc and gives a good clean splatter less weld*) and welded it into position, using measurements from the other side of the frame to ensure that the dimensions from the top of the frame to the bottom were correct. I then made another patch for the side of the frame (still working on the O/S) painted it as

well as the inside of the frame that would be sealed off with weld through primer and welded it in position.

At least now there was plenty of strength in this area.



New metal being welded to near side lower frame

***B.J Tip** – coat one side of the sheet metal that you are cutting the repair patches from with weld through primer. It is easier to see the scribed lines if you mark out on that side and the steel already has corrosion protection (use the coated side for the areas that you cannot access when the patch is welded in position.*

2.5 hours

I had to repair the front of the O/S lower part of the frame by making two patches as there were too many convex and concave curves for my limited talents (and patience)

to form on one patch. Next to repair was the outer edge of the frame (still working on the same corner) and the lip that the windscreen seal fits over. These were again made using cardboard templates as patterns. Some of these repair patches had to have curves and profiles formed into them which was very time consuming. I had to use a hand held mini grinder (I can't use the word **Dremel** as that's advertising) with a small cut off disc in it to remove some of the more inaccessible corroded steel.

B.J. Tip – *If you cannot get access to cut or grind off one side of flanged seam (for example the lip that the windscreen seal fits over) "feather" the edge of the patch to match a "feathered" edge on the part that you are going to attach it to.*

4 hours

An hour spent with my angle grinder, then my Dremel (oops) with various different grinding wheels and abrasive heads enabled me to smooth down the welds and blend the various joints, after a coat of etch primer I gave the front of the repair a skim of body filler then started to make the cardboard patterns needed for the repairs to the N/S bottom of the frame.

B.J. Tip – *If you can afford to pay somebody to do this work for you and still have money left over for the pub, I recommend you do so.*

As the lower corner of the N/S of the frame was not nearly as bad as the O/S, the main patch needed was the one for the bottom edge, so after cutting out the corroded steel and inverting the pattern that I had made for the O/S, I scribed around it onto my sheet of steel, cut it out and after coating the inside of the frame and the repair patch with weld through primer I welded it in place. I then made patterns for the side of the frame and the front.

For the front I was able to just about retain the form of the frame along the crease that becomes the lower lip that locates in the

rubber moulding which is sandwiched between the scuttle and the frame.

With the corroded steel cut away and the inside of the frame coated with weld through primer, I cut out the repair patches, coated them with weld through primer and welded them into position.

2.5 hours

B.J. Tip – *if your eye sight is as poor as mine or you are working in poor light, lay your cardboard template/pattern on the side of your sheet steel that you haven't coated with weld through primer and spray over the template/pattern, when you take the template/pattern away you will have a nice clear paint edge to make your cut.*

I then cut out the rusty areas in the side and rear of the N/S lower corner of the frame and made more steel patches, once again coating them with weld through primer before welding them into place. The welds were all then dressed back with my angle grinder and given a coat of etch primer to protect them from future corrosion. After the primer dried I applied a skim of filler and left it to harden.

1 hour



Offside lower corner with stopper

I sanded the filled areas smooth and then sanded back the whole frame using 360 grit wet or dry paper. With my hot air gun in one hand I warmed the frame slightly (as I was

doing this outside in October)and then gave the frame four coats of primer from an aerosol can.

1 hour

Leaving the primer to fully harden overnight I sanded it back using 400 grade wet or dry with water, then applied stopper to a few of



Frame primed and ready for flattening back in readiness for top coat

the small imperfections that were evident. When the stopper had dried I sanded it back again using 400 grade wet or dry and water, wiped the frame with panel wipe and then gave it two coats of cellulose primer using my gravity fed spray gun, again outside, but the weather was quite warm (for October) so I did not need to use my hot air gun to help the paint dry.

1 hour

The next item to address was the rot on the front scuttle around the aperture (that means hole Mr. Dawson) where the off side windscreen frame passes through. After first carefully grinding away all the rot with my Dremel (sorry small hand held grinder) I made a cardboard pattern using the near side aperture as a guide, then replicated it on to a piece of sheet steel, after coating it with weld through primer I then welded it in place, ground down the welds and applied a thin skim of filler, when this

hardened, I sanded it back and applied a skim of stopper.

1 hour

I made a "stand" for the windscreen frame by drilling two holes in the piece of board that I was using on top of my work mate bench, to accept the "legs" of the frame, this allowed me to spray all around and underneath the frame without having to move it. With the bench outside on my drive in ideal October spraying conditions I sanded the primer using 600 grit wet or dry (wet), dried it with my hot air gun, wiped it with panel wipe, then gave it an all over "dust coat" of Truck Green cellulose. After about 15 minutes I gave the frame another coat of paint and continued this process until the frame had received 5 coats, more than enough for me to sand it back and polish it to a shine, if I didn't achieve a good enough finish from the gun (this is the beauty of cellulose paint, and



New metal welded into scuttle

I would not attempt to use any other paint under the conditions that I was having to paint my frame under).

I also sanded back the vent lid using 600 grade wet or dry and gave that a few coats of paint, just in case the colour match was not spot on.

While waiting for each coat of paint to dry I sanded back the front scuttle, sprayed it

with primer and put stopper on any imperfections present.

B.J. Tip – When spraying top coat in less than warm conditions use “anti bloom” or a thinners that has a quick flash off (drying time), it costs a bit more but it dries much quicker, giving less chance of dust contamination or a “bloom” in the finish (though this can be polished out if you experience this).

3 hours

After giving the stopper 24 hours to fully harden I sanded back the scuttle using 600 grade wet or dry (wet), then gave it three coats of primer.

1 hour



Top coated frame in my alfresco spray booth



Primer applied to scuttle

With the paint on the frame and vent lid now dry, I checked to see how close a match it was with the bonnet and I could see that it was a slightly lighter shade, this was disappointing as it meant that it was even further away (and therefore more noticeable) from the shade of green on my off side wings and door and that I would have to paint the bonnet so that it was not so noticeable,

then, another rare moment, I recalled that I had purchased enough British Racing Green (or should that be Brooklands Green) paint to re spray the whole car a few years ago when there were rumours that cellulose paint was to be banned! (how could I forget something like that, old age is really catching up on me!) I had a good look around my garage and found a 2.5 litre tin of BRG paint in the roof space! I opened the tin and found it to be a shade darker than the “Truck Green” paint

and a far closer match to the off side wings and door! So taking advantage of the still fine October weather, I sanded back the frame and air vent using 600 wet or dry (wet), cleaned them with panel wipe and gave them a few coats of BRG.

2 hours

Whether 6 cylinders or 4 a TR is more.

Bern

BIG SALOON Register



e-mail.

bigsaloon@tssc.org.uk

Mark Blease



Under Pressure

They tried to warn me. *"Inevitable,"* they said, *"as sure as eggs are eggs."* What they were referring to was that towing a caravan, even a lightweight one such as ours, would result in disastrous consequences for our Mk1 2000's head gasket. To be fair, we had a good run, with almost eighteen months of relatively

which together with its "full width" cylinder head allows an increase in the torque setting to 65 lb-ft. That additional clamping force on the head gasket makes failures on the Mk2 models almost unheard of, even with a comfortable home-from-home in tow.

Our failure was not as bad as it could have been. No oil-in-water or water-in-oil, no overheating, just a large gap between cylinders 5 & 6 where some head gasket material would

have been distinctly advantageous. Thankfully cylinder head removal on a straight-six is far more straightforward than on some other Triumphs (Stag and Dolomite slant owners I'm thinking of you here) and apart from a seized bolt in the water pump housing I didn't encounter any problems.

It is possible to upgrade Mk1 studs to Mk2 specification; a useful modification that entails drilling



trouble-free motoring until on the Sunday of Old MancDonald's Farm (TSSC Manchester Area's rather excellent weekend camping event) the inevitable happened.

The weakness of the Mk1 2000's head gasket is well documented, a result of Triumph's decision to use 3/8" head studs, which limits the torque applied to the head nuts to a lowly **45 lb-ft**. The problem was solved on the later Mk2 2000 by increasing the studs to 7/16",

and tapping the engine block and drilling the head to provide the correct clearance for the larger studs. **Chris Witor**, a regular advertiser in the Courier, can supply all the parts required, including a special reinforcing washer that is required for the "thin" side of the Mk1 head to help it cope with the increased tightening torque. I gave this option serious consideration, and although some people have drilled and tapped the block in



situ using magnetic "limpet" drills, I felt this was a task best left to a machine shop - since this would have required engine removal, I decided against it.



The replacement gasket I sourced was a more modern "composite" type rather than the original copper gasket and I'm not sure if this likely to be more reliable or not, only time and miles will tell. However the thinner composite gasket did have rather a marked effect on the valve clearances - on first startup our normally silent straight-six sounded like a tired and unloved 1980s Fiesta 1.1 Popular! I have been very careful in tightening the head nuts to the correct torque as 45

lb-ft is considered to be at the limit for the original 3/8" studs. The torque will need to be checked again after a few miles, which unfortunately means removing the inlet and exhaust manifolds and the rocker gear to access the nuts - the joys of classic motoring....

Whilst cleaning up the head's mating surfaces ready for re-assembly, I noticed something rather strange lurking inside one of the water pump housing ports. There appeared to be some form of copper insert, reducing at one end to a folded, almost flat copper sleeve. It didn't look original, and had a very "home made" look about it, so suitably mystified I consulted the members of the "**Triumph 2000 2500 & 2.5 PI Fan Group**" on Facebook. If you use Facebook and haven't yet joined this group, I strongly recommend that you do. The very knowledgeable members of the group soon came back with

an answer; **Dave Harvey** informing me that it was original, ran the entire length of the head, and was there to prevent turbulence in the water, with **Mike Papworth** adding that he had only ever removed one, but it was best left in place to aid cooling, and **Leon Guyot** confirming its originality.

It's hard to imagine a modern day car leaving the production line with such an improvised and frankly [Heath Robinson](#) addition to one of its major engine components. In a strange way I found it quite endearing - that

although our cars were made on a production line and were mainstream vehicles, there was still an element of the hand-made about them.

An appeal

I need articles! If you have carried out any work to your big six, improved or modified anything or indeed been on an interesting trip or journey, please send it in, with a few photographs if possible.

[Until next month!](#)

Mark

TEAM JIGSAW

LE MANS CLASSIC

4 - 6TH JULY 2014

by Claude de Bear



This is **Claude de Bear**, number one supporter of Team JIGSAW, reporting on their bi-annual trip to the Le Mans Classic.

Preparations for the 2014 Le Mans Classics had begun 18 months ago with the building of two replica Spitfires to re-create the 1964 Standard Triumph entry of three cars, unfortunately the team were



Pic. Jo Field

Team photo

L to R – Richard Vos,
Mark Field, Alistair Pugh,
Luke Vos, Ben Wyldes

busy few days ahead.

Thursday 3rd July saw the team travel down to La Chartre-sur-le-Loir and the



Pic. Colin Murrell

only granted an entry, being for ADU1B, this however was not going to stop the team taking all three cars to ensure the 50th Anniversary was celebrated in style. Team members, Mark & Jo Field, Drivers - Alistair Pugh & Luke Vos, Mechanic – Ben Wyldes and supporters Richard Vos and Jeremy Woods, arriving on Wednesday to get set up and organised for the



copyright: Hotel de France, La Chartre sur le Loir

Hotel de France, (www.lhoteldefrance.fr) the 1964/5 base for the Standard Triumph team, about 40km south of Le Mans, where the three spitfires were driven into the market square and parked in front of the hotel. It

album, of the 1964 team cars in the hotel garages. Although the courtyard has been altered over the years I believe that a good



Pic. Colin Murrell

was certainly a sight to behold. Following a celebration lunch, the team were invited to re-create a picture from the Hotel's photo

reproduction was achieved.

A quick drive back up to Le Mans and off to scrutineering for the ADU 1B, a pass ticket gained even though the lack of indicators raised the odd eye brow amongst the scrutineers. A quick change of attire for the drivers, Alistair Pugh and Luke Wos, and off to the Bond themed drivers dinner at Le Mans Abbey.

Friday 4th July,

following the drivers briefing on the do's and don'ts for the weekends racing and track etiquette, a bit of time off for the team before the two practice sessions later that



Pic. Jo Field

Grid 4 paddock with our own historic transport

ADU 1B on track



Pic. Colin Murrell

afternoon and evening, and so lunch was to be at the patisserie at the end of the Mulsanne where a leisurely lunch of baguette, drink and delicious pastry was enjoyed by all. Back at the circuit the team prepared for the first practice session scheduled for 6pm for Grid 4, as Alistair had competed previously Luke took the first half of the practice, swapping half way through for Alistair to ensure he got his qualifying laps in. Our night practice was scheduled for just after midnight and was to be completed under the safety car as a Porsche had left a 2km trail of oil on track. With qualifying over our start position for the race was to be 68 out of 78 cars.

Saturday 5th July, racing was to commence at 5pm with grid one, 1923-39, and their Le Mans start, a rare spectacle of unique early cars. Grid 4, 1962-5, were prepared for Round one and on their green flag lap by 10pm, Luke took the first stint with Alistair taking over, a good round and a well-timed pit stop put in by both drivers gave the team 3rd place on Performance Index at the end of the round, a tremendous result for such a little car. Round two was an early rise being on track at 5.40am, although wet at the start of the round it was deemed dry and consistent driving gave us a final round position of 15th on Performance and 41st on Scratch, from the 68 finishers.

Sunday 6th July, a few hours of well-deserved rest saw the lads go off for Round three, not a promising start as it was raining heavily when the lads left, but fortunately with an hour to go the rain stopped, our wet weather tyres changed back to the Historic's, and Luke prepared for the spectacle of the Le Mans start. He got a tremendous start but the way the races are organised this was just for show and it meant that his actual start position would be back in his original grid position. Once again a good race by both lads. 24 hours, 3 rounds for each of the six grids later and the team were pleased to have brought home ADU1B in one piece.

Final finishing positions
50th overall on scratch, 33rd on
Performance index and 1st in Class.
A tremendous result for the 50th
Anniversary celebration.

Although it was not to be, to have three Spitfires on the grid, the team put on a show around the circuit using the two replicas as the team run abouts, along with the 'Patteson's Original' Courier Van of friend, **Jeremy Woods**.

I, **Claude de Bear**, am pleased to report that the team had a great time, enjoyed the 50th Anniversary celebrations and would like to thank all their friends, family and fellow Triumph enthusiasts for all their support.

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Paul Richardson©

John Murrell



Memories of TR2 Drivers

& Start of the Works Team

During one of many interviews I had with **John Murrell**, Service Manager of Standard Triumph in the fifties, he emphasised.

*"From what I remember the Scottish Motor Show proved a valuable meeting place for garage owners in Scotland and several of them were very keen rally and racing enthusiasts. So when we put the TR2 in production several of them took to motor sport in TR's in a big way and I became quite friendly with many of them. The Scottish Motor Show became an extremely important show for our company especially with the TR2 promotion, and I devised a programme whereby our main distributors in Scotland incorporated service weeks and demonstration days to coincide with the show. The distributors I remember very well included **Bobby Dixon**, from Carlisle, who was an extremely affable bloke and a very good businessman. Bobby was also very keen and well practiced at motor sport and drove a TR2 in the 1954 Le Mans race as a private entrant with a bloke called **Wadsworth**, and they did extremely well and finished the race."*

John then shuffled in his chair, leaned over to his sideboard and picked up a pile of magazines and photocopied paperwork whilst saying.

*"I've got some of the details here of some of the first TR2 successes in 1954 which I've saved from some of the publicity folders and magazines **Ivor Penrice and Jack Croft** put together for publicity purposes at the time. **Joan** (John's wife) retrieved them from the attic*



John Murrell, Service Manager of Standard Triumph, had many memories of the first year of competition for the TR2 in 1954 including those of privateers Bobby Dixon and Mary Walker from Scotland.

when she knew you were coming over so I could check things up and make notes in the name of accuracy and get the dates right."

After deciding on tea break John then returned to his memories of Bobby Dixon's Le Mans achievement in 1954 and after consulting his notes he said.

"I've checked Bobby Dixon's result at Le Mans and he finished fifteenth overall and only eighteen cars finished the race out of a total field of fifty seven sports cars. This was a fantastic result and I remember Bobby informing me that due to that result he received no end of orders for TR's through his garage business in Carlisle as he was one of our main

Memories of the early Works Team

distributors up there you see. This reminds me quite vividly of a lady driver who, like Bobby Dixon, was a talented Scottish driver. She was Mary Walker, I met her on a number of occasions through Bobby at the Scottish motor show and she was so full of fun and enthusiasm for rallying her TR2. In fact she won several major rally prizes and her father also owned a garage business that had a Standard Triumph distributorship like Bobby Dixon and Mary was heavily involved in running her father's garage business."



Mary Walker seated in her TR2.

Fortunately, I eventually contacted **Mary Walker** as part of my interview programme when I started compiling details of Triumph competition history. I subsequently took a trip to Glasgow to meet Mary and interview her formally in the mid nineteen nineties. What a pleasure that was. I still remain in regular contact with her and barely a month goes by when we don't contact each other by phone. Now eighty nine, she remains full of fun – and such a lovely lady.

Referring to my interview with Mary, I can confirm that after the aforementioned Bobby Dixon persuaded her to try rallying a TR2, (she'd been previously rallying a Sunbeam 90) she decided to buy a TR2 after Bobby Dixon persuaded her to test drive one at the Scottish Motor show in 1953. She loved her first drive in a TR2 so much that she decided to buy one. She ordered her first TR2 late in 1953 and the

TR was delivered just in time for Mary and her co driver **Muriel Dodds** to enter the 1954 International RAC rally in which they won the Ladies prize in her brand new TR. They also won the ladies award in the Circuit of Ireland rally. This was followed by winning the 1954 Scottish Rally outright in 1954.

Returning to John Murrel's overview of the 1954 competition year he continued.

*"Of course, whilst all this rallying was going on with our Scottish contingents, **Ken Richardson** had been developing and improving the TR2 consistently after those speed records he achieved at Jabbeke in 1953. It was this that prompted several of our own employees to become interested in rallying in TR2's including Lyndon Mills our UK Sales manager at the time who'd taken part in several rallies with his wife Beryl navigating and they did very well. When Ken actually started his competition department he decided to drive himself but wanted a thoroughly expert co driver/navigator. Anyway Ken found out that **Kit Heathcote**, who worked in our technical department for **Law Dawtrey** at the time, had competed successfully in no end of rallies. Kit had also worked with Ken on the organisation of the pre Jabbeke high speed testing programme on the Bicester straight near Oxford, and these tests were done in relative secrecy just after dawn. I eventually got to know Ken and Kit extremely well in fact we became close pals there's no doubt about that. Anyway Kit had developed a first class reputation as a co driver and navigator and Ken found out about all this and arranged for him to co drive with him in the first works team rally which was the 1954 Alpine"*

John's last sentence prompted me to ask him what he remembered of international rallies like the Alpine.

"Well all the rallies of that time were bloody dangerous there's no doubt about that, especially the Alpine. But from 1954 Ken's works team won no end of Coups des Alpes (awarded for a penalty free run throughout the rally P.R) and class and team awards. In fact I don't think any other manufacturer won as many awards as Ken's TR team did. You see whilst my mind's

still on the dangers of rallying, the roads in those days, especially on the European Alpine passes, were atrocious, just rough surfaced cart tracks most of the time and covered in

a rear spring snap in the Gorge de Daluis. The road was cut out of the mountainside, and with the TR's handling now impaired by rear wheel steering due to the rear axle moving about, Ken had his work cut out to keep the car on the road. Although extremely tired by now, we felt wide awake on this section. I remember **Frank Callaby**, our works photographer filming us on a corner. We reached Cannes safely and the only obstacle in our way was the speed and braking test around cones on the sea front. Ken never like these tests, and this one was more than the usual challenge for him because he had to drive OVC 276 our TR2 with the broken rear spring. He managed, if I remember correctly, to get the second fastest time overall."



Kit Heathcote & Ken Richardson

sheet ice on the highest sections."

Interestingly I have a clip on the dangers of the Alpine rally from my interview with **Mary Walker**, who described it after mentioning the benefits of her TR. She remarked.

"The TR2 was the ideal car for the private rallyist. It was so reliable and could compete successfully with cars with bigger engines. The really nice thing being that one felt on a par with the works cars, because most of Ken's development work was built into the production models. I still retain my interest in driving and always watch the rallying of today on TV. It is so technical with all the high powered route jargon, and helmet intercoms etc. I think that some of the mountain passes in my era would surprise the modern rally driver. They were largely shale surfaced cart tracks, often covered in sheet ice, and a mistake could mean a shear drop of thousands of feet off the unguarded sides."

It is a well known fact that the International rallies of the era were indeed dangerous and I think one of the best examples of some of the dangers that can happen were described by **Kit Heathcote** who related of the finish of the 1954 Alpine.

"The worst part of the rally for Ken and I was the last section of the run into Cannes. We had

Unforeseen and unexpected dangers can also arise on rallies as explained by Kit who related that on the Stelvio Pas, which rises to 9,045 feet, my father Ken had caught up with an Alfa Romeo being driven by racing driver Jean Behra. As Ken was following Behra's Alfa it suddenly under-steered out of a corner and Behra lost control. The Alfa subsequently collided with the side of the mountain and bounced back into the road and collided with the TR. With only minimal damage to the front of the TR, Kit related *"With no serious damage to the TR and steam rising from the Alfa we were lucky to be able to continue with the rally."*

The Triumph team won the team prize in the 1954 Alpine - **Gatsonides/ Slotemaker**, who also won a Coupe Des Alpes, **Kat and Tak, and Richardson/ Heathcote**. Also achieving the best performance of a non French team, and the team also registered the best cumulative time on all the special hill climb sections throughout the rally.

It was looking through transcripts of dear John Murrel's memories of the first years of TR's in competition in 1954 that prompted me to research this article including interviews with Kit Heathcote and Mary Walker about the same period. Kit and Mary are the only two members of the original TR2 rally teams still with us and what a joy it is to still be in contact with them and their memories.

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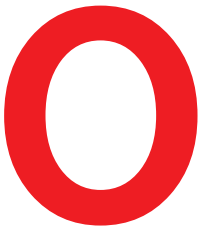
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Pip Flegel



Old MancDonald had a...

By Pip Flegel (Manchester Area)



Old MancDonalds weekend was a huge success with plenty of sunshine, fun and games, that bought drunk n debauchery

in a field to a whole new level.

Glamping and camping on a working 1000 + Goat farm, our entertainment officers **Pete, Janet, Mark, and Tracy** were certainly dressed for the part. After bacon and sausage butties were served for breakfast a fantastic run through the Ribble Valley with fantastic views.

Saturday night was packed with fun and games from fancy dress made from old newspaper to a game that tested even the best co-ordination.

EEE - I - EEE - I - DOH!



The Wild Wild Countryside over Lowgill ...

Sunday after a small run, then awards for the people's choice Concours, and quizzes plus *"who was seen wearing a stupid hat all weekend including in bed?"* were handed out at the Barton Grange garden centre.

A fantastic weekend.

Bring on 2015!

Old MancDonalds

... and Trough of Bowland



Mark Blease **Best 2000**



Keith - Runner up Stupid Hat!



A - Z Winners, Kim & Figgy



Re-cycling the Knightley Newspaper



Frank 2 - Best Co-ordinated!



Best Non Triumph Vitesse - Kevin Makin

Stupid Hat Steve

Herald - Paul Dale



by Kevin Rochfort

T

he first weekend in July saw the 7th running of the Classic Le Mans race weekend, with cars ranging from the Bugattis and Bentleys of the early 1920's

to the BMWs, Porsches, Ferraris and Lolas of the late 1970's competing in six appropriately banded age groups.

Once again the TSSC took over the Tetre Rouge campsite for the weekend, filling it to capacity. The Club hospitality tent provided welcome shelter from the blistering sun and torrential rain showers that seem to be as much a feature of Le Mans as the race cars.

With Triumphs competing in the Grid 2, 3 and 4 races, there were plenty of cars for the Triumpheros to cheer, especially around the Dunlop Complex when the track got slippery in the rain.

I'd like to give a heartfelt thanks to **Angie, Bern, Chris Gunby, Kit Gunby, Pete Gunby** and all their Supporters from the TSSC Areas for running the Tetre Rouge campsite and Club hospitality tent, and ensuring that there was a steady flow of ice cold beer to quench our voracious thirsts, even at 3am in the morning !



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In The Pits

Mechanic Ben & Owner Mark Field



ADU 1B

Featuring on the Big Le Mans Race Screens

More Pics Over Page

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ADU1B
FINISHES
Classic Le Mans
2014
1st in Class.**



LE MANS CLASSIC 2014



Mark briefs Luke



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TR's Post A STRONG ENTRY TOO!



Pictures by Kevin Rochfort

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Spitfire



MKIV. Recon Engine, Overdrive, Gearbox, Diff, Chassis. New Clutch, Tyres, Shocks. Seats Recovered. No MOT. Runs. Tony (Sidcup) 0208 3009839.



SPRINTFIRE. Built for me by Totally Triumph, Dolomite Sprint engine, GT6 brakes, front suspension etc. This car goes really well, nearly 70 in 2nd! £4,500. Philip (Warrington) 01925 740204.



1973 MKIV Spitfire Project. Taken off the road in October 1988 with 76000 miles on the clock. Loads of panels, to numerous to list, have been replaced. £2,000 ONO William (Liverpool) 01514 801015.



MKIII - 1296cc - 1970 Space needed - must sell. Excellent condition throughout and garage stored, sadly now not used as my body is too old to get in. TSSC valuation £6250 certificate 8871 December 2012 £4,000 (reasonable offers) Philip Cheverton (Bromley, Kent) 0208 402 1181.



MKIV. Ziebarted from new & has never been welded. Superb panel alignment, paintwork tired. £1100 spent in last 18 months inc full stainless exhaust system, recon radiator, calipers, starter motor, rear shocks. Includes hard top which requires work. £1995. Richard Robinson (Horsham, West Sussex) 07904 072958.



1500 1979 Brown 79,000 In family since 1980. much loved, good runner. Restored 1994. last TSSC valuation £4000 Full stainless exhaust, small rustspots, electronic ignition £1300 Ally (Hitchin, Herts) 07954 584846.

MKIII For project or donor. Last on road in 1987 (pre SORN). Rusty but complete. Rolls but will require trailer to move. £250 David Jones (Rochester, Kent) 01634 726472.



MKIII 1972. Running restoration project with MOT till September. Blue, tax exempt, overdrive, call Syd for details. £2000 ono Gary Crossley (Surrey) 07703 790720.

MK1 1967. Signal Red. 2nd lady owner since 1983. 67,600 miles. Always garaged, excellent condition. Wire Wheels. New Carpet. S/S exhaust. MOT till Aug 14. P. De Havilland (Surrey) 01784 433519.

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GT6



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.



MKIII 1973, Sapphire Blue, Tax Exempt, Stainless Exhaust, Cloth Seats, Non Rotoflex, Unleaded, Owned since 1975, £4,500 ONO. Mark (Chichester) 01243 278984 or 07920 149118

Vitesse



MK1 SALOON 2 Litre 1968. Jasmine Yellow. MOT April 2015 £3,800. Details. M. Severs (Kent) 01732 850167.



Mk1 1967, Cactus Green. Well maintained (by Ingenuity) but scruffy. Cosmic alloys. Leather front seats. Perfect running order - used everyday for commuting. Unhurried fixed price sale. adestem pel@aol.com. £5000.00 Andrew De Stempel (London) 07791 417169.

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MK 1 2.0 Ltr. CONVERTIBLE. CV Commission plate designation. Tax exempt. Heritage Certificate. History file. MOT. Loads of Bills. Lovely car. £4,500 O.N.O. Simon Canham (Cumbria) 07901 842248.



MK2 CONVERTIBLE 1970. Full history from 1977. Overdrive. MOT. Eyesight forces sale. £5,500. A.R. Cubitt (Isle of Wight) 01983 292342.

Herald



13/60 CONVERTIBLE Mot till April 15, last serviced May 14. 64700 miles. Less than 3000 miles since 2006. Always garaged. New clutch last year. Check out flickr.com/photos/93545456@N03/sets/72157645209338464/£4500 ONO. Gill Beckett (Romsey, Hampshire) 07706 957216.

TR7



TR7 1980. 2 Ltr 5 Speed. 21,670 miles. TSSC Valuation £3,750. Replaced Engine 19511 Miles. New Sills. Solid Floor. Good Condition. £3,200. Tony (Coalville) 01530 839392.

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13/60 SALOON. I'm after a Herald 13/60 SALOON must be in good/excellent condition with MOT and overdrive if possible but not vital. Cash waiting and good home. Nat (Hertfordshire) 07870 778603

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

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TSSC
Area News
Review

August 2014

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



**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

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

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

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

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

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 | The Boundary Inn MANCHESTER M34 5HD | 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 8.00.pm |
| LINCOLNSHIRE | Simon Oliver: 07841 450715 | Swan Holme - Doddington Rd LINCOLN LN6 3RX | 1st Wed. 8.00pm. |
| 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 Hayward: 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. The Plough Inn, St ASAPH | 1st Tues. 8pm. 3rd Wed. 8pm. |
| SOUTH WALES | Bernard Littlewood: 02920 315260 | 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 OPG | 1st Tues. 8pm. |

NORTHERN IRELAND

| | | | |
|-------------------------|--|--|---------------|
| NORTHERN IRELAND | Paul & Jacqui Robinson: 028 9029 2722 | Nortel Social & Athletic Club - NEWTOWNABBEY | 1st Wed. 8pm. |
|-------------------------|--|--|---------------|

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

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

| OVERSEAS Contacts | | | |
|--------------------------|--|--|--|
| AUSTRALIA | Eric Mariner 03 97878010 | MELBOURNE | |
| BELGIUM | Stefan Vandendijk: 370000 32 12 23 34 76 | Luikersteenweg 166 Tongeren - LIMBERG. | |
| 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 | |
| INDIA | Soulis Papatathanasiou 00 30 6977280215 | ATHENS | |
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| | | Mount Road - RIDGLEY 7321. | |
| | | Revere Court Lacey, Olympia - WASHINGTON 98503. | |



ALO REPORT ANDOVER / NORTH WILTS . . . AVON

TSSC AREA NEWS

AREA LIAISON OFFICERS Tel. 01524 791607 e-mail: pipflegel2009@btinternet.com



We are aware that Area Organisers have been sent this note via email but we thought it would be a good idea to publish it in our ALO report so every member can see we are busy behind the scenes making our TSSC website the best we can.

"At the AGM in April it was agreed by the attending membership that a 'Members Forum' should be provided. This will be aimed to cater for not just technical Q & A about our cars but

also a platform for people to discuss general items of interest. Triumph related or not! COM has been working since the AGM on making this request from the AGM become a reality. It has taken a little longer than any of us would have liked. However with Triumph-Fest 2014 approaching fast and other urgent issues, there has had to be a list of priorities made and a decision made with regards to the order in which they have needed tackling. COM would like to take this opportunity to thank the membership for its patience. Everyone connected with the management of the TSSC fully recognises and shares the desire of the membership to see the Forum up and running. However, COM would also like to take this opportunity to remind all members that there is only so much of the available volunteer hands can do at any one time with the available volunteer time they have. Like the membership, each volunteer has their own work and personal life issues to address in exactly the same way as every member has to do. The platform for the Forum is very near to being agreed and it will be available via a link from the main TSSC web-site. The forum will be a standalone facility for the membership run by its membership rather than COM. In order to protect the Forum's integrity and the reputation of the wider TSSC, the decision is that the Forum must have a minimum of 4 Moderators at any one time; otherwise, it will be suspended by COM until the appropriate number of moderators can be put in place by the existing Moderators. The rules by which the Forum will be run are to be created by the Moderators for final approval of COM. Once that process is completed the Forum can become a reality and the membership can have a 'Members Forum' run by its members for the benefit of its members. COM has currently nominated five individuals and they will soon receive invitations from COM to be Moderators of the new Forum. Those invitations will have been issued. The invitations will outline what the role responsibilities are and that they need to liaise with their fellow nominated Moderators in order to initially create, and have agreed by COM, the rules by which the Forum will operate. Depending on the time taken by the Moderators to complete the above task, the Forum will be available to the wider membership sometime in the next month or two. COM's desire is for the Forum to be up and running by the end of August. If that can be sooner, then all the better. Invitations to the nominated individuals to fulfil the Moderators role have been sent out. It is hoped that soon after Triumph-Fest 2014, COM will be in a position to further update the membership with progress being made and the likely timescale of getting the 'TSSC Members Forum' up and running."

We would take this opportunity to thank All the A/Os and their members that volunteer to assist at all events such as Gate Duty at Triumph-Fest, Judges, and Valuators. Organisers, general helpers, planners, electricians, route planners etc at Le Mans and Spa and the NEC.
Last but not least All A/Os and members that give their time tire-

lessly throughout the year to organising fantastic events around the country you are the real ambassadors of our great club The TSSC!!

We hope to see you sometime throughout the year at one of your events

Pip n Frank

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

Our June Grateley meeting saw a good turnout and we were very pleased to see Mike & Chas who came in the Wolsey. The car park also sported Ed & Bob's TR6s and Robin's and our Spitfires.

Carl almost managed to bring his Spitfire, or at least he did bring the steering wheel which needed a horn pencil and a bit of tweaking and sort out headlights for the MoT. It turned out that both the master and selector switches were faulty.

We were at the Bruce Arms on 19th June, about as close to the longest day as possible and we made the most of the warm dry weather by sitting outside - the first opportunity we've had to do so at either meet this year.

As Graham was having problems sorting the brakes out on the Spitfire he came on his Ducati - which caused an interesting challenge for him as we had taken him a tonneau for the Spitfire. In the end the solution was for him to wind the tonneau around him under his jacket.

Nice to see Brendan Rose again in his 1500 Spit.

He's not been able to join us for a while, partly due to some ill-health - but good to see him looking well now - and because of time spent overseas with family.

John came, unusually for the Bruce Arms, but did so as he had missed Grateley this month - so a slightly shorter journey for him and a chance to enjoy the sun and fresh air.

Kelly was working away but Frank did join us, albeit on call again, although his clients managed not to interrupt him during the evening. All the glass is back in the GT6 so just a last few bits to re-attach then home to finish it off and get the MoT, ready to take it to Donington.

The landlord's son has bought an 'interesting' Spit 6. We think he is going to get quite a bit of welding and engineering practice, which we understand, was part of the plan.

Finally as you may have read in the Bond Article, Molly died whilst we were at Classic Le Mans, a great shock to everyone and she is greatly missed, there is now a large hole in our hearts - and the house is far too quiet! Future area meetings will also be somewhat quieter, and the demand for surplus chips will be greatly reduced!

Next meetings:

Thursday 14th August - The Plough, Grateley, SP11 8JR

Wednesday 20th August - The Bruce Arms, Easton Royal, SN9 5LR

Guy & Suzie

AVON Tel. 01454 327059

Sorry there was no report last month - not sure what happened. Have copied it into this month's report as below.

By the time you read this, we will have done the Bristol Classic Car show and Castle Combe action day - more news on those at the end of this report. Looking back to May - good weather con-



TSSC AREA NEWS

tinued for us to enjoy Castle Combe steam rally. The Wishing well staff got up early to prepare bacon sandwiches for all with coffee (or hot chocolate for one!). A photograph of the line up outside the pub is shown. We then travelled to Castle Combe and enjoyed a very hot day at an excellent show.

End of May Bank holiday began on the Sunday (Saturday was TOO wet) with a trip to Selwood rally near Trowbridge accompanied by Chris and Angie, Steve and Sue and Adrian. The sight of 4 Triumphs together caused quite a stir on the way down. We arrived to a very soggy field but it dried out a lot as the day went on. Level of exhibits was down on previous years but still enough to enjoy. Chris and ourselves decided to help put on a display in the ring - we had to demonstrate the turning circle of the Herald by request and frightened the commentator and Chis' Vitesse was called a 2 litre Herald! We had a cream tea in a 1940's themed marquee and were able to pass on advice to a gentleman with a very tidy Vitesse.

The next day saw all of us except Adrian at Tortworth show. Again exhibits were well down on previous years but we made the most of buying some bargains, fitting bonnet locks to Angie's car and watching Linda and Mike putting Timmy and Teddy through their paces in the dog show. They came away with 3x 3rd prizes, 2x2nd and a first for Timmy for the dog with the waggiest tail.

Looking ahead we are still trying to get a Club stand at the South Glos show in August and I am sure we will find other shows to attend.

Please feel free to send your email address to me at Junewrighton@tiscali.co.uk if you wished to be kept up to date as many of our trips are planned at short notice.

Moving on to July report - Thank you to Andy, Angie, Chris and Derek who all helped us at the Bristol Classic Car Show and to Les for providing the much admired one and only car. We await the date for next years show but could be looking for another area to take on the club stand as we have been involved for 19 years. More on this when we have confirmation of the dates.

Castle Combe Action Day saw a display of 3 Vitesse convertibles, 1 Vitesse saloon, 1 Dolomite and a Volvo Amazon (GT6 in paint shop). Hopefully a photograph of this is included. We had a massive thunderstorm with lightning and hailstones at about 11 am but then it became hot and sunny for the rest of the day. It was the best turnout of Club cars for many years and we hope to continue with this event next year.

Turnout was lower for the Club meeting due to half the group being at Le Mans or other holiday venues. Mick showed us proof that he had indeed attended the Queen's Garden party at Buckingham Palace. Dave is hopefully sorting out the problem with his Vitesse restoration and wish him well recovering from his operation and that he can get back onto finishing the car very soon. Chris has finally bought his dream car - a Mark 1 Cortina (no accounting for taste - and don't forget the Vitesse still needs some work- says Angie!)

Sadly we did not get the Club stand info on South Glos show in time for the meeting but I have tried to contact as many as possible and after a trial year this year we may get better organised for the next one - not my fault I did request the information in May but got no reply.

See you at the meeting on **Monday 4 August.**

June



Sunday 8th June I attended the Luton festival of transport in my 2000 and joined the great display organised by Pete Lewis with the Herts and Beds area. Many thanks for organising and the warm welcome Pete! It was a superb warm and sunny day, very well attended and such a wide variety of transport. If you haven't been, have a look for next year!

Tues 10th June I managed to get the 2000 into the Ace cafe car park for the classic car night. It took some time as there were two crashes that had caused the local area around West London to grind to more of a halt than it normally does! However, many people had made the journey and had a nice warm (for the Ace) evening with many variety's of cars in attendance.

Unfortunately I picked up yet another bug so took me out of the next few events including the monthly meet. This annoys me tremendously, even more when it's a good attendance of members! Apologies to all that came that I wasn't there. Dan, Rob, Paul & Liz (many congrats on the wedding anniversary!!) and the sheep, Simon, David B and a warm welcome to George with a rather nice 1500 Spit. Simon and David were heading to Le Mans classic so hopefully we will hear how they got on next month. Many thanks to all those that attended and hope to see you soon.

As I managed to clear the bug, I then managed to aggravate my back issue from walking around lots at Goodwood! It was a great event as always, but its over a large area..! This then stopped me from attending any further events for the next 10 days, even missing the Heathrow show that Mickey from Thames had kindly kept me a space for! Hopefully I will catch up on events at the next TSSC meet and add a note next month.

So events coming up (depending on when you read this!!)

July 25-27th TriumFest UK at Donington
July 26th Stoke Poges school flower and classic car show
Aug 2nd - Gt Shabbington steam rally HP18 9HF
 (must pre book to show)

Sun 3rd - Windsor Royal show and classic car show
 (SL4 2RQ)

Tues 12th Ace classic car night
Wed 13th Gerrards Cross afternoon classic car gathering
 (SL9 7AD) starts 14.00hrs

Wed 20th TSSC South Bucks area meet at The Squirrel,
 Penn Street.

Mon 25th Maidenhead classic county fare and classic car
show nr junct 8/9 Maidenhead.

Hope to see you soon!
 Take care,

Carl

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This is a bit of a short report as your organiser is away for the July meeting. After what seemed like a car show a day in May and the start of June, it's been relatively quiet in that department.

Macclesfield Gearbox Dismantling have decided to create some more tools which will hopefully allow easier times reducing gearboxes to their constituent parts, and also when trying to return them to working order. Meanwhile Macclesfield Engine Tuning need to remember not to drop washers into the engine when reassembling, as these can disappear and may require extensive dismantling to ensure they are not in places where they can do damage. Macclesfield Engine Renovation are still gearing up for business.

Adrian and I managed a visit to the Stagfordshire meeting, which was held in the car park due to the unusually clement weather conditions, given that it's only the end of June. Hark the Herald transported us, and reminded us of why an overdrive gearbox (or different diff) is such a good idea. We also witnessed a Herald saloon, which has been bought and made roadworthy for about £1k. This seemed like good value until my passenger pointed out that a little more money bought what looks like an immaculate MX-5, certainly not needing cosmetic attention.

August events include an aviation and transport fair at

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

Well, into the last weeks of summer we go, and scary when I look at the planner to see we are heading to August!!! As normal, let's go back to go forward.



CHESHIRE CORNWALL . . . COVENTRY

TSSC AREA NEWS

Cheshire Continues

Manchester Airport on the 5th and 6th, Astle Park traction engines on the 9th and 10th, Tattton on the 16th and 17th (fingers crossed for tickets), Cheshire Fair on the 22nd – 24th (tbc), Capesthorpe on the 24th, Woodsmoor on the 25th, and Cholmondeley on the 31st. A reminder that the events list is on the TSSC web site, just select Cheshire from the Area Directory and scroll down to the bottom.

Our next meeting is on **Thursday 7th August at the Cock and Pheasant**. Once again, this is a run out meeting, the last of the year, so the usual run out times of 7:30 for 8 at the C&P apply. The destination at the time of writing is undecided, but will be advertised on the TSSC and/or Cheshire web site (along with directions!!) in time for the meeting.

Henry

CORNWALL

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Thanks to our esteemed editor, Bernie, I am able to get this report in right at the last minute; phew!

The main event recently was our Area Camping Weekend at Polmantor Farm, St Ives. There seemed to be more caravans this year, swelled by Claudia's latest acquisition a classic Safari Caravan, which we towed behind the Stag. Adrian brought his 'Roadies' Pace Arrow mega camper and the rest had tents. We needn't have worried, though, the weather was fantastic. Friday evening saw us in the Clubhouse having a Noggin 'n' Natter, meeting up with old friends from out of the county. Saturday dawned bright and sunny, so we set off on Sally-Ann's tour of the West Cornwall Prehistoric sites, stopping in St Just for lunch. On our return the barbecue was lit, food cooked and eaten then Graham's fiendish quiz. It was a great day. Sunday most of us packed up, although some stayed on and we headed for the Cornish Arms in Carbis Bay via a drive right through the centre of St Ives. We got many comments from the visitors walking beside us; most of them complimentary! All too soon it was time to say goodbye and the journey home. Thanks to Sally-Ann for all the arrangements and thanks to everyone else who make the camping weekend such great fun.

The June meeting was our usual 'sit in the pub social' with a good turnout, but our July meeting was slightly different. We copied the TR Register's summer plan and met up for a run out to a different pub; the TRs also joined us. Around 15 cars met up at the BP garage in Roche for a run through the lanes to The Blisland Inn on the edge of Bodmin Moor. It was a lovely evening and our convoy of top down Triumphs turned many heads. Adrian and Jane brought their trials TR7s which caused a few comments too! Arriving at The Blisland Inn we had dinner, met Pam who, with her husband Brian, are restoring their Herald 1200 convertible, took the Mickey out of Graham (it was his 60th, no sorry, 59th birthday) and left in good spirits for the run home.

Where to next month?
The next big adventure will be TriumFest UK. More of that next month. We have also been attending lots of local shows, so if you've been to one, let me know how it went and I'll let everyone else know – there are so many!!!
What we're doing soon;

AUGUST

Thursday 14th Meet at BP station Victoria, Roche 7:30pm to run out to a pub.

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

SEPTEMBER

Fri 5th – Sun 7th Swanage Folk Festival, Dorset – Graham & Karen Whiting

Thursday 11th Meet at BP station Victoria, Roche 7:30pm to run out to a pub.

Sunday 21st Route 38, Trerulefoot

Dust your car off and come out for a run with us. See you out on the road!

Mike

COVENTRY

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Hi Everyone.

We start our newsletter on a very sad note. One of our most supportive and regular members Peter Martindale suffered a terminal heart attack on Monday the 9th of June, Peter was a man of a cheerful disposition, very likeable and a man of immense knowledge especially where classic cars were concerned, he will be sadly missed by us all, our thoughts and sympathy's go to his wife Ann and family. The funeral was on the 19th of June which was very well attended with at least 20 classic cars following the cortege. As you can see by the photo Pete enjoyed a pint so cheers Pete, farewell, R.I.P from all our members in the Coventry Area.



On the brighter side the "Smiffy Spitty is back on the road looking a lot smarter with its new hood and paint job. June was a very busy month for us starting with the Kenilworth show on Saturday the 7th where we joined the Heart of England club on their stand resulting in a good display of 12 vehicles in total, the day started out good but by lunch time it had turned cold and wet leaving the showground well churned up, fortunately it did clear up after a couple of hours and started to dry out by the time it was to leave.

On Sunday the 8th we were off to Olney near Newport Pagnell for Motorama 2014, we were joined by Paul & Joan in their Spitfire



& Steve & Sharon in their Herald Convertible, on arrival we met up with Mike & Viv in their TR6, we were all parked in the market place in the centre of Olney amid a variety of other classic cars, the weather was excellent and the turnout great, a very enjoyable day out even if we did take a couple of wrong turns on the return journey.

Tuesday 10th was the first of the Heart of England meets at the Griff in Bedworth, a nice sunny night which resulted in 70 vehicles turning out of which 9 were Triumphs, most of the gang was there so a very enjoyable night it was, well cars, a noggin & natter lot better than watching TV.

Then it was off to the Vintage Gathering at Ashby Magna for the weekend of the 13th/14th/15th where we camped for the weekend along with Paul & Joan. We set up camp on the Friday evening then off to the Shires at Peatling Parva for an excellent evening meal, if you have never been there we can highly recommend it. On the Saturday & Sunday we were joined by most of the regulars from the TSSC & HOE in the display of cars on show, a good show with lots going on and a good selection of real

CUMBRIA . . . DERWENT VALLEY



TSSC AREA NEWS

Greatham, Rutland, Leic's. Leic's & Rutland Area TSSC.
Neil Spencer 07530307371 tr6scimitar@yahoo.co.uk or Jan Muschialli 07799 804415 j.muschalli@ntlworld.com
Saturday & Sunday 23rd 24th August Coventry Festival of Motoring at the NAC Showground Stoneliagh.
www.coventry-festival-of-motoring.com
Monday 25th August Pershore Plum Festival,
Brian Bremmer 01386 556945 annebremer@yahoo.co.uk
www.pershoreplumfestival.org.uk
Sunday 31st August Dalos Day to be planned by Steve and Sharon. Details to follow.
Sunday 7th September Dudley Classic Car Show, Himley Hall, Nr Dudley DY3 4DF. www.transtarpromotions.com
Saturday & Sunday 27th/28th Sywell Piston & Props, Sywell Aereodrome, Northants, NN6 0BN phillyncovtssc@mail.com
Saturday 6th December Heart of England Christmas Dance
Bulkington Working Men's Club, 7.30pm till late, tickets £6.00 includes buffet, live music.
Contact Roger Perkins 02476 362208

ales to enjoy.

Wednesday the 18th we decided to go to the Blue Lias at Stockton for a bit of pub grub by the side of the canal, we were joined by Rikk & Jeanette and Paul & Joan on a lovely summers evening, as this is normally the night when the Coventry & Warwick car club have a meet when up to 500 vehicles can turn up, unfortunately this year it was cancelled but still about 30 classic vehicles came and went throughout the evening.

The weekend of the 21st/22nd/23rd it was off to Derwent Valley Area's Peak Run for our first time ever, once again we were joined by Paul & Joan on the Saturday and Sunday and Rikk & Jeanette travelled up just for the run on the Sunday. We must congratulate the organisers for an excellently organised weekend they certainly put their heart and soul into making a great weekend for us, the entertainment on the Saturday and Sunday nights was great, made all the better by us winning a nice bottle of malt in the raffle. The run on the Sunday took in some of the best views in the country, a wonderful day out. Well done Derwent Valley Area.



Tuesday the 24th it was the HOE 2nd meet of the month at the Griff and what bad luck with the weather, it had been a lovely day but come early evening it became overcast and extremely cold, still over 40 vehicles turned out but most of them left early including ourselves.

Sunday 29th we incorporated the Hampton Ferry Classic Car Show at Evesham with a Dalos Day(Drive and Lunch on Sunday) Run. The run planned by ourselves took in a very scenic route through Warwickshire and Worcestershire country lanes to arrive at Evesham with hardly touching any main roads, the group consisted of 5 Triumphs and a Mazda. The venue Hampton Ferry is on the side of the river Avon in Evesham and lunch was an excellent carvery in Raphaels Restaurant at a very reasonable £7.95. There was over 100 Cars on show, once again being Dalos Day, the weather was great, the run was great, in great cars and great company.

Then on to our monthly meeting at the Bull & Butcher, Corley Moor on Tuesday 1st July. As promised it was a lovely sunny summers evening, we arrived early to find the donkeys had been put in the paddocks at the end of the car park enabling us to park our lovely classic cars in the field behind the restaurant, thanks goes to Ann the publican for arranging it, thus resulting in a display of 20 classic cars which could be seen and enjoyed by the other customers as well as ourselves. The display consisted of 12 Triumphs, a Hillman Super Minx, Humber Sceptre, Alfa Romeo Spider, MGB, MX5, Ford Sierra and last but not least an Austin 12. We enjoyed an excellent meal beforehand in the company of Keith & Trish before meeting everyone as they arrived. At the start of the meeting we held a minutes silence in respect to Peter Martindale.

A new date for the diary, a little bit into the future, the Heart of England Christmas Dance on Saturday 6th December at Bulkington Working Men's Club Tickets £6.00 includes Buffet. Here's to a busy July, take care of yourselves & your lovely cars. Regards

Phil & Lyn

Forth coming events :-

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

Tuesday 5th August our monthly meet at The Bull & Butcher, Corley Moor, 7.30pm

Wednesday 6th August. Jaguar Enthusiast Concours, Stoneliagh Deer Park, 7.00pm

Saturday August 9th ASDA DAY at Bruntingthorpe meet at the Griff, Bedworth ready to leave at 8.30am

Sunday 10th August Fillingley Show, our local show where we have a stand. phillyncovtssc@mail.com be there for 9.00am

Tuesday August 12th HOE Griff, Bedworth from 7.00pm

Saturday & Sunday 16th/17th August Sunshine Rally,

CUMBRIA

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Grasmere show on the 22nd June was an excellent show. It was the first time in the three years that the show has been held that it did not rain. One of our members, Dave Carrie, was on gate duty and he directed all triumphs to our area, 19 in total. One car from Preston and another from the North East were in the area and decided to come along after seeing the advert for the event and are considering coming to the Lakes weekend. Ron Spencer brought along his newly refurbished Mk5 Spitfire. We hope you enjoyed the banter Ron and hope to see you again.

Forth coming events: **Millom Bike show 3rd August.** This is held at the Green which is near Millom. We will be the only Car club attending and the event last year was excellent despite the odd down pour. Start time 9.30am to 10am

Lakes camping weekend 14th - 17th August, Park Foot Holiday Park, Pooley Bridge. If you are coming to this event and have not already paid me please could I have your payment as soon as possible. Rod Moore has organized a Treasure Hunt for Friday, this can be done at your leisure and Tony and Phil are organizing the run out for Saturday. On Sunday I have booked everyone to go to Dalemmain Show, which is only a couple of miles from the camp site. Entry for the camp site is £25 per night which includes one car, two people and one tent. It seems that most are booking for Friday and Saturday night. Day entry is £5 per day. Entry to Dalemmain is included in the camping price. Some of us are going on Thursday to set up the tents. The main campsite on the left of the road has a shop, bar and a food take away. Access to our camp site is through the camp site on the right hand side of the road. We are in the field behind the official camp site. Follow the TSSC Cumbria signs. There are a few members from Scotland who have booked.

Monday 25th August, Bootle show. Start time 9.30am to 10am. Safe motoring

Roy

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

WOW! - I think that is the best word I can use to sum up the recent Peak Run. We had a fantastic weekend which was made even better by the British weather actually getting it right for once and giving us sunshine all weekend) Pic

The campsite was absolutely packed to the rafters with all the attendees having a great time around the site during the Saturday daytime before retiring to The Dead Vulture Saloon for some Wild West fun and frolics throughout the evening

Derwent Valley Continues

The Sunday started in glorious sunshine in Belper with the day being started by the town Mayor before wending our way through the Peak District to the beautiful Carsington Water reservoir.

It was a great chance to meet up with some old & new faces and I would like to say a huge thank you to the whole team that put the weekend together, there are far too many to mention in dispatches individually but we couldn't have com-



pleted the weekend without each and every one of you. The winner of the car of show was the lovely TR3 owned by Jez & Debs. We now have a facebook group listed under Derwent Valley TSSC. This is a new venture from me to share news and pics of events that we attend as an area so please feel free to go and have a look and also share any pics that you may have, contributors are always welcome.

Our July meet was the annual Fish n Chip run with a follow my leader drive around Derbyshire before heading to Matlock Bath one of the jewels of the Peak District for Fish N chips followed by Ice creams and sweets and finishing off with a trip to a local hostelry to round off the night.

There was a good showing of classics From Gary & Anne, Karl & Lisa, Paula & her crew and a few moderns too, I don't think the chippy was expecting such a rush at that time of night. Again the weather held well for us all and a good time was had by all.

At the time of writing this I'm sure many of you are preparing for TriumphFest UK, I hope that I will have bumped into a few of you there, in particular at the Drive in Movie.

Please keep an eye out also on the Derwent Valley Website for future events that we may be attending in the area. Happy motoring

Richard

DEVON

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

Our cars were split between Seaton Tramway and Fitz's show on Plymouth Hoe in early June. Trouble with our Stag's gearbox whilst in Plymouth meant her conveniently being left at Andy's where the bearings were quickly replaced, and we had a lift home in the Prowse's Vitesse. We thought the show a little disappointing, but perhaps the torrential rain did not help.

Midsummer Club Night brought out a massive 14 Triumphs and, with so many there, most of the evening was spent in the car park chatting. Probably the biggest showing for some time and it was nice to see so many coming out to play. Mike Papworth

from Coventry was in the area and joined us for the evening. There were around 15 Triumphs at the popular Fathers' Day show at Woodlands, organised by the octogenarian Jim Batty, and it was an opportunity to celebrate young Robbie's birthday. Always a popular show with young families, as entry includes free or concessionary entrance to the Adventure Park. Others went to Morwellham Quay which was also offering free entry, and that sounded like to good show too.

With the Stag's gearbox bearings sorted, John & I joined Andy & Micheala Moss for the trip up to Surrey for the Triumph Marque Day at Brooklands organised through the Triumph Forum. Of course we had to make the pilgrimage to the Ace Cafe whilst we were there. Although we did not take the Stag up the Test Hill at Brooklands it was interesting to see how various people tackled the steep incline. Although there was plenty to see and do at the Museum, we are hoping for Marque Day to return to a venue a bit closer to the west country – we know our members were very keen on Prescott.

A huge thank you to Colin for arranging our camping weekend at Southfork in Martock. He excelled again, leading us up to Williton where we visited the very interesting Bakelite Museum; so many things were made in Bakelite that our more mature (!) members remembered from our childhoods. OK – some of may have admitted to having some of the articles too. Following a leisurely tea in the garden of the mill housing the museum, some of us travelled on to Minehead to explore the town and the West Somerset railway but we did not have time to travel on it. Back at the campsite, Nancy & Mick, the owners, produced a great hog roast which was much enjoyed under the area event shelter. On the Sunday, we had all entered a well organised Retrofundraising event in Martock, where a picturesque 30 mile drive was followed by a gathering on the recreation field. We



had made the effort to dress in period, some great outfits, Colin looks great as a 60's surfing blonde, Dan had the winklepickers and both Karens were sporting the white boots. Apparently I made a (too) good Hyacinth Bouquet but I'd rather keep my previous name of 'Mother'!!!!

COMING UP

Sunday 3 August is the annual show at **Mt Edgcumbe** – will this be the year it does not rain? A number of people are going to North Devon for the show at **Castle Hill, Filleigh on the 9th and 10th**, and if you are in North Devon do come along and say hello. **Devon's Club Night at the Star Inn, Liverton will be Wednesday 20th.** **Sunday 31st** will be the big informal show at **Thornfalcon, near Taunton**, and we will meet at Exeter Services at 9am for the trip up there. Afterwards we are planning a drive back via Exmoor for a cream tea once again. Helen, Rob and Alice will be organising this year's **Scalextric championship on Sunday 7 September** and we'd like to know if you are coming along. More details will be sent out by email, so make sure you are on our circulation list. If you have not joined us at an event before, we can guarantee that you will be made very welcome. Looking a little bit ahead, our **Christmas Meal** has been booked once again at the **Dartmoor Lodge**, at Ashburton where we have been so well looked after before. The date is **Saturday 6 December**. Although we do not yet have the menu choices to hand, we'd welcome early bookings for this popular event. Finally, a big welcome to those new members who have recently joined TSSC.

DEVON DIARY

Sunday 3 August Mt Edgcumbe Show
9/10 August Castle Hill Show, Filleigh North Devon
Wednesday 20 Club Night at the Star Inn TQ12 6EZ
Sunday 31 Thornfalcon Show at Henlade, Taunton
Sunday 7 September Annual Scalextric Championship

Sue & John

ESSEX
HERTS & BEDS . . . LEICESTER & RUTLAND



TSSC AREA NEWS

ESSEX

Tel. 01375 672072

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

Hi a short report this month as we haven't been out to many events due to holidays etc. but hopefully you will all have had at least one day of good weather and had your cars out.

My Office - not too much excitement on this front either as I have been earning more Stag working points by painting the outside of the house. I have been running the Stag around locally and it has started overheating. I think all the crud from fourteen years being idle has now settled in the rad and needs flushing. I now have the flushing gunk but cannot get the bottom hose off. I will have to get brutal with it I will let you know how it goes and by the way the house is looking good (nearly finished)

Out and about - Club day - 2 Spitfires, 1 Toledo, 1 2.5, 1 Vitesse, 1 Herald. We arrived with the tops down but the weather changed and the tops went up and a little while later the sun came out and so did we from having dinner to find Stuart had a puncture. He set about changing the wheel with an audiences of experts all with 10 different versions of 'I wouldn't have done it like that' he took it all in good heart.

Kirk had his old Spitfire wheels on the Toledo as his newly acquired Weller wheels were off for powder coating hope to see them on soon.

IOW Arretton Barns - We took the in-laws to the Isle of Wight as we do most years and managed to time it so we could attend the car show at Arretton Barns it was nice to catch up with the IOW Area at the show.

Maldon - A good show this one we had 8 Triumphs 5 Spitfires 2 Toledo's and 1 Herald. We also had 35 people as a number came down in there modern cars. The day started of with a few spots of rain but it then got heavier and looked like it was not going to stop but by lunch time it was dry and bright.

We got a good place on the field took some photos while the



field was empty and then went for coffee and a look at the auto jumble but most of it was covered over. Then on to the retro fair looking for outfit for the 70's weekend.

Then back to the cars the field had filled up and for a wet morning there was a lot of very nice cars on site.

Lunch and Coffee then the onslaught of the rest of the people who came out after the rain we all spent the rest of the day chatting looking at cars and suddenly the day had gone and it was all off home a good day was had by all I think.

Up and coming

July
25-27 TRIUMFEST UK Donington a Fun filled weekend

Aug
Sun 2 Orsett heavy horse show this is a local show with some classic cars attending.

Sat 9 Mersey Island Club stand booked

Sun 17 CLUB day Halfway house A127/A128 August club day being run by Kirk Baker AO in training as we are away over this weekend. Come along and please show him lots of support on the day.

Sep
Sat 6 Colchester lower Castle park

A big welcome to Robert Perry hope to see you at the Halfway House.

Happy birthday to Marion Smith on the 16th, Steve Hall on the 17th, Kirk Baker on the 19th, Toby Sims will be 2 on the 25th. Toby being our youngest member.

Busy birthday month this month.

Regards

Allan & Janet

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

Hi folks. Hope you all enjoyed Kimbolton Charity Classic and those who made it to the Nene Valley Festival for a trip on the Steam trains. Our next run is the Wellesbourne Airfield to have our guided tour around Vulcan 655

We're booked in with Vulcan 655 MaPs for Saturday August 9th. Need to arrive there for 10.30am ideally. As confirmed before, it's a £10 donation per head. Max group size is 24 people, which usually takes about 3 to 4 hours to do the full tour and get everyone through the cockpit. There's an excellent cafe / diner on the airfield. **web link** <http://www.xm655.com/>

Again this is in need of you confirming your intention to make the day, this is so we control the max group size of 24 people, you can use modern or classic (preferred), there is a chance we can do a photo shoot with 655 and your classics. Don't assume, let me know as soon as possible

It's pay on the day, £10 donation each. This is a not to be missed experience you will remember for ages.

The **21st All Triumph day at Duxford** is approaching fast and most details are in place, this is **September 28th** starts 10am closes 6pm for £13 each you get a full admission to the whole museum site, there will be Tank rides running at £6 each so get ready for some noisy entertainment.

To get the discounted Car Club entry you must be in your classic ...or be in a modern and produce the Courier Advert or have a Car Club membership card

Enjoy TriumphFest UK - details in the Courier

That's it for now Regards

Peter

LEICS & RUTLAND Tel. 07530 307371

We are in full swing now with lots of events to choose from and even some decent weather now and again.

Working backwards, on Sunday 29th June we had 5 cars 13 people at the Lullington Open Gardens and classic car display. The field was absolutely crammed with classics of all variety ranging from a Mk4 escort to an Aston Martin DB2/4. The open gardens were all very nice too. Something for everyone! We also managed to miss almost all of the showers.

Whilst some of us were enjoying being nosey in other peoples back gardens 3 of the gang were whizzing across France for Le Mans. Dave Smith (TR7), John Edwards (Spit), and Mike Mayfield (Dolly) set off on Saturday 28th for 10 days in France.

They along with 3 cars from Leicester,me (Stag), Chris (GT6), John Muschialli (Vitesse), will converge on Thursday 10th July at Powderham Castle with the guys from the SW areas. I believe that between us we will have 40+ Triumphs at the Powderham castle event on the Sunday. Might even outnumber the MGB's!

The weekend 20th-22nd June saw 5 units camping at The Peak Run. This event is something else and this year saw brilliant sunshine too. The only downside to the event for me was that I had a fight with 7 pints of cider on Saturday night. I won but I felt a bit bruised on Sunday morning.

If you didn't go you missed out. Well done lads as always.

June 21st-22nd was also another Leicestershire event, The Foxton Locks Festival.

All those who went to the Peak Run were very disappointed that these two events clashed but one of our cars made it, Howard & Jenny in their TR6. They had glorious weather with plenty to see and do at this brilliant weekend show. Ferret racing, fighting Saxons and Vikings, a dog show, plenty of steam, live entertainment. Foxton Locks is only a short distance from our TSSC Headquarters and is a must visit place if you have never been. A marvel of engineering from the Victorian age soon to be put back in full working order!

Sunday 15th June we had 4 cars at Trentham Gardens in Stoke-on-Trent. A Transtar event and always a good 'un. The queue to get in was a bit cruel on some of the old cars and our own Stuart suffered from fuel evaporation in the queue. We get in for £2.50



LEICESTER & RUTLAND LINCOLNSHIRE . . . LIVERPOOL . . . M25 EAST

TSSC AREA NEWS

Leics & Rutland Continues

per car and the public have to pay about £12 to come and see us and they come in their thousands.

We had a very special evening on Tuesday 10th June. In a village called Saddington in South Leicestershire a gentleman by the name of John Cooke has his own car and motorbike museum and workshops that was started by his late Father many years ago. The whole thing was started with a passion for the Bull Nose Morris cars but has grown and grown to 50+ cars and 30+ motorbikes.

We were shown around by John's two mechanics, a young man and a young woman both in their 20's and an absolute joy to meet. It was a really special evening capped off with tea and biscuits served by John's Mother who was a little older than her 20's. Lovely people, lovely place, a great evening.

3 of our cars attended the Stapleford Park Steam Rally held adjac-



cent to the main house that is now a very posh hotel. Dave (TR7), Gary (Vitesse) and Mike (Dolly) are all local to this event just outside Melton Mowbray. There is a wonderful 10" gauge steam railway that is generally very private and this was one of only two times a year that the public are allowed to ride on the trains around the lake. The event is primarily based around steam with many traction engines big and small performing all weekend. The classic car display was small but interesting and the whole event is always a friendly family orientated affair. A little wet at times this year though.

Our own event, **The Sunshine Rally** is coming along nicely. We just need good weather and we've cracked it. We still have plenty of room on the camp field and the pitches are large so the more the merrier!

TriumFest UK is looming now and of course will be gone by the time we go to print so wishing every success to the head office guys and galls who have bust a gut to get things organised. Look forward to meeting friends old and new at Donington.

That's all folks,
Keep running on 4/6/8

Neil & Dave.

LINCOLNSHIRE Tel. 07841 450715 www.lincstssc.co.uk

The July meet saw three 13/60 Herald Saloons in the car park as Carl and Al joined Phil in bringing their cars to the meeting. With so many of our group's cars off the road at the moment it was great to see some Triumphs in the car park again!

A 'garage day' was held to attempt to move my own Vitesse project on a bit and it now sits on four wheels, with the engine and gearbox fitted, for the first time in about six years.



Many thanks to Garth, Keith and David for giving up their time to help. I have been left with a shopping list and a 'to do' list before they return. We are looking to undertake another session in

August, and hope to be able to work on several cars during the day, so if you are interested in any help, please let us know.

Simon

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Hi Folks. It's been a busy few weeks for Liverpool Area. Kicking it off with the Hale Carnival, myself and Lee braved severe thunderstorms as we joined North West Casual Classics at their annual event. It was a good show, with not many being dissuaded from attending by the weather. The drive home was in contrast to the drive there - in the full blaze of sunshine.

Next up we made our way to the Woodvale Show, now decamped from the RAF base to Southport. We shared our pitch with Club Triumph Pendle and Pennine group, somehow managed to win the Best Club Stand award! Seeing as the "stand" consisted of a small banner, our cars and erm..... us, it's quite remarkable. It was voted for by other attending clubs, so I can assume we got the sympathy vote?! I suppose people liked the cars, I did notice we were talking to punters a lot more than other Clubs, so the interest was there. Plus the cars did look fantastic, with or without the bonnets up. The trophy was ridiculously huge - it's now on loan to a member for a month at a time! Oh, and there's also the small matter of a £125 prize for Area funds - result!



We have quite a few shows coming up so there'll be a bit to report next month. Please refer to our website www.triumphliverpool.com, or of course www.tssc.org.uk for more information.

On the Area Meetings front, things have been busy, they've been well attended with a couple of new members joining us in July, and a good display of Triumphs in the car park. We've managed to sort out a few problems and queries along the way, so progress is being made with those cars currently off the road.

That's all for August, see you next time,

Alex

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As I sit here writing this in our front room I am surrounded by 4 fully inflated airbeds. This is in the hope that at least 2 of them are still fully pumped in the morning. Also joining them is our tent, fully checked and in the bag ready to go. Other odds and ends are joining them all the time. This is all in aid of the imminent trip to Le Mans in less than a week (As I Write), although by the time you're reading this it will all be over. Donna's even treated me to some new clobber for when we are hobnobbing it in the paddock, so I don't look my usual scruffy self ha ha. The last few weeks have been spent sorting out various bits and pieces on the car. I think it's all done now, only time will tell!

As usual, the month of June saw us out and about at shows. We had a Club stand at the local St Peter's Church Show which was well attended, nice to see Fiona out for the first time this year. This show seems to get bigger every year, even a goody bag for every exhibitor. We then spent a nice day at Audley End, an 18th





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century manor house. The house is very interesting and on the day of the show the guides are dressed in period costume. At the end of the day, when



most of the other cars had gone we had the opportunity to have a photoshoot with the cars parked right in front of the house. One of the new shows for this year was the Great Abington Vintage Rally. This was the sort of show that I like, lots of cars,



toot stalls, steam engines, pop pop engines and an arena with plenty going on - a proper country show. There was also a wild west re enactment village.

Some important information regarding the **Little Gransden Show on Sunday 24th August**. We went last year and it was really good - this year will be even better !! The Battle of Britain Memorial Flight will be flying over once again with it's Lancaster Bomber but this year it will be joined by the Canadian Lancaster. These 2 are the only Lancasters flying in the world, the Canadian one is doing a month and a half tour of the UK and this is the only time it will ever happen. Also appearing will be the Vulcan Bomber, this could possibly be the last year that this flies. Joining them during the day will be a whole host of other aircraft including various WW2 fighters, Spitfires, Hurricanes etc. So, if you want to see an unrepeatable sight of 2 Lancasters flying together and haven't yet applied for a ticket, get it done asap. I've got the forms if you haven't got one.

On a final note.. good to see that Fuzz Townsend has been made Honorary President of the TSSC. A top bloke, did I ever tell you I met him when filming for Car SOS ha ha ha ha ha..... Cheers

John

- August Events**
Saturday 2nd/Sunday 3rd - Military and Flying Machines Show
Saturday 9th - Mersea Island Classic Car Show
Sunday 10th - Fordham Vehicle Show
Sunday 17th - Stonham Barns Car Show (camping weekend and clubstand)
Sunday 24th - Little Gransden Air and Car Show
Sunday 31st - Heddingham Castle Classic Car Show

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

We are well into our Triumph events and like so many other areas we are enjoying the fruits of our labours after many months of planning. First we would like to thank Pete n Janet, Mark n Tracy our entertainment officers (Oh yes!!! We have entertainment officers!) for all the hard work they put into our annual event. And thank you to all those that attended our fantastic show because without your participation it would not be a success. I think everybody would agree the glamping tents were fantastic. Friday night was meeting and greeting old and new friends with slices of pizza and a glass of wine, quizzes and plenty of chat.

Saturday after being served with bacon and sausage butties, we had a fantastic run through some wild countryside through Lowgill, Forrest of Bowland, and Trough of Bowland stopping of at the 'Wild Boar Park' Chipping. We were lucky with the weather as the

sun shone most of the weekend. Saturday night was a fantastic night of party games, lubricating our tonsils, and inter area activity (not much rivalry there then???) certainly living up to our mantra 'drunk and debauchery in a field' literally.

Sunday was a gentle run through Glasson Dock mariner to 'Barton Grange Garden Centre' where the manager had cordoned off part of the car park advertising the TSSC, so members of the public were able to view our Triumphs, even having a vote in our people's choice, holding the raffle and awarding various prizes that were awarded over the weekend for quizzes etc. There were even Triumphs seen leaving the car park for home with the odd plant or tree sticking out of the windows or roofs. Thank you to everyone for a fantastic weekend!!!!

The new Venue at the Boundary Inn seems to be working ok with 24 members present. Welcome to new members Graham and Julie who own a Spitfire M3 it was good to meet you and we hope to see you at our next meeting you are certainly booked into the Area BBQ. We discussed our next events including Area BBQ at Elm Cottage, Cholmondeley (chumley) Classic Car Show, Northern Ireland (all details will be given at the next area meet) and of course our Xmas Do Janet is waiting for any ideas for the 'Xmas Do' you might have.

We would like to say a massive thank you to all the Manchester Area that volunteered for gate duty at TriumFest UK, as always Manchester Area came to the fore when needed, we do really have a very special area and Frank and I are chuffed to bits that we are part of it!!

We would like Les and Ler to know we are all thinking about you as we know both of you are not in the best of health at this moment and we miss your grumpy old faces at our events so get well soon!! Last but not least we would like to congratulate Janet and Martin Robinson on expecting their first baby in September we have known Martin man and boy and Janet has certainly been the best thing to happen to him!! A fantastic couple well done guys!!

- Dates to remember in August**
5th August Area Meeting The boundary Inn 8ish
9/16th August Rostrevor Northern Ireland
29/31st August Area BBQ Elm Cottage/Cholmondeley Classic Car Show Fri/Sun

Pip & Frank

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At the beginning of June meeting Lloyd bought his new car along and a very nice red 1500 Spitfire it is too. Fortunately we have had the weather to go roof down so he has been able to really enjoy the car. At our next meeting we welcomed Andy who is in the middle (he hopes near the end!) of restoring a 1971 Herald convertible.

Our camping weekend went well and we were favoured with decent weather. Dave and I had a new bigger tent this year and it was very roomy compared with the old one. By the time we got



there (traffic in Newbury) Malcolm and Josie, Colin and Sandy, Ian, Nigel and Helen and Andy were already there with tents almost up. Dan and Rosemary soon arrived as did Patrick and Jean. We had a varied collection of cars: Classic VW Camper, Stag, Jaguar XJ8, Bond, TR6, Vitesse, MX5 and modern VW camper. Patrick as usual did a splendid job of organising Friday



NEWBURY . . . NORFOLK NORTH EAST . . . NORTHANTS

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Newbury Continues

evening, both at the pub (good pub grub) and the taxi shuttle. Thank you for that. Everyone did their own thing on Saturday, either out visiting places, going for a walk, having a cream tea at the Mill or simply chilling out. This year we had fine, bright and warm weather for the barbecue in the evening (thanks Colin for loan of the stand). We then went to the games room which we had hired for our use. In past years this has been upstairs with very little ventilation and therefore like a sauna. The new owners have moved the room downstairs and refurbished it with new skittle ally, table tennis and pool as well as large sofas in addition to tables and chairs. We had a much cooler evening there and enjoyed a game of skittles followed by a quiz. On Sunday some of us stopped off at Stockbridge for lunch on the way home after a good run across the forest. Thank you to everyone for making it such a good weekend.

Henwick Field Fun Day had dry weather, but bit of a chilly wind at times. There was a good range of cars of all shapes and sizes and we had four of our members there. Malcolm and Josie in GT6 (and VW Camper), Ian in TR6, Lloyd in Spitfire 1500 and Dave and I in Smiley Spit. The general public showed a great deal of interest in our cars, especially the Spitfires. The TR6 attracted several children's attention so Ian kindly let them sit in it!! Maybe owners of the future. Unfortunately for health and safety reasons the parade of cars round the field couldn't go ahead which was a shame.

Newbury Show is on 10th August and there will be a club stand. Hopefully everyone has put TSSC on their entry form so that there is space for all. We will be there about 8.45 a.m. to start organising the stand. You should be on site by 9.30.

It looks like Shalbourne classic car show will be on 5th October this year, a bit later than in the past. At the time of writing we are awaiting more details.

Meetings
13th and 27th August at the Berkshire Arms
starting about 7.30p.m.

Events
10th August Newbury Classic Car Show
at Newbury College

Keep 'em flying

Mary and Dave R.

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June has been a good month for enjoying your Triumphs in Norfolk as we have been enjoying a lot of dry sunny weather so I hope you have been showing your cars off at the local events or simply appreciating the pleasures of driving our lovely cars.

I have just returned from Classic Le Mans where I stayed on the superb TSSC Tetre Rouge campsite. A huge thanks to the TSSC officials and army of helpers who worked tirelessly to ensure that everybody enjoyed their stay and also managed the hospitality tent where ice cold beer and wine were on offer at very reasonable prices. A great few days was enjoyed by myself and it was great to see fellow Norfolk TSSC members Nick Studd and Colin Cole also enjoying the event.

What a fantastic way to spend a few days with friends. A huge array of Classics to see and the racing was pretty good as well. It was great to see the Spitfires and TR's on the same track as other such exotica as Ford GT 40's, Shelby Cobras, Ferrari 275's, Triumph TRS and Jaguar E types. Getting caught up in the delays at the Channel Tunnel on the way back failed to ruin a superb drive home. Another thousand plus enjoyable miles on the clock of the TR7 mostly driven with the roof down.

There are still a few members who are not receiving the Newsletters as I do not have your email addresses, if you wish to receive a Newsletter contact me using the above email address.

Don't forget the **Mile Of Triumphs on the 26th, 27th & 28th September**. Contact me direct for details or checkout the Mile of

Triumphs Facebook page for details. **The Mile is back.**

For anybody wishing to take on a Spitfire restoration project. Contact me direct as a substantially completed project is available.

Don't forget the next Area meet on **Monday 11th August at The Bird In Hand Wrenningham**. 20:00 Start. Arrive early to sample the lovely food on offer.

Looking ahead why not join us at some of the following local events:

3rd August Heritage Wings & Wheels Tibenham Airfield.

3rd August 2014 The Helmingham Festival of Classic & Sports Cars.

17th August Stoneham Barns Classic Car Show and Autojumble.

17th August Hunstanton Classic Car Rally.

23rd August Anglia Classic Car Auctions, Kings Lynn.

24th August Little Grandson Family day Out Air and

Vintage Vehicle (WW11 Lancaster Bombers).

27th August Gillingham (nr Beccles) Classic Car Rally.

Mike

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Hi folks. Very very quiet meeting in July, 4 of us met up in the car park then sat chatting in the pub with a brief dash outside to put roofs up when it started lashing down!

We met Ray Taylor who had last attended a meet when they were held at The Pot and Glass which is going back some time. Anyway Ray bought a Spit Mk3 way back in 1980 which was laid up in '83. There it sat till spied by his Grandson who asked if it could take him to his school Prom. This was Nov 2013 and Ray then commenced on a full strip and rebuild which has been completed and the car did take the grandson to his prom, great effort and a nice looking car. The reason it was quiet was down to the Corbridge show which had a few local cars there for the full day, the majority of our regulars were off in France at Classic Le Mans. Pretty sure everyone made it there and back OK.

Gavin did his best not to get there, following on from the broken valve, he suffered a broken bell housing due to an oil seal mismatch, fortunately all sorted in time for him to get some prep miles and a MOT before going, the one other downer was getting an advisory for an engine oil leak!

Not much news on any other stuff, few people planning on a trip to Sywell again this year.

Little Bill has traded his 7 lookalike in for a '98 Porsche Boxster. Ok that's all for now.

Cheers

Mark

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Well, the July meeting was quite lightly attended, 17 only. I would like to remind our loyal members that the raffle is the only source of income and could you please remember to bring a small wrapped prize (£1 maximum) for said raffle. Anyway, to ramble on it was Kimbolton again (13th July), a good day out with a massive selection of cars and Goldwings attending, Dream Car rides did very well this year.

We started off from Irthlingborough with 12 cars, magnificent, and were soon joined by other marques of cars until about 30 of us arrived at Kimbolton School. The entry was better planned this year with moderns being marshalled into a field and antiques in the normal entrance. Grass was a tad wet but we had a huge pitch. Unfortunately the Stag contingent were situated right over the other side away from the rest of us (bit like an isolation plot). Now, the least said about my two marques the better, not all the fittings were there! A very social day was had, strolling around the stalls, burgers, hot dogs etc etc. The Irish dancing and American Lindy Hop (?) was much appreciated as was the Violinist playing

NORTHERN IRELAND



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classical pieces (well, I liked it!). Most had brought sarnis and snacks so dinner was a noisy sociable affair, as usual! A Spitfire from Duxford did a nice fly-past later in the afternoon to much applause. Wouldn't it be great if one could be loaded with blanks and it could fly down the ranks of enemy cars (?) and destroy them ... steady on JF, too much cider methinks!

Apparently new rules prevented attendees from purchasing samples of beer from one of the stalls and drinking them in the grounds ... so what was the beer tent doing there (Tenants and London Pride)? Also Health and Safety prevented the Goldwing Club from giving rides in the grounds but they had a whip round and donated £40 to the Sporting Bear Fund! Good on them I say. Proves bikers have a heart. We packed up around 4.30 and Pat wanted a cup of tea so Adam and Karen invited us down to their boat for char and cakes followed by a cruise up/down the river, thank Adam it was brilliant. Anyway, enough of this drivvie, hope Donington TriumFest UK. goes OK.

Don't forget your raffle prize next month!

John.

NORTHERN IRELAND

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There is a lot to report on this month but for once the most important thing to announce is not a Triumph (car anyway) but that Caroline and Gary Morrison now have a son - Nathan James Morrison. I have been assured that both mother and child are doing well. Gary, no doubt, is trying to work out how to fit a child seat to the Spitfire. For the rest of us June was consisted of less significant events including two static shows, a club run and three hill climbs plus the usual monthly meeting (we like to keep busy).

The first of the static shows was Trains, Planes & Automobiles organised by the National Trust at Mountstewart on Sunday 15th June. The weather was excellent and we had a very good turnout although overall the numbers of classic cars were down on previous years. There's always plenty to see and do at Mountstewart but most us were happy to enjoy the good weather and chat to the public about our cars. One person did ask me if I would accept his wife in exchange for a GT6 but I felt it better to politely refuse, not least because the car in question belonged to another club member. The next Saturday was the old vehicle show at Kilbroney, Rostrevor. Again the weather was excellent. I had forgotten to book a club stand but Douglas got there bright and early and claimed a suitable spot for the TSSC. No doubt helped by the excellent weather there was a record number of classic cars at the show. As usual there were plenty of auto jumble stands (although the quality and quantity of actual old car parts continues to decline) plus the usual fun fair.



Picture 1: Mounstewart

June also saw three hill climbs: Cultra, Holywood plus two championship rounds at Cairncastle, Larne. The Cultra event is held in the grounds of the Ulster Folk & Transport Museum and, at 700 yards is one of the shortest hill climbs in Northern Ireland as well as the only one not held on public roads. The full 2014 Triumph Team of Christel, Michael and Paul were entered. Despite some messed up communications at the beginning which led to Christel being directed to the wrong area in the paddock everything was eventually sorted out and all three Triumphs and their drivers did well. Michael set a new club record for this hill (and his own previous best) with a time of 42.33 seconds. This was Christels first time

at Cultra and her best time of 46.44 seconds makes her the second fastest club member ever to compete there beating both John Hewits time (46.77 seconds in 2012) and Pauls best time of 47.34 seconds (2014). For his part Paul was content to set a personal best time and complete the event and get home again without any mechanical problems (unlike in 2013 when the engine seized). Again the weather was excellent and the event attracted large crowds.



Picture 2: Christel at Cultra

A week later there were two rounds of the Northern Ireland Hill Climb championship at Cairncastle. Larne Motor Club organised this event over two days and both Michael and Paul were entered for both days (Larne insist all cars are fitted with roll over bars which meant Christel could not enter). Paul has competed at Cairncastle previously with very mixed results (one crash, one retirement with a broken rocker shaft and two podium finishes). The contrast with Cultra could not be greater - 700 yards of smooth roads with generous run off areas at most areas at Cultra compared to 1.65 miles up a mountain side on closed public roads complete with stone walls, gateposts and the occasional rock outcrop at Cairncastle! Michael set another new club record at Cairncastle with a best time of 109.52 seconds absolutely destroying Paul who could only manage a best time of 122.72 seconds.



Picture 3: Paul & Michael at Cairncastle.

The next hill climbs will be Eagles Rock on the 19th July, **Craigantlet on the 2nd August and, last of the season, Garron Point on 23 August.**

The was a full meeting of the Association of Northern Ireland Car Clubs on Monday 23rd of June in the Seageo Hotel Portadown which Paul attended on behalf of the club. At the beginning of the meeting there was a moments silence in memory of the spectators who died at the recent Roger Albert Clark rally in Scotland. The new Chief Executive of the UK Motor Sport Association, Rob Jones, attended the meeting spoke with great passion about the future of motor sport in the UK as well as answering a wide range of questions.

The July monthly meeting was very well attended. Brian Gill and Brian Sprule both sent their apologies. Alan Hayes brought along a box of spares, tools and other bits and pieces left over when Stephan (who has now returned to Germany) sold his Spitfire. A new home was found for everything. Paul brought along a Gunston camber and castor gauge and this can be borrowed by other members once Paul has checked and adjusted his and Jacqui's car. Frank has asked to borrow it first! Paul also explained that the club has been offered the chance of a stand at the Northern Ireland Festival of Speed on the 30th and 31st August. It was agreed that we should take up the offer.

The meeting also included a short quiz and members were divided into three teams : The Cheated (clearly not bitter at losing last



NORFOLK . . . NOTTS EAST PETERBOROUGH

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time), Hoof Hearted and the Has Beens. It has to be said that no team managed to get even half of the 20 questions right but the winners were the Hoof Hearted. First prize was a packet of Haribo sweets for each team member while second and third prizes were also packets of Haribo sweets (it is all for fun after all).

The Sperrins Run organised by Douglas also had a very good turnout (8 club cars plus a guest in a MR2). The starting point was the Elk inn at Toomebridge and the route took us through the north Sperrins along main roads, minor roads and some which barely qualified as roads through some stunning countryside until we reached the finish at the Mid Ulster garden centre in Maghera. Douglas is obviously a man of considerable influence as the weather was great throughout the run but there was torrential downpours within a hour of it finishing!



Pic 4: cars at the start of the Sperrins Run.

We are looking forward to welcoming our fellow club members from **Manchester to Northern Ireland in August**. All members are invited to the **Ards Peninsula Run on Monday 11th** which is being organised for our friends from Manchester and the BBQ that evening hosted by Alan French. Best regards

Jaqui and Paul

NOTTS EAST

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What's been happening then? With summer here both Nigel and myself have been busy with events The Derwent Valley Peak Run another excellent time was had with a strong turnout and and good mix of cars, games, booze, costumes and silly games. Well done DV for another great Peak Run.



Manic Miner Peak Run style.



Triumphs at Monsal Head

Next for myself and Julie was a quiet affair for Julies Birthday we had organised a camping weekend at Bakewell with Carl &

Lisa & the Triumphs of course. Julie had a massive surprise Saturday Teatime when Some DV members turned up brandishing food and barbecues and we had a large cook off and a massive BBQ tea a few drinks and games. Thanks everyone involved for making it a great surprise for Julie



Julie's Birthday Surprise.

Whilst this was happening Nigel & Di had travelled to LeMans and in his words "Lemans 2014 excellent weekend travelling 1042 miles, sun was shining most of the time. Great exhibits a few drunken nights (no) and a broken down GT6, overall cracking time was had by many, the TSSC team did a fantastic job with sales of regalia and beer. Food was provided by Marianne great meals and a good price. We had a play on the track Sunday tea time which was a brilliant experience even though a few choice words came from Di when we hit 100mph on the straight - lol.

Looking forward to 2016 hoping more can join us on this great European weekend. Regards

Adrian & Nigel

PETERBOROUGH

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Once again a good turn-out with 19 people in attendance at the July Club night, despite the number of apologies, and some very nice cars to boot in the car park. There has been some vehicle trading going on in the last month with Peter Kelleher in his new MX5, Brian Watson in his new Avenger Estate. It was good to see Steve Meek after a long absence in his new BMW.

There were apologies for the Club Night from Paul Lumdsdon no less, who had whisked wife Angela off for a few romantic days in deepest Norfolk - it was their first holiday together for some time due to Paul's business commitments. There's news from Paul's Vitesse too - it has made it out of the garage to the MOT centre but sadly has to have a trip back again shortly. But at least it's a moving project - Hand note here - kettle mustn't call the pot black!

There was superb weather for the diminished few who attended the Baston Car and Bike Show. Once again this was a well attended event with many superb cars on display and a good array of food and ales for all. Not many on the Club reserved stand due to the presence of several of our members at the Classic Le Mans. There should be a couple of reports attached.

Colin sent his apologies as he is getting the Spitfire ready for his daughter's wedding later this week. He has it in bits (at the time of writing this) with new carpets, etc. going in. Here's Colin's report :-

50 years ago Triumph Spitfires did well at Le Mans and some Peterborough Area members went to the Le Mans Classic 2014 to see Spitfires race again. Jigsaw Racing had their cars on display outside the hotel see pic where they were staying famous with many racing drivers over the years. Colin is pictured in front of the cars as they are prepared. Our Peterborough members camped at the TSSC site next to the Le Mans Track. Doug arrived late in his Lotus 6 with Triumph engine and no hood or roof, having had to wait for his son to finish work. They arrived safely but without one jacket and two pass-ports, lost on the way! Steve had left a couple of Triumphs at home to travel in his Smart sports car. Steve was travelling back via Switzerland, over the Alps, over the Susten Pass, Italy, France again, over the Pyrenees, through Spain, down to Portugal and back to Peterborough in time for the August meeting. It makes Le Mans sound quite close doesn't it? Doug Kendall arrived late with some interesting tale. His report follows :-

Ce n'est pas au sujet de 'Le Mans' - an ancillary tale!

SCOTLAND CENTRAL WEST



TSSC AREA NEWS

SCOTLAND CENTRAL WEST

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Well, you know how it is? You go the wrong way on the motorway in France (nowhere to turn for 70 Km) later your jacket and passport(s) decide to take a holiday of their own. The bonnet flies off, your mobiles go flat and it takes you nearly four hours to find where you're going to camp for the night – after you've arrived in the area!

You can't let all that interfere with your enjoyment though, can you? Even if the only thoughts before you eventually go to sleep involve the prospect of a few hundred miles round trip to the British Embassy in Paris in the morning, with predicted storms, massive traffic jams and £95 each for replacement travel documents.

Good then, to meet up with TSSC colleagues who have saved a pitch for you, when you eventually arrivons! Thanks to Angie as well, for helpful suggestions at the club tent - including the phone charge facility!

A little celebration? Yes, faith in human nature pays off. A visit to the Gendarmerie in the town of Le Mans the next day (two hours through the traffic) resulted in a phone call later to say that jacket and passports had been handed in and were available for collection!



Son James - Steve, Colin and Peter (left to right)



Pic The all-embracing nature of the TSSC club, emphasised here by the vehicles of the 'Peterborough' contingent - MG, Smart car, Spitfire and 'Special'. A pop-up VW too (nothing to do with us)!

Pic Not the only one to lose my bonnet that day!



Doug Kendall,
TSSC, Peterborough Branch

Don't forget our **Birthdays Party on the 8th of September**. Paul and myself would like to make this 30th birthday something special with an array of unique cars – so if you can make it and you haven't

been to see us recently we would love to see you and your car – in fact the more the merrier.

Should you require a full list of events and there's a whole host of events crammed in before the end of September, 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 11th of August 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 banter and experiences.

Don't forget the photo opportunity for Pauls 2015 calendar – book your calendar now! Regards

Doug

IMPORTANT NOTE

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

The July meeting had to move venue again due to the Lochinch car park being full. We had to move to the nearby Cartha Rugby Club, and had cars from all decades in all shapes: Herald Estate, Herald Saloon, TR7, Rover 2000, Mercedes and moderns. Seemingly all should be back to normal next month as the clubs are being used for the camping areas for the XX Commonwealth Games Glasgow 2014, but I have said this before. The numbers were slightly down as some members were on foreign soil heading for Le Mans. It was raining so we were inside immediately until later. The caravan pictures being shown suggest that there may be more purchases on the cards.

We planned for Erskine and Donington, so we should be coordinated, plus the advanced construction party will be dispatched to claim some land. I will be a passenger this time, details on my purchases to follow. I was asked to bring my timing light to check John's Rover 2000. Now I don't have a good record for timing cars as last time the ignition parts disintegrated. So after the meeting it was tune up time. Now my timing light runs off the battery directly as well as no.1 cylinder. Where is the battery in a Rover?? In the boot of course. After a quick connection to the positive coil feed and earth, the dizzy was loosened and retimed as per the marks. I didn't manage to catch the light on the fan blades either.

Report on Hamilton. We had a glorious day in the sunshine for once at this show. The 9 cars plus microvan assembled at the rendezvous point and the travelled into the pedestrian precinct for the day. Classics were spread all along the streets outside the shops, with our Area being given a pitch to ourselves. With the cars set out plus new Rover and micro caravan (both courtesy of John and Linda) and a Daimler (Alex) we set about the new event shelter. Now we have a history with these things, not all good. Despite a lack of wording on the instructions, we managed eventually, despite changing two identical sides over. A quick use of Pythagoras's theory and we had a square structure. Kettle on, all settled. I did notice the different shapes of cars and the Rover, microvan and Daimler drew interest and we did allow people in the cars etc. (supervised). The organisers were extremely pleased with our turn out and organisation and just being a friendly Club. We topped this when a local eatery left menus for lunch. We ordered by phone and had lunch delivered to the Club Area, such style. All those that attended got a small gift and a lunch voucher, so everyone was happy. We then used the microvan to store the new event shelter (fits well) as its next outing is Donington. Once packed up we all headed to Karen and Dave's house for their fine hospitality and BBQ (but also a look in Dave's garage). A fantastic end to a great day (the sunshine really did make a difference). Thanks to Karen and Dave and friends; and all who came to Hamilton and to Martin for loaning me his Herald Estate. Driving about in it was really cool and it is such a rare car.

I will tackle my fleet soon in some order. I have made a start having to go into the garage to get the timing light, underneath the stuff lurks a Spitfire preserved and waiting patiently to be rebuilt. It will be touch and go if any of my Triumphs get a tax disc again (before October). Reports and stories on Le Mans, Donington, and Erskine next month.

July is a hectic month; we have less in the next few months. We will be deciding on events at the next meetings and are looking for a venue for an end of season camping weekend.

Some Dates for 2014.

Kirkintilloch Canal Festival - Sunday 24th August.
Family Day, Town Centre Club Stand.

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

More to Follow.

NEXT MEETING will be on Wednesday 6th August 2014.

If we are not at Lochinch we will be at the Cartha Rugby Club still within Pollok Park. Come with thoughts and ideas, broken bits and spares. Remember we are able to help with anything, even if you haven't got a club car yet.

If you are travelling or holidaying have a great time. Take lots of



SCOTLAND CENTRAL WEST SOMERSET . . . SOUTHERN

TSSC AREA NEWS

Scot Cent West Continues

pics of all Triumphs and any interesting items or ideas we could use back here.

Enjoy your Triumphs

Gregor G.

SOMERSET

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Hi all. As I write this Steve is readying his trusty (not rusty) steed for the trip to the Le Mans Classic! He spoke with trepidation (2nd July) as he had literally just enough time to do rudimentary checks on the GT6.

I guess we will soon hear if all went well for him and Colin (Vitesse) also going, as they should be at the July 8th meeting. A new Somerset member, John Stafford Craig, joined in May and hopefully we will get to meet him and his car at the 'Fox and Goose' soon.

I hope the shows we attended in July (Powderham and Paignton) went off without a hitch and a good time was had by all!!

A reminder of some shows we hope to get to this month (**August!**) On the **9th/10th there is the Bridgwater Classic at Morgian Rugby Club (TA7 8WQ).**

24th/25th a new one on me, '**Living History' at the Oak-Tree Arena (Somerset Rebels Speedway HQ) on the A38 near Edithmead Somerset!**

31st (note date change) is the '**Thornfalcon' gathering, Nr Taunton**, just turn up, then go when it suits you!

For **September** there is one on the cards (entries permitting) on **21st**, at **Tredegar House** over the bridge in somewhere called Cwmyr (pronounced Wales they tell me)! More on that at the August meet.

Now just a reminder we meet at **The Fox and Goose (A38 Brent Knoll) on the second Tuesday each month.** We use the rear car park by the way!!

Hope to see lots of members and cars there!!!!
Cheers for now,

Derek.

SOUTHERN

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Hi All, another busy month so I'll pop Mike's epistle in first.

Hi folks. I can't believe another month has flown by. I would like to say the five cars and their occupants thoroughly enjoyed the trip to Wales but more of that in a later issue (I hear the groans). We have been quite occupied on the show scene.

Saturday 14th saw the terrible threesome and the co-drivers journey to Woodford Park to show the cars at the Woodley Carnival with the Hants and Berks Motor Club. Sun and showers, one heavy shower caught us all out and we ended up in various states of wetness.

Sunday saw us at the Deers Hut. Slightly overcast but the rain luckily held off. Met up with David L in his TR5 (since sold), Gil, John in his Stag and Dominic and Anna in their Vitesse. I met up with quite a few people I hadn't seen for some time. A very good display of cars, good food and of course good beer.

The next weekend, Saturday 21st, saw Mike and Karen, Dave and Val, myself and Barb at a new event for us, the Dene Rally, which is a steam event with a classic car contingent with about 30 cars. Seven full steamers and various miniatures, tractors and motorcycles. It turned out to be a very hot day and yes, you've guessed it, I had to patronize the beer tent.

The Sunday saw David and I at Brooklands for the Standard Triumph Day. Just too many stags – so common, otherwise a good showing of most marks. We visited the new bus museum, very well done, had a visit behind the scenes into the restoration workshop. We also toured the aircraft display outside. A very enjoyable day out. PS I think Barb and Val were with us!

I hope this reaches you in time as I am entrusting this manuscript with my young carrier as Percy is away on holiday. All the best,

Mike

There has been an amendment to the Rogate show

Gil Fletcher has asked me to add this to the events 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 12.30pm but cars on show are required to arrive on or before 12 noon 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

Our regular meeting was well attended with about a dozen club cars in the car park that included a visit from Mickey and Julie in their Vitesse from Thames area. We were lucky this month to be able to sit outside on a lovely summer evening.

The main event for me this month was of course the jolly down to the west country for the Cornwall areas camping weekend.

Jak and I met Mark and Vanessa with the kids (in their 2.5S saloon with caravan) at Morrison's at Horndean at 9.30am and took a steady pace down to Eype near Bridport where we stopped for brunch. The rest of the journey was reasonably uneventful apart from the big saloon getting very warm in traffic just the other side of Plymouth.

We arrived at our first campsite East Crinnis Farm late afternoon and found it to be very nice, with well spaced pitches which were level and the toilets and shower blocks spotlessly clean.

The downside of the day was to find that Mevagissey was closed after 8.30pm in the evening for food but we did manage to find one little bistro still open for



some nice fish and chips. We had a few nice run outs to St.Mawes village and castle and a visit to Portewen beach. On the Monday Mark and I were force to visit the St.Austell brewery for a tour to see how their beers were brewed and learn a little of the history of the company

then sample some of the ales.

It would have been rude not to visit the first pub that Arthur Hicks (founder of the brewery) bought. Then, for quality control purposes we then visit a couple more pubs to check on the consistency of the ales before Vanessa kindly picked us up to take us back to the campsite.

We moved down to Polmanter touring park just outside St.Ives on Wednesday, but the weather had closed in and was a bit windy putting the tent and caravan up. Thursday Mark and Vanessa took the kids to Flambards whilst Jak and I travelled into Falmouth for lunch and then onto Porthleven. Friday we all went back down to Falmouth for a Trago Mills visit then back up country to Trevellas as there was a camping shop Vanessa wanted to see. As we were in the area I thought it a good idea to drop into Trevanauce Cove at St.Agnes and pop into the Driftwood Spars pub as they brew their own beers there and the kids could play on the beach.

By the time we arrived back at the campsite the Cornwall crowd had arrived and set up so it was time for eats and a few beers in the clubhouse and renew old friendships. Mike, Barbara ,Robin and Ann had settled into their B+B and had joined us by then.

Saturday, with breakfast out of the way Sally-Ann and Antony led



TSSC AREA NEWS

our small convoy around the Cornish countryside pausing at a local point of interest before heading off to St. Just for lunch. After lunch we stopped off at an Iron Age village. Then back to the campsite for the communal BBQ and a quiz in the clubhouse.

Sunday, we set off for lunch in the Cornishman's Arms via a convoy through St.Ives narrow streets which caused a bit of a stir with the locals and the emmets.

After lunch and back at the campsite our Cornish friends broke camp and sadly we had to say our goodbyes.

Monday it was our turn to pack up; our journey back was steady until around Dorchester when we lost Mark and Vanessa. We parked up and waited and found out that they had a small problem; their folding caravan had broken its catches and was trying to erect itself whilst they were going along. Mark eventually found some gaffa tape and bungy cords to hold it down til they reached the Bovington roundabout where I tracked down some ratchet straps to hold the roof down.

Another year, another camping weekend over, we thoroughly enjoyed ourselves. Many thanks to our Cornish friends for making us feel so welcome. We'll see you again, we're looking forward to it.

Up and coming events

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
- 6th Capel Classic Car and Bike Show, Nr Dorking, Surrey, RH5 5 LB noon till 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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Well here we are August already, I always think when we have had the August bank holiday summer soon turns into autumn, and the days rapidly get shorter curtailing those summer evening trips into the countryside with the top down, so best make use what's left while we can.

It also makes working on our cars more difficult as we become confined to carrying jobs inside the garage, which in my case means very little room to work, so hopefully I will have completed the rebuilding of my bonnet and found somewhere to store it while work on the doors is started. Removing the multi layers of paint has taken much longer than expected, around nine or ten coats and much filler on the top panel of the bonnet.

I'm thinking of calling the car Mr blue as I was covered in various shades of blue by the time I was down to bare metal, as it had been resprayed what I would call LDV van blue on top of the original Valencia blue.

I was also disappointed to discover that one of the wings used in the rebuild has a straight edge at the rear instead of a gentle curve. This will prove difficult to match it with the profile of the door, so I'm sure this will lead to much more work when its refitted to the car.

I finally got the correct seals for the rear brake callipers for Jess, these have been fitted and a short test drive proved the brakes stop the car, but a close watch will need to be kept on the fluid levels to make sure she's not still loosing any.

Last months meeting bought two new Triumphs to the car park of the George & Dragon a MK2 Vitesse convertible owned by Keith Thomas who bought the car new back in 1971, Keith's car is original and not had any major restoration work done to it. I hope we also persuaded Keith to keep his car and carry on enjoying it as long as he can, as he was thinking of selling the car as he is now over 80.

The second Triumph is a 1360 rescued from near death by Ian, it was trailered to his garage to be returned to the road as a rolling restoration, within weeks Ian had it MOT'd and on the road.

The 1360 made it to the meeting all be it with a cough and a splutter, Ian is hoping to get it running more smoothly and some more work done in time for TriumFest, which I'm sure we are all looking forward to a great weekend at Donington.

The TR group had perfect weather and setting at the canal-side of the Wharf Inn for their 20th anniversary evening gathering.

Wow! I was just expecting just lots of TR's but had over 350 cars in a huge variety makes and types, so many that the public car park held nearby as many classics because the main field was packed with no more space for all the cars that turned up.

Just go's to show what a bit of decent sunshine can do for an event.

So its a pity the run out with Cheshire area didn't get the same sunshine, as it was looking to be low in numbers as we waited in the car park with dark black clouds threatening rain, in the end only five cars started from the normal meeting place. Within minutes of leaving the car park the clouds parted and the sun broke out, streaking through the tree lined route and lifting our sprites.

It was certainly a back route way to the Dog Inn along some narrow single track roads, at one point nearly getting my car wiped out by a large four by four travelling at a stupid speed on such a narrow road, swerving to miss the lead car driven by Adrian, hitting the embankment and bouncing towards me, all without it slowing down.

There were a range of Triumphs some German some Japanese along with a Bond, and arriving to join us at the Dog a MGF, they came to stop the Spitfire and Herald from feeling lonely, I'm sure the threat of rain would have put many off, but they should have more faith as the Triumph elf's had been threatened to have their powers reduced if they allowed it to rain on a Triumph run.

With the day starting with wonderful sunshine meant that Cars in the Park at Lichfield had a big turn out of cars from many clubs and single entries, unfortunately non from our members, so they missed a great display of cars.

Many of the local car dealers also had stands showing off some of the latest new cars, from Range Rovers Jaguars to the Mini, so plenty to tempt you parting with your hard earned.

I spotted a nice Stag for sale but with no more parking space and the wife now starting to like the MX5 I wouldn't dare sell it for a Stag "just yet!"

Some of the events in August: Shugborough Hall Sun 10th Eccleshall Show Sat 30th

Visit Website for latest news. BFN

Dave

THAMES

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Hi all. June brought with it some wonderful weather, which we hoped you enjoyed getting out in our Triumphs, although I seemed to spend more time working on mine. But now with a fresh MoT, some new tyres and finally a tax disc (free of charge thankfully) we will get some travelling done.

SOCIAL EVENINGS AT THE FOX & CASTLE - 5TH JUNE. I make my way to the Fox & Castle in the Vitesse, Julie is going straight from work, once there we are welcomed by George B, Graeme C, Tony H & Mike H. Out in the car park are the Triumphs of Graeme 's TR6, George's Vitesse, Tony's Stag, My Vitesse. Ongoing work on our Triumphs has been: - Graeme has fitted new locks to his TR6. George's Vitesse has a new battery and replaced a broken wheel spoke on one of his wire wheels. Mikes



TSSC AREA NEWS

Thames Continues

Golf has a fresh MoT and service. Tony's Stag is off to have a water leak sorted, a new crank pulley, engine mounts and the gear box oil changed. My Vitesse is in need of a MoT, a service and two new tyres. A great night with good company.

19TH JUNE. Another sunny evening and we are in the Vitesse heading to the Fox & Castle. We sit outside the pub in the sunshine and are joined by Graeme C, George B and Mike H. Inside the pub England are playing footy on the big screen TV. The sounds we hear outside are not good as the other side scores a goal. Anyway Triumphs in the car park were:- George's Vitesse, Graeme's TR6, Our Vitesse & Mike's Golf GTI. A lovely evening in the sunshine shame about the footy results.

SHOWS & EVENTS - 8TH JUNE. WOKING HOSPICE SHOW. I was working on the Vitesse this week end. But George B, Martin & Cynthia, Mike & Julie, David & Sue went to Mercedes World and entered the Woking Hospice show. This year the classic cars were parked up on the grass next to the rest of the event and muchly improved over last year's show.

22ND JUNE. PEAK RUN - With our folding caravan hitched to the Vitesse, Julie and I make our way on to the M25 and crawl along to the M1 were we make good progress until we get into the road works. But we have plenty of time and the sunshine is out. The only problem we had was a rear end twitch on some parts of the motorway. We find the campsites and are welcomed by Colin & Roger who shows us where to set up. With our weekend home set up we go and find the shops to top up on supplies. We also get a chip supper which we polish off back at the caravan washed down with a cold beer. That evening we joined to rest of the campers in the bar for a chat, we took part in some quizzes and had a fun relaxing evening.

Saturday morning we took part in the "prospecting" a walking treasure hunt across the fields through some woods, stopping at a pub named the Shoulder of Mutton for lunch & a swift pint. On the way back we found some more clues that were not there on the way out. We had a rest once back at the camp site. Later I took the Vitesse to a tyre centre and got the new tyres moved from the rear and put on to the front in the hope it would cure the rear end twitch, thankfully it did and the Vitesse was back to its normal handling. Back to the entertainment at the campsite I watched some of the auto test and grass karting. Other activities going on through the day were Archery, Clay Pigeon Shooting, French Boules, Wheel Changing and beer pong? (Missed that one). The evening's entertainment was wonderful with a wild west theme, lots of cowboys & cowgirls some red Indians and builders. Lots of games and prizes and awards for the day time challenges.

The walls were covered in wanted posters & western film posters using regular member's faces. We had a fantastic night. Sunday and we head off to the start of the Peak Run in Belper. After a coffee and bacon roll we meet at the car park entrance for a drivers briefing, before heading off onto the roads. The Directions were very clear and kept us on the right roads. We stopped at the Bull 'I' Th' Thorn for lunch and looked around the Triumphs afterwards to pick our peoples choice. The second half of the run went well, but we needed to detour to refuel the Vitesse. Back on track we ended up at Carsington Water handed in our voting slip. Explored the water front enjoying an ice cream V looked around the visitor centre. At 3:30 we all returned for the raffle draw and show awards, little while later returning to the campsite. We decided to pack up and head for home as there was still plenty of time to get home in daylight. We had no problems until just before the Hemel Hempstead junction of the M25 when we lost power, the Vitesse coughed and farted to a stop on the hard shoulder at 20:30. After a quick search under the bonnet changing the dizzy cap and checking for sparks I noticed the rotor arm was burnt on the underside. This was the only spare part I was not carrying for some reason(bloody typical) Trying to phone the insurance breakdown rescue service on the motorway was nearly impossible with the noise of the traffic thundering pass, but we got the info through eventually. So we waited and within 90 minutes a small mechanics van pulled up with all lights flashing. An hour later he came to the same conclusion and they don't carry them! After phoning his office, his parting words were "we

get a recovery lorry here within the hour". So out came the folding chairs, food and drink, and we had a picnic on the side of the M25 playing I-spy.

After midnight we still had not turned into pumpkins but our mobile phones had died, so we use the highway rescue phone and they kindly got in touch with the recovery firm, who turned up at 02:30. With the Vitesse loaded on to the lorry and caravan hitched we headed home. Once there I found the spare rotor arm & fitted it to the Vitesse which started first time & drove in to the garage. We slept very well that morning. A part from that we had a wonderful weekend and wish to thank all involved in the Peak Run.

Our next meetings at the FOX & CASTLE are from 8 pm in August on the 14th & 28th, in September on the 11th & 25th. Please come and join us for a warm welcome or call me on 07773623807.

Upcoming events are 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

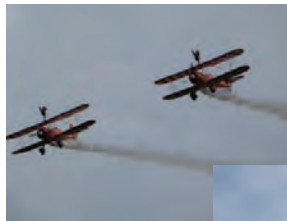
Mickey & Julie

NORTH WALES Tel. 01691 600215 www.wrexhamgandtriumph.co.uk email: helenahill@btinternet.com

Hi, everybody. Tuesday 3rd June was our monthly meeting, and our room at The Plough was full of classic car enthusiasts. The evening was very busy sorting shows and events over the next two months. Pat was back on raffle duty, and maps were prepared for our Spanish trip. Another successful night, with a really good turn out.

On Saturday 7th June many of our group attended Kingsley Garden Event, visiting private gardens that were on show, and took lunch or afternoon tea in the Village Hall. The rain in the morning did not spoil the event, luckily.

Sunday 8th June was the Welshpool Air Show and Classic Vehicles and Machinery. Our group met at various points on the



A483 to travel to the show, but had to queue to get into the ground. We had a space reserved, but our 18 cars filled it, so the gazebos were erected in a space a little way from the cars, which meant that our group was



a bit split up, but this was no problem. An excellent assortment of vehicles and machinery meant there was plenty to view. At noon the Red Arrows started the air show, and what a display they put on:- the air show went on right through the afternoon with a great number of different aircraft, including bi-planes with their wing-walkers, the last flying Vulcan bomber, and finishing at 5.00 p.m. with the Typhoon giving a stunning show. We can honestly say that it was the best air show that we have seen in a long time. The only problem was getting out of the grounds, as there were queues because everyone was trying to leave at the same time, and it

SOUTH WALES



TSSC AREA NEWS

- 26th August:- OFFAL.**
30th August:- Julias BBQ (in aid of Macmillan Nurses).
31st August:- Cholmondeley Classic Car Show.
September
2nd September:- Monthly meeting at the Plough Inn, Gresford.
7th OR 14th September:- Church Preen.
17th September:- Meeting at the Plough Inn, St. Asaph.
21st September:- St. Asaph Car and Motorbike Show.
30th September:- OFFAL.

Regards,

Helena and Roger.

took ages. This air show has definitely grown in popularity, and rightly so.

Sunday 15th June was the Annual Vintage Vehicle, Steam Rally and Craft Fair at Oswestry Showground, which 12 of our cars



attended, and again we Triumphs outnumbered MGs! It was a really good show, well organised:- all afternoon there were different displays in the main ring. Our cars were lined up against the ring, so we had a very good view of things going on, and there was a large variety of cars behind our group. Over the rest of the showground there were lorries, tractors, motorbikes and small machinery, also a good auto-jumble and market stalls, and in one of the halls there were a lot of crafts. A great day out.

Graham and Barbara have returned from Jersey, so welcome back to both of you. They reported a great classics week with their Herald running perfectly:- the new gauge that was fitted to check temperature worked a treat.

The Spanish trip was great, with top-down driving weather. Only two Triumphs in the group went, these being Julia's Spitfire and our Stag, which proved perfect for mountain driving with the auto-gearbox, power steering and servo brakes.

Sunday 29th June was the International Rally of the Standard Motor Club, and a number of our group attended. We were down to go but could not, as lambs had to be gathered and treated against fly-strike to make sure that they are protected during the hot weather. It was reported back that the show had been very good, and everyone who went had enjoyed themselves, including Bob who is back on the road again in his GT6.



The Tuesday 24th June OFFAL was moved to Wednesday 2nd July due to so many of us being in Spain. This was organised this month by MG Colin and Doug, and we met at Daleside Garden Centre in Hawarden for coffee, 21 of us in all. We then enjoyed driving our classics through country roads with views of mountains and the coast near Prestatyn, ending up at The New Inn at Dyserth, where we all had a lovely lunch, with a good varied menu. We would like to wish Helen Jones a speedy recovery after her operation. It is lovely to know that she is doing very well:- the group thoughts are with you, Helen.

Well, that's another month flown by. Just a reminder that our monthly meetings are held at **The Plough in Gresford on the first Tuesday of the month** at 8.00 p.m., and there is also a meeting at **The Plough Inn in St. Asaph on the third Wednesday of the month** at 8.00 p.m. Everyone welcome, come along and have a good time. Take care.

Forthcoming events:-

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.

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

PEMBROKESHIRE CLASSIC CAR SHOW JUNE 1st SCOLTON MANOR

The day actually started the night before, TR4 - 6 register secretary Bern had a phone call from Graham "Tinker" Williams; "I've been tinkering again" he said, "where have you broken down this time and do you still have four wheels on your car" Bern replied. "I have broken down about a mile from my house, the engine won't start but I think I still have four wheels" said Tinker. W When they got to the stricken GT6 and opened the bonnet Bern pointed out to Tinker that a GT6 normally only had one distributor and not three (good stuff, single malt Irish Whiskey)

Tinker then took his modern car home then drove Bern back to his house in the GT6.

The next day Bern and Ant (TR4A), Young Eddie & Mo (13/60 Saloon), Monmouth Mafia John & Mike Partridge (Acclaim), Paul & Barb (TR6) and Tinker Williams (GT6) met at Cardiff Gate services and headed West along the M4 towards Pembrokeshire. Just past junction 32 after Ant had distracted Bern by claiming he should have turned off the M4 as Pembroke was a suburb of Cardiff Bern noticed that Paul G was behind him and not Tinker, there was no sign of the other cars so Bern pulled into the services at junction 33 where Paul G told him that Tinker had broken down and that Eddie and Mike & John were with him. Bern told Paul to continue to the next rendezvous and that he would go back to try to help. As Bern & Ant were returning to help; Tinker phoned Ant and said that after a bit of tinkering he had got the car going so Ant told him to drive to junction 33 services and that Bern would turn off the M4 (now heading eastwards) and then back on (to head westwards) and would meet them at the services. Our small convoy of six cars then proceeded at a much



more leisurely pace to the showground where we were marshalled into a good space. Once again it was a great show, well organised in a fantastic setting and I must thank Pembrokeshire Classic Car club for organising this event. We spent the day talking to old and new friends, looking around the show eating from the various stalls and courtesy of Paul & Barb, brewing our own coffee to go with Mo's sausage rolls and Paul & Barbs scones. It had been another great day in great company and what we lacked in numbers was more than made up for by the quality of those who attended (especially Young Eddie!).

South Wales Continues

BARRY FESTIVAL OF TRANSPORT JUNE 8th

Ant & I arrived at the first rendezvous point at Cardiff Gate services M4 in my factory special Triumph Stag Saloon and met up with Mike Partridge (Acclaim), Thumper Watson (Spit 1500) & Mike The Cake & Rhys (Spit MkIV) before moving off to the second meeting point at Junction 33 services where we were soon joined by Mikey J (GT6) & Action Man, The Hammer, Rob & Pete (Red Tardis 13/60). Our small convoy led by the GT6 then made our way to Barry Island. We set up "camp" right on the promenade in a prominent position and we were soon joined by Lindsy



& Hilary (TR6) & Steve Wright, Colin & Nicola (Vit 2L Conv). We then had a good look at all the cars on show, but on our return we noticed that Mikey J's GT6 had been visited by the Phantom Scribe who had left his/her calling card under his wiper blade! Mike Partridge then informed us that he was feeling unwell and wanted to go home, so Rob switched to "Marshall Mode" and ensured that Mike could leave the show in a safe manner, Mike sent me a txt to inform us that he had got home safely and to thank Rob.

After another hour the rain started again and a mass exodus of spectators ensued. The Marshalls then started to direct the show cars off site so after brief goodbyes we jumped into our cars and joined the long queue of cars, getting split up as the queue was "infiltrated" from all sides as we progressed.

It had been a great day out with a great bunch of people and what we had in numbers had been far surpassed by the quality of those who had attended, thanks to everyone.

UNDER MILKWOOD/GOWER CAMPING/SWANSEA FESTIVAL OF TRANSPORT

Bern (TR4A), Thumper & Neil Watson (Spit 1500) met at Cardiff Gate, Bern had a call from Mike The Cake to say he was running late and would meet them at Junction 35 so the TR & Spit made their way west along the M4. At Junction 35 MacDonald's they were joined by Action Man, MPH (Mal's per hour) and The Hammer (Red Tardis 13/60), Mike The Cake (Spit MkIV), Derek (TR6) and Ian & Louise (Spit MkIV). At the allotted time the small convoy drove along the M4 turning off along Fabien way to the MacDonald's where Mark (Frogeye) was waiting. The 7 cars then took the short (in miles, but long in time due to traffic lights) run to Bracelet Bay and parked up with the many other cars that were to take part in the run.

Rumours of severe congestion and horrendous parking issues at Laughne coupled with local sporting events causing traffic flow problems persuaded us to change our plans and to have a run along the Gower coast stopping off at a superstore to buy BBQ food for when we arrived at our campsite. It was with great relief when we arrived at our campsite and AO Bern downed 2 cans of beer before all engines were off.

Action Man, Mal's per hour & Thumper Watson must take the



most credit for erecting our events tent although the rest of us did attempt to pitch (pardon the pun) in.

We then realised that Thumper had not eaten meat for nearly four hours, so we quickly fired up the BBQ and Thumper did an amazing job cooking the burgers and sausages on such a small BBQ for us all, to be repeated for most of us again in the evening, well done that man.

Action Man, Mal's per hour and The Hammer then said their goodbyes as they were going to a show near Gloucester the next day, the rest of us were soon joined by Andrew Chris & Louise (who had very kindly transported our events tent and BBQ to the site where they have a caravan) Ian & Louise retired to their tent and the rest of us bedded down in the events tent to get up early in the morning to pack everything away to leave by 8:20am which miraculously we did!

We said goodbye to Ian and Louise (who almost single handedly packed away the events tent and cooker and BBQ, I was extremely impressed by Ian's camping skills) as they were not attending the Swansea show and the 2 Spitfires, TR4A & Frogeye made their way back to the MacDonald's on Fabien way where The Monmouth Mafia Mike & John Partridge (Acclaim), Young Eddie & Mo (13/60) & John & Christine (TR3) were already waiting for us. At the allotted time we made our way to the show where we



were allocated a prime position as befitting our club. At the end of the show we all said our goodbyes, John had to wait for Christine's shopathon to finish, Mike, John, Thumper & Neil were taking the heads of the valley road home, Mark was heading West along the M4 while the rest of us were heading east to Cardiff. The exit from the show through the traffic lights was horrendous with the lights only letting two cars through at a time! I was not happy at all!!!! My TR4A, Mike's Spitfire and Young Eddie & Mo's 13/60 made good time along the M4 to our turn off at Junction 30 and as we waved goodbye I recalled John's words just before we left the show. He said "well what we are lacking in numbers is certainly being made up for by the quality of those present" and you know what, he was spot on.

TSSC S. WALES & DOGS TRUST SHOW JUNE 22nd 2014

A big thank you to those who supported Action Man & The Hammer's invitation for our area to stage a Classic Car Show at Margam Castle, definitely the best setting that I have ever visited for any show whether a Car show or other!

Bern, Ant, Emma & Kayleigh Stag Saloon, Action Man & The Hammer Spit Mk3, Mike The Cake Spit MkIV, Tim Spit 1500, Heather & John Acclaim, Mike Acclaim, Eddie & Mo 13/60 Saloon,



Mikey J GT6, Paul & Barb G TR6, Mike The Bass & Sandra Spit Mk3, Mal, Rob & Pete 13/60, Gwyn & Babs Dolly, Pau Johnny Breakfast Price Spit 1500, Gerry Rover 150, Ian & Anne Pink Cadillac, Amber, Jane, Derek, Victoria, Matthew, Glyn & Joe who turned up later to support the event.

Bern, Ant, Emma, Kayleigh, Gerry & Mike The cake travelled to



TSSC AREA NEWS

the venue Saturday afternoon to join Action man & The Hammer who were already there for a night's camping.

We rose at about 5:30 and after a few coffees we took the cars to the show area and set up our area events tent and cooker (returning to pack our camping equipment during the day). After more coffees we busied ourselves helping other people to erect their Gazebo's etc, then we had a call from Action man to tell us the other club members had arrived on site and we were to direct them into position. When this was completed Gwyn & Tim then organised each car to be photographed in front of the Castle while Rob started cooking our breakfast.

The day passed very quickly and it was soon time to pack away the equipment and head for home and as we were doing so I overheard Mal's Per Hours comment to Johnny Breakfast, he said "well what we had in numbers was certainly matched by the quality of those who attended", very true and nicely put I thought. The only downside to the day was the fact that once again Mal's Per Hour picked up 14 speeding tickets on the return journey, but as he said "I'm not worried I was driving Action Man's car!"

Once again a big thank you to all those who Supported Action Man & The Hammer! Images will be posted as normal on our area website.

TSSC CHIP SHOP RUN TO RAGLAN JUNE 26th

Myself, Emma & Jack (Stag Saloon) met Mike P & Mike The Cake (Acclaim – Mike TC's Spit under repair), Rob & Pete , Mo & Eddie, Derek & Victoria (TR6) at Cardiff Gate and at the allotted time we travelled east along the M4 and turned off to continue along the A449 where en route we picked up Rob & Sue (Triumph Carrera) and Paul & Barb G (TR6) . We arrived shortly afterwards in the centre of Raglan where Gwyn, Tim & Babs (Dolly) and Ian & Louise (Classic Landy – Spit being prepared for Le Mans) were already waiting. Shortly afterwards we were joined by Andrew & Stephen Ward (Stag Convertible). It was great to catch up with Rob, Sue, Andrew and to meet Stephen, we had not seen them since last year as Andrew works on board ships and Rob has been very busy and unable to attend many events.

It had been a good evening and a well supported run considering the amount of events that we have attended over the last few months and I think that Pete summed it up nicely when he said "well, what we have in numbers is certainly matched by the quality of those in attendance.

Cheers

Bern

Trevor

of tea in a paper cup. As we negotiated our way around a display of MG's, the cup in his hand decided to explode, sending tea all down his front but also all down the front wing of an MGF - I don't think I have ever seen Jerry walk so fast, as he legged it from the scene! The third thing has to be the best, Jerry had the Herald's sunroof open on our way home. As we neared Poole, a bird flew overhead with the result that some well-aimed bird poo dropped out of the sky straight through the open sunroof into the car - makes you wonder if this was some sort of divine retribution for the earlier MG incident!

Looking ahead, to **Sunday 3rd August. Lymington Show.** This is held at **Woodside Park in Lymington.**

Friday 8th - Sunday 10th August. WVPC Purbeck Rally at Worgret near Wareham.

Sunday 17th August. Hampshire Classic Show at Breamore. We are intending to join forces with our friends in the TR Drivers Club to put on a club stand. Please can you let me know if you are interested as soon as possible since spaces are limited.

Sunday 31st August. Thornfalcon Classic Car meet at Henlade near Taunton. This is a well recommended day out. It is informal and you just turn up on the day, they have in previous years had an amazing range of classic cars turn up and this year is expected to be the same. So if you fancy a day out in Somerset let me know.

Monthly Meetings.

As previously announced, from June onwards we are "On Tour". Our first meeting of the summer was at The Horton Inn at Horton. We had a very good turnout, including Jasper from one of our neighbouring areas plus some new faces.

The next scheduled meetings are as follows:-

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 Copythorne.

That's about it for now, off to do some final packing and then its off to Le Mans in the morning!

Hope to see you either at the monthly meetings or out and about with your Triumph!

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

The last month has been a lot quieter event wise as we have spent much of the month servicing and preparing our cars for the coming trip to the Le Mans Classic. However, the month began with the Wessex Car show organised by the Dorset Jaguar Enthusiasts show at Lulworth Castle on Sunday 8th June. As the day dawned, it appeared as though it would be down to Jerry and myself to fly the Triumph banner. This was down to a whole series of mechanical breakdowns (which afflicted the cars) and illnesses (which afflicted the drivers!) Martin came out worse for this - not only suffering the effects of a gall stone but also, if that wasn't bad enough, suffering a hernia - both of which involving separate periods of hospitalisation! I am glad to report that he is well on the way to recovery from both incidents.

As for the Lulworth show, Jerry and I turned up to find, despite our booking, that they had omitted to allocate us space - maybe they had heard of our mechanical and human woes! However, we were guided to the top end of the field where we were told we could set up our stand. Unbeknown to us, the word must have got around amongst the marshals to direct all Triumphs to our spot, regardless of whether they were club or private entries! The net result was that we had quite an impressive line up of Triumph cars with Jerry and myself (and the club stand) at its centre. In all we had a good day, the spot where we were located, at the top of a slope, afforded us a good view of the rest of the show and also out to sea. We made some new friends, who hopefully we will see again at our meetings.

On a personal note, Jerry had one of those days - the old saying that things go in threes certainly applied to his day. The first thing to go wrong was he forgot to bring along tea bags and mugs, despite bringing along the kettle and stove. The second mishap happened while walking back from the catering vendor with a cup

WEST MIDLANDS

Tel. 07969 024999

Chris. 07505 110922

I hope you will forgive me for being a little slack in sending in the monthly report for 'The Courier' but the last couple of months have been quite hectic from a family point of view and I have had quite a few other things on my mind. As have I hasten to add other members of the West Midlands group. Let's hope the better weather for this month and we hope a couple more months will help to put things right.

The July meeting was really well attended and I don't know why we reserved a room at 'The Drakes Drum', the weather was so good that evening I believe nearly everyone spend the evening outside enjoying the late evening sun, and cool drink, a chat and a good look at all the cars which attended. What a cracking turn out of members and their cars.

This week-end (11th, 12th & 13th) the Steam Fair at Stoupton was held and quite a few West Midlands members attended, camping for the weekend and enjoying the festival, the camping and the ale tent. The weather was good apart from a short period of rain Sunday, but I am assured that a good time was had by one and all. The other event this week-end was the classic car rally and show organised by two of our members assisted by others to raise funds for the League of Friends at the John Taylor Memorial Hospital. I am glad to report that the event was a brilliant success so our congratulations are send to Bill Wiggins and Ray Pritchard and we hope that they raised a good amount of cash for that worthwhile cause. It was nice to see all the other organisations such as the Midland Freewheelers attending to make the event even more attractive to spectators. Let's hope next years event is even more successful.

WE are now leading up to the TSSC clubs new International Event, TriumphFest UK, being held at Donington on the 26th and 27th July 2014.



WEST MIDLANDS . . . WIRRAL WORCESTER . . . WEST YORKS

TSSC AREA NEWS

West Midlands Continues

We wish all those people who have been involved in organising the very best and hope that it is an outstanding success.

We will be meeting at our [Solihull venue](#) for the rest of the summer, so if you **miss the 1st Tuesday of the month meeting**, come along to the [Olton Tavern on the 3rd Tuesday](#) and join in with the chat and a drink.

See you all soon. Cheers,

Roger

the Dodger

WIRRAL

Tel. 0151 339 4150

Hi. June was an eventful month for us on the Wirral, we started off with the annual inter-area meet, this year hosted by the Liverpool Area at the Derby Arms. A handful of cars travelled over from Wirral & North Wales to meet up with Liverpool & Cheshire area's. I didn't count how many Triumph's were in attendance, but we filled half the car park. On behalf of Wirral Area I would like to thank Alex & the Liverpool Area for a very good evening.

Later the same week, we had a run out to the Swettenham Arms to meet up with the Cheshire Area, again a good evening was had by all admiring the good selection of cars present, and for those of us not driving, sampling the real ales available at the bar!!

We also had a club stand at the Cholmondeley Pageant Of Power, this as usual was a great weekend with plenty to see and do. We were lucky with the weather this year as it stayed dry!!

At the time of writing, the next event is TriumFest UK, Wirral area will be attending, but in depleted numbers this year. I'm looking forward to seeing how this event turns out. Alison & I will be camping at TriumFest, but my GT6 will still be in the garage at home due to ongoing bodywork repairs. I'm hoping it will be sorted by the end of the summer though.

July's monthly meeting was well attended, it was even warm enough to spend most of the evening outside. We were joined by the local Triumph Motorbike Club whose members turned up on selection of bikes from classics to moderns. It was also the first time Richards V8 Spitfire attended a club meeting, this car has been about fifteen years in the making, so it certainly had a lot of interest now that it is on the road.

That's about it for this month.

Take care.

Andy

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

Hi Folks. If you are reading this in the August issue all I can say is 'thank you Bern' as I've sent it in late due to Classic Le Mans - but more about that later.

The fish 'n' chip run out was well attended, I would like to think it was because of the fabulous organisation but I suspect it was more to do with the glorious evening sunshine and the promise of food and drink! The chip supper was as good as ever (thank you Merchants) washed down by a drink from the local hostelry whilst watching Bewdley rowing club do their thing. Roll on the next one.

Several members also attended a Gloucester run out to the Royal Oak at Gretton, as with a previous run it was so close to the area that it would have been rude not to go - the fact that it was pie and a pint night didn't really enter into the equation!

Our roving event attender Mike has been enjoying his Vitesse again this month (and who can blame him) and sent this report in: **Colwall Alehouse Festival** (which is a week long festival held in the shadow of the Malverns) had a classic car cavalcade on the opening day and Mike was invited to attend with his award winning Vitesse and did it again - the events organiser sided up to him as all the cars were lined up and completely ignoring the examples of Ferrari, Bentley and Austin Healey, informed Mike that his was the best car there. Obviously no surprise to him (and

us) but I think the Ferrari owner who overheard may have felt a little put out! Fresh from this praise the Vitesse travelled to the Carole Nash meeting that was held at The Talbot, Worcester and being hosted by Fuzz Townshend. The evening was very relaxed with Fuzz his usual genial self, imparting information and generally entertaining people with his tales. Saturday's trip was to the Black Country Museum and having called ahead Mike secured a parking spot by the Garage display which was a lot safer than being in the general car park and probably added to the view - maybe a group trip is in order? The last trip of the month was to the Malvern Filling Station breakfast meet. This was a big one as it was a charity fundraiser so pulled cars in from all over the area but strangely only one Triumph - and I think I might have the answer to this, see below.

The big trip of the month was Classic Le Mans and Worcester / Gloucester areas took about 19 cars between them, I say about as we were joined by cars from other areas and I was running out of fingers and toes so gave up! As with previous years it was a brilliant event and I cannot recommend it highly enough - as one person said 'I can now tick this off the bucket list and it wasn't even on there'. We were the talk of the campsite on the Saturday night as not one but two wedding anniversaries had to be celebrated. The sight of 30+ campers dressed in their best frocks and dinner jackets, with a candelabra burning quietly away on the table had to be seen to be believed - and we were seen! Our thanks have to go to Bertie and Mellors (you know who you are) for making sure no-one went hungry and to Andy for having the idea in the first place - I wonder what he will make us do next time (gulp). A huge thank you to Chris, Kit, Chris's dad, Bernie, Angie, Roy, Mrs Roy and the other people who worked tirelessly over the weekend in the club tent ensuring that we, the members, had an unforgettable experience - it worked.

As I've said before please ensure you keep an eye on our Facebook page (if you're not a member just send a request and we can get you sorted) or the area page of the club website as new events will be put up as we organise them and I can't always guarantee they will be sorted before the magazine deadline. See you all at [The Pear Tree on the first Monday in August](#).

Cheers

Vicky

WEST YORKS

Tel. 07800 551363

www.tssc.org.uk/westyorks

Thanks to everyone who came along to our July meeting. It was nice to welcome Stuart, who owns what looks like (according to his photo file) a very nice silver TR7 (fhc), it'll be good to see it in the flesh. We also had an old friend with a newly completed project a Herald 1200 saloon looking very nice in its blue paintwork with white stripe. Sorry I didn't get your name but hope to see you again.

Last month Vivien and I mentioned that we were going to the Manchester Area's event. I would just like to say a big thank you to everyone for making us so welcome and once again this is one for everyone to watch for next year.

Although Donington will have by now passed, I'm sure it will have been a fantastic event, thanks to everyone involved and an era of newer, fresher more active National events for the Club.

By the time you read this we should also have had our Sunday lunch time meeting on the 20th July at the Cavendish Arms in Skipton, although we didn't have many book to come along I'm sure we'll have had an enjoyable meeting, we'll try and arrange another, if there is enough support.

If anyone out there is interested in a Stag, I know of a very nice, original low mileage Stag for sale locally. If you're interested and want more details please feel free to give me a call on 07800 551363.

That's all for this month,

Victor.

NOTE to ALL:

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



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

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



26th 27th 28th Sept 2014



TSSC Herts & Beds Area
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