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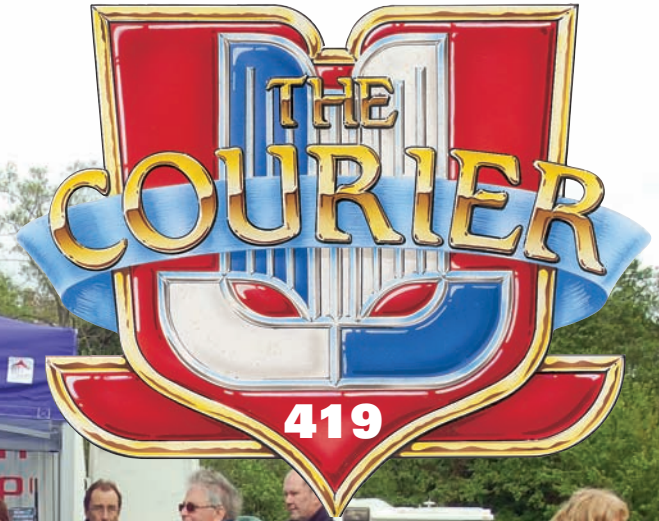
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Triumph Sports Six Club

The Courier 419

MAY 2015

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May 2015

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The Courier

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THE TRIUMPH SPORTS SIX CLUB
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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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SOUTH OF ENGLAND MEET

TSSC CHOICE 2014

WILL IT BE YOU THIS YEAR?

PIC SUPPLIED BY

MICKY HAZEL

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2015 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.**

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NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

May 2015

FRI/SAT/SUN/MON 1 2 3 4 MAY 2015

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FRI/SAT/SUN 8 9 10 MAY 2015

**THE SOUTH OF ENGLAND MEET
LEATHERHEAD LEISURE CENTRE**

CAMP FROM FRI - SHOW ON

SUNDAY CONTACT MICKEY

07773 623807

SAT 9 MAY 2015

**TSSC NORTHERN IRELAND
TOTALLY TRIUMPH**

WALLACE PARK, LISBURN
CONTACT PAUL 07952 663786

FRI/SAT/SUN 22 23 24 MAY 2015

TSSC TRIP TO SPA CLASSIC

CONTACT HQ 01858 434424

FRI/SAT/SUN 29 30 31 MAY 2015

**TSSC NORTHANTS AREA
CAMPING WEEKEND &**

STANDARD TRIUMPH RALLY

WICKSTEED PARK NORTHANTS

CONTACT NIGEL 07879 491778

June 2015

THURS TO MON 11 TO 15 JUNE 2015

TSSC DERWENT VALLEY

PEAK RUN

CONTACT KIM & PAUL DALE

01335 345784

SAT/SUN 13 14 JUNE 2015

**TSSC SOMERSET AREA STAND
BRISTOL CLASSIC CAR SHOW**

SHEPTON MALLET SOMERSET

FRI/SAT/SUN 19 20 21 JUNE 2015

**TSSC NEWBURY AREA CAMPING
WEEKEND - NEW FOREST**

CONTACT DAVE OR MARY

01635 868649

FRI/SAT/SUN 26 27 28 JUNE 2015

**TSSC CORNWALL AREA
CAMPING WEEKEND - BODDINICK**

BOOKING ESSENTIAL

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July 2015

SUN 5 JULY 2015

TSSC WEST YORKSHIRE DALES RUN

BOLTON CASTLE & HAWES

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FRI/SAT/SUN 10 11 12 JULY 2015

TSSC TRIUMFEST UK

DONINGTON PARK

CONTACT HQ 01858 434424

August 2015

FRI/SAT/SUN 10 11 12 AUGUST 2015

TSSC LEICS & RUTLAND

30TH SUNSHINE RALLY

GREETHAM LE15 7FN

CONTACT NEIL 07530 307371

September 2015

FRI/SAT/SUN 4 5 6 SEPTEMBER 2015

TSSC LINCOLNSHIRE

TRIUMPH WEEKEND

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CONTACT SIMON 07841 450715

www.lincolnshiretriumphs.co.uk

SUN 13 SEPTEMBER 2015

ALL TRIUMPH & CLASSICS DAY

DUXFORD IWM DUXFORD

CONTACT PETER 01582 750943

FRI SAT SUN 18 19 20 SEPTEMBER 2015

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FORMERLY MILE OF TRIUMPHS

CONTACT MIKE 01502 476699

CLASSIC CAR SHOWS (CLUB INVITED)

July 2015

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September 2015

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CoMment

FOR SALE, Comes With 12 Months
MOT and 11 Months Road Tax.

WRONG! NOT ANY MORE!

Hello again, I read in the press just this last month that motorists are been caught out by the new DVLA car tax refund and sale of vehicles rules. The advert may say FOR SALE, Comes With 12 Months MOT and 11 Months Road Tax. But, DVLA now automatically cancels the vehicle tax and refunds the person selling the car with any 'unused full months' on any remaining vehicle tax.

That means the buyer DOES NOT get any remaining months of vehicle tax, but immediately, has to re-tax the car from the date of the purchase.

So for your modern car or any post-1975 Triumphs you have to pay for 6 or 12 months Vehicle Tax or Vehicle Excise Duty to use the correct name for this TAX, immediately, or you are illegally driving the car and could be punished with clamping, fines and even the car being impounded according to the daily press.

But, 'my car is tax exempt' I hear most of the Club members say. Well, you still have to apply for vehicle tax although you will not have to pay anything. There are cases in the press of historical vehicle owners falling foul of the law by not applying for the vehicle tax exemption, with large fines being imposed.

For full details of what you have to do when you buy a car and the rules of applying for you vehicle tax, check out the DVLA website at www.gov.uk/vehicle-tax. The site gives a comprehensive picture of what you now have to do when you sell or buy a used vehicle.

Do not assume it is TAXed because the seller says you can have the remaining tax. Apply immediately for you new vehicle tax exemption, or for post-1975 vehicle, I'm sorry you will have to pay for 6 or 12 months.

However, you can now pay by direct debit, so you can spread the cost of the 6 or 12 months.

Thanks to Pip and Frank

As you will read elsewhere in the Courier our stalwart ALO's have retired from CoM and as your ALO's. Therefore, as discussed at the AGM and AO's meeting **we need volunteers to fulfil this vacant role**. I will be sitting down with Pip and Frank to discuss a way of providing the unique support that they have given to the AO's over the past 8 long years. Meanwhile, if you have any suggestions of your own, as to how we can take this role forward please email me at gensec@tssc.or.uk.

BY BEN BROADBENT
GENERAL SECRETARY



Likewise, Pip and Frank have retired from CoM, reducing the number of members on CoM. Therefore, on the agenda for the next CoM 17th May 2015, I will initiate a discussion about the new and increased skill platform that we require on CoM to drive our Club forward. I hope to be able to list the skills required by the Club, in a later copy of the Courier, so again if you have any suggestions of your own, please email me at gensec@tssc.or.uk.

Club Shop

And finally, just before I sat down to write this article, I noticed on the Clubs Facebook page, that a member was complaining about one of the Triumph Spares Retailers not fulfilling his order correctly. Forty other members all discussed the merits of that retailer and most of the other Triumph Spares Retailers. The striking thing for myself was that NO ONE mentioned our own Club shop. The Club shop offers a **PRICE MATCH GUARANTEE**, and a **FREE TECHNICAL ADVICE SERVICE**. The parts sold are of the highest quality, and you will only be sold the **CORRECT** part for your Triumph.

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NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

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The Standard Triumph Forum Marque Day

Saturday 18th July 2015
Shelsley Walsh

Exciting news, the Standard **Triumph Marque Day** this year is to join the **Classic Nostalgia Day** at Shelsley Walsh on **Saturday 18th July**.

Advance booking by email or phone to achieve the special price of £10 for Triumph owners. Awesome place to go, great day out

Jane Rowley
Gloucester AO

Stondon Motor Museum Closing Auction

Having heard (thanks Pete & Stuart) that the Stondon Motor Museum was closing after Easter, Kate & I went round the collection again the other day.

Unfortunately most of the cars, **which include quite a few Triumphs**, have been, like the buildings, rather neglected but on the surface they didn't seem too bad, and will be auctioned at **Brightwells, Leominster, - 10th June**.

Peter Hennell

AGM Awards 2015



At our AGM we presented our annual awards thanking people who have contributed enormously to our successful year.

So **Members of the Year** are **Pip & Frank**, **Special Thank You Award** to **Paul Robinson** - Northern Ireland, **Area of the Year** is to **South Wales**, and **Special Achievement Award** to our **Le Mans Team** - **Angie Hill, Bern Robinson, Chris Gunby**. Not all were presented on the day but will be at an event over the next few weeks. Well done to all involved..... your extra contributions make us what we are and we are very grateful.

Full report and more Pics on page 22 this issue.



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HQ OPENING TIMES

MAY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**NOTE: HQ Closed for Bank Holidays
May 4th and May 25th**

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following Show

The TSSC South Of England Meet

Leatherhead Leisure Centre - Sunday 10th May 2015

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

Council of Management Meetings

NEXT MEETING - MAY 17TH & JULY 26TH 2015

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Ben Broadbent**
TSSC General Secretary, 28 Forshaw's Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.
or email: gensec@tssc.org.uk

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

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Colin Lindsay

Another Step Forward

Now that the milder weather is upon us – the wind is warm and the rain like a lukewarm shower – I've ventured back into the wind tunnel that passes for a garage around these parts and begun some more work on the 1200 convertible; this time on the bonnet. It's received two new wings plus wheelarches and is looking very solid compared to the tin-worm-eaten offering that originally arrived through these doors more than a few years ago now.

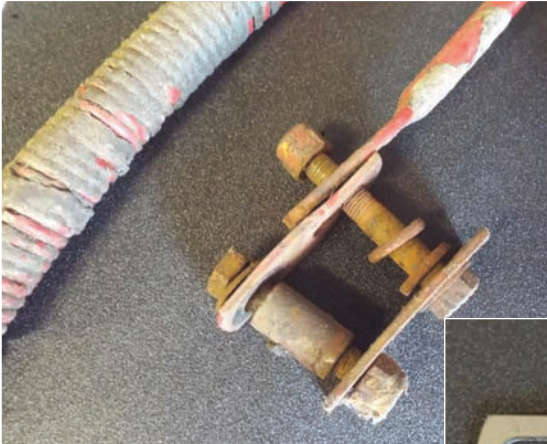
I didn't fit the wings myself so I've no idea how accurately they were pressed, having been bought and salted away some years ago, but the front sidelight aperture was poorly cut and undrilled for the sidelight mounting holes. This required some light grinding using an old lamp base as a template; the reason for an old rusty unit was because the mounting screw on one side had fallen out hence there was an already marked hole for the drilling. I'm a great believer in measure twice and cut once and on this occasion I didn't make my usual bish of the whole thing, so that's another step towards



repainting. Next step will be drilling the missing hole for the expansion nut that holds the cowling retaining ring – you can see the original one to the upper left of the top photo, and the uncut edge of the replacement wing opposite - and as this is square it will require slightly more thought... I must

go buy a small file and can then square off the edges of a circular pilot hole to take the nut. Carefully does it...

I have the bonnet mounting links and rods to clean up before fitting; heavily rusted or



coated in bodyschutz, I've kept them in the order they were removed as I can never remember the proper sequence when it comes to refitting and this is where photographs taken before any dismantling really help to refresh the memory years later.

My compressor has steadfastly refused to refill once it's drained and the resulting bother of having to return to it every few minutes and press the cut-out switch has put a temporary hold on the sandblasting that should have restored the rusty bonnet accessories to bare metal; unfortunately this gave me an excuse to see what alternatives are out there so as to save either sandblasting, painting or both. Given that I now know how sandpaper is made: you blast a metal item, spray it with primer, and the wind sticks all sorts of grit and sand to the fresh paint – I've decided to do without the bother and see what is available that doesn't require painting at all. This usually means powder-coated items, or stainless. I've had bad experience of powdercoating; my GT6 suspension was fully powdercoated and flaked off in large parts for years until I blasted and repainted the entire setup, so I'll

avoid it where possible.

I've said before I'm not a great fan of bling – except where it saves me time and energy – and as my 1200 Estate is going to be the factory original Herald in my garage the 1200 convertible can be a bit experimental. Therefore - roll on the shiny bits.

There's a veritable market in stainless Herald bits these days and every day seems to bring something new. Whilst searching for bonnet parts I found these stainless bonnet links on an Internet auction site – they're available in both standard or long versions to suit the



vagaries of your car whether distorted by accident damage, time or rust. I'd prefer them in polished mirror form but at least they should look good for a few years; apart from which they're actually cheaper than the currently available mild-steel versions.

The bonnet stays shown over the page were available from the same site a few years ago; polished mirrored stainless and definitely blingy. I haven't seen them advertised for a while but they may still be available from the original seller. If you compare them with the originals from my 1200, and against the blasted and primed replacements that required a few hours of blasting and repainting, you can tell why they appeal.

Incidentally, anything I feature in this Register can quite easily be found on auction sites by

simply searching for the product, so if I call it a “stainless bonnet link” that’s what you search reports... any expert opinions? These I found immensely difficult to clean and repaint in their



for. Simple!

These springs you won’t get – I know as I’ve searched high and low. I bought them at Stafford back in the 1990s and they’re the only

original form, and used to connect them to a metal clamp that would wind out and extend them slightly so as to give access to a wire brush in between the coils. The problem is that they



always look good until the first time the bonnet is opened, whereupon the paint cracks or splits and makes me wonder why I bothered in the first place...

Incidentally I know the manufacturers of these stainless parts are always on the lookout for new items, so if there’s anything you think should be remanufactured in stainless, let me know and

set of stainless bonnet counter-balance springs that I’ve ever seen. Given that they haven’t rusted in almost 15 years of hanging on the wall of a windy garage, where even my socket sets rust, they must be good steel. I’m still debating whether or not you can make springs from stainless steel, and have heard differing

I’ll try to make contact.

Hope you’re enjoying the new show season, sadly I’ll miss Donington this year due to other commitments caused by a clash of dates but if you can, support the show!

See you next month

Colin

Welcome to NEW MEMBERS

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



Clair Wadden	Avon	Sarah Jane Burton	Middx
Professor Lee Hubbard	Beds	Christopher Pritchard	Shrops
Jack Monument	Bucks	Derek & Jenni Elliott	Shrops
Barney Savage	Bucks	Daniel Roberts	Shrops
Ian Bennett	Cornwall	Edward Antonello	Somerset
Andrew Helan	Derbys	Henry Elliott	Somerset
Andrew Stone	Derbys	Mike Dooley	Staffs
Jane Christie	Devon	Edwin Melius	Surrey
Peter Brown	Devon	Adrian Boyle	Surrey
Stephen Cave	Devon	Richard Long	Sussex East
Hugo Bromell	Dorset	Derek Russell	Glamorgan
Michael Binns	Essex	Robin Clarke	Warks
Mark Fisher	Essex	Justin Bentley	Warks
Stephen Spike	Essex	George Challis	West Mids
David Mchugh	Hants	Stephen Cooksey	West Mids
Richard Bamforth	Herts	Ben Dolling	Worcs
Sam Skelton	Huntingdon	Ian Cooper	Worcs
Carol Hammond	Inverness	Mark Sadler	Yorks North
Nick Antill	Kent	Paul Gill	China
Ryan Payne	Kent	Alexander Harkness	Sweden
Stuart Watson	Kent		
Andrew Biddulph	Lancs		
Chris Bourne	Lincs		
Euan Douglas	Lothian		

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

e-mail.

herald1360@tssc.org.uk

Phil Willson



Holey Chassis

I thought I was being April-fooled when I got an email from **Johnnie Cash** in response to my April article. But no, it was from member **John Cash** who lives in Derbyshire. John said:

Hello Phil,

A nice bit of April Foolery that Meccano Herald chassis. . . . Actually it was your portrait photo at the head of the article that caught my attention. That surely is an AEC steering wheel you're sat behind - and I'd bet that the coachwork is by Harrington?

eventually I fitted to her next 13/60 (MNU 785J). Eventually MNU also died and bits were salvaged - including the roof which sat in a corner of the garage for the next dozen years.

Fast forward to a 'Wanted' ad in last month's (March 2015) Courier for a roof fitted with a Webasto. The roof from MNU, fitted with the Webasto from TMH, is now fitted to DYY194J, a 13/60 belonging to Matt Cooper from Lincolnshire who bravely drove over to Derbyshire minus a roof to collect mine. We thought the (temporarily) unique Herald 4-seat pillarless coupé looked rather good . . .



Photo 1: John's and my

Herald/Reliance/Harrington combos

*Many years ago I was the Transport Manager of a small coach firm in Derbyshire. The photo (Photo 1) from 1977 in Matlock, is of our AEC Reliance 590/Harrington Grenadier (new to Grey Cars) next to another Reliance which we'd hired from Chesterfield. Also in the photo is my wife's 13/60 (TMH***F) which had a factory fitted Webasto roof. I subsequently scrapped the 13/60, salvaging various bits including the roof which*



Photo 2: 13/60 Pillarless Coupé

DYY now has the pillars and the glass fitted and apparently the roof doesn't leak.

If there's a moral to all this it must be 'don't ever throw anything away'. Remember - it's not 'junk', it's 'stock'!



Photo 3: John's final Herald

Our final Herald was a 1200 (OGK497E) whose tale I told in the Courier a couple of years ago. It finally sported a fibreglass 13/60

bonnet (Photo 3) and sadly died of terminal chassis corrosion. All was not lost as it was with Mark Field at Jigsaw at the time and no doubt all usable parts have been re-cycled.

A replacement was found in XYH70G, a late Mk1 2-litre Vitesse, (Photo 4) with our other love, a 1953 Jowett Javelin. Best wishes,

John.

Many thanks, John. It proved to be an even smaller world when it turned out that one of John's former bosses, a certain **George Watson**, is one of the vice-presidents and magazine editor of the Routemaster Association. George is member number 19 and I am number 21, so I've known him a long time! John is, of course, right about the chassis photo. It does date from July 1959 though, when it appeared in the Meccano Magazine, so they were very quick off the mark. (Photo below).

The bit about me finding it in the TSSC archive was complete baloney, of course.

Next month I plan to go through some of the causes of and cures for of heavy steering.

I bet you can't wait.

Now for the monthly nonsense:

Q. *Where in Scotland are you most likely to lose your windscreen?*

A. *Glasgow.*

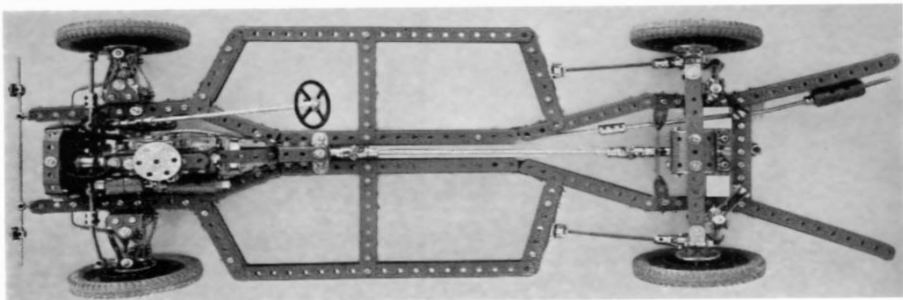


Photo 4: The current fleet

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THE MECCANO MAGAZINE

July 1959



Many readers will recognise the model shown above at a glance. It reproduces the chassis, engine and transmission of the Triumph Herald, the striking new car recently announced by Standard Motors Ltd., and appearing at about the same time as its Dinky Toys version. The model was built for exhibition in the showrooms of Meccano Ltd., Berkeley Square, London, where it has attracted the greatest admiration. One remarkable feature of the Triumph Herald is the return in the design to the use of box section girders forming a chassis, the shape of which is admirably shown in the Meccano model.

Enjoy and **USE** your Triumph!



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SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Derek Ford



Don't try this at Home! Part 3

Finally part 3 of our gearbox rebuild, I apologise in advance if any detail is missed but this article is meant as an assistant not a definitive guide.

To dismantle the mainshaft remove the nose bearing and the synchro hub assembly by sliding them off the shaft, be careful to keep the synchro hub together as if it separates you may lose the bearings and springs inside.



Pic.2



Pic.1

Now place the mainshaft gently in a vice (see pic 1) there is a small circlip holding the assembly together and this needs to be removed next, be patient it's a bit awkward!

Now you need to take great care removing

each section and keep them in order, clean each component as you remove it and place it on one side and place the next item next to it to keep everything in order. A workshop manual is handy here because it shows you an exploded diagram of how everything goes together.

After removing 2 gears and the second synchro hub only one gear should remain on the shaft, this one slides off the other end of the shaft. Inside the gears and synchro you will see sleeves that allow oil to

circulate inside the gear cluster observe their positions carefully. There is also a split washer (two half moons) (see pic 2). I wish I had more photographs to show but unfortunately the gearbox is at this point in time, back in the car

so I can't rush down and take some more.

Once the shaft is empty, clean everything until its spotless and dry, this will assist in reassembly. A pot of vaseline is useful here, as you can hopefully see the two half moon washers are held in place with vaseline, this would not be possible if there was gear oil present. Reassembly is the reverse of dismantling but use a new circlip, hopefully supplied in your gearbox rebuild kit.

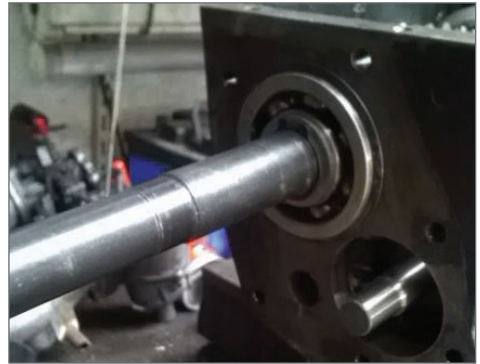
Moving on to the laygear, at each end is a number of needle bearings, close examination



of the old bearings will probably reveal that they are not round anymore, but my eyesight cant see that hopefully yours is better. Each set of bearings is held in with a cap, prise the caps out of each end with a lever (carefully) and remove the needle rollers. Clean the inside of the laygear and smear the inside ends with vaseline, carefully place new needle rollers into the first end of the shaft, place your dummy layshaft back inside and refit the cap, repeat this on both ends, it's fiddly work so take your time. Once both ends are filled leave the dummy shaft in place, this stops the bearings dropping out when we put the laygear back in the gearbox.

Now refit the two thrust washers either end of the laygear back into the gearbox, stick them in place with more vaseline, ensuring that the tabs are in the notches provided. then lower the laygear into the bottom of the box, we will position this later.

Lower the mainshaft back into place and refit the large bearing into the gear casing, now position the bearing against something solid (a



vice for instance) and drive the mainshaft backwards until the bearing is sat as shown, you will now be able to refit the circlip that holds it all together (see pic).

Position the tip bearing on the other end of the mainshaft and place the input shaft in position at the front end of the gearbox casing, tap the large bearing into the casing with a soft mallet, now tip the gearbox upside down to allow the laygear to fall into place, you may have to fiddle about with a screwdriver to align the laygear up with the holes, an assistant is handy here too. When reinserting the layshaft make sure you firstly put it in the right way around and secondly that you don't disturb the 2 thrust washers.

Reverse gear hasn't got a mention so far because I can't remember whether I needed to remove it or it fell out. Take care as it may need to go back in the box before the mainshaft is in place as it may not clear the synchro hub, it is only one gear and a spacer though so no biggie I hope (cue the letters!!).

I also did not dismantle the input shaft as mine was all okay but just as the mainshaft it is held together with a circlip (not shown) and the bearing is driven off the shaft.

What was worn out on this box was the selector fork (see pic overpage). If you look closely at the left hand side of the picture you will see 3 small holes (the top one is partially obscured) these are the access points for the welch plugs which hold the rails in place. Also on the left hand side of the picture where the 3 rails disappear into the cover there are



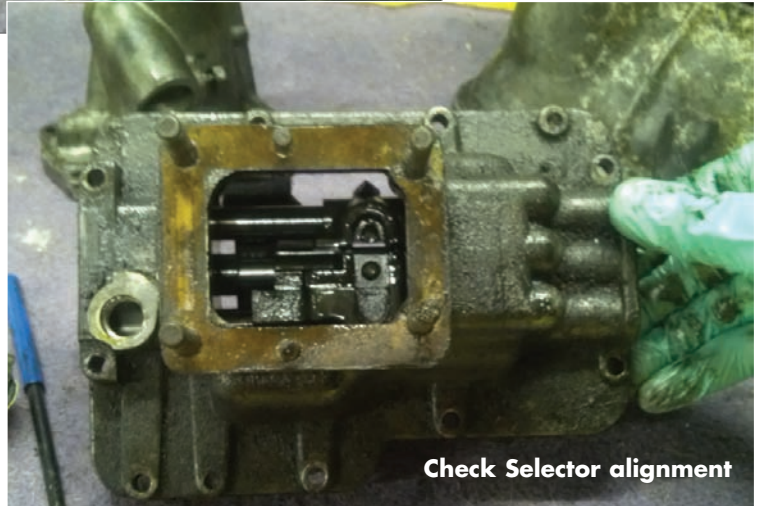
Worn Selector

bearings and springs, you can see two of the holes under the arch of the selector fork. When the rails are removed the bearings and springs are revealed through these holes.

To replace the selector firstly remove the square headed bolt that holds the selector to the rail. Then I found a suitable Allen Key

small enough to fit into the small holes we observed earlier and I cut the elbow off it to make a punch. I used this to drive the welch plugs out of either end of the central rail.

I then carefully tapped a large punch in from the left hand end (so as to retain the bearing and spring) until the selector could be removed. Fit the new selector and push the rail back down the casing observing that it goes in the right way up, there are teeth on the underside to mesh with



Check Selector alignment



Selector removed

the bearings and springs. Tighten the square headed bolt and refit the welch plugs by tapping in with a hammer, these are an interference fit but you may use some sealant if you require.

Moving back to our mainshaft, we still need to refit the speedo drive, we used a long tube placed over the mainshaft and hammered until the gear is in the correct position. (we used a section of my daughters trampoline but don't tell her).

The tailshaft will need a new seal in the far end this can be levered out with a screwdriver

Refit the tailshaft with a new gasket making sure that the rollpin on the layshaft is located in its slot, its worth checking reverse is in place at this point as nothing holds it in place until the tailshaft goes on, once the bolts are tightened refit the rear flange and tighten the central nut up, I used an impact gun as torquing this is awkward with a loose gearbox.



Bottom Bolt /Copper washer here

SPLITFIRE MkIV/1500 Register

The bellhousing can then go back on with a new rubber seal and gasket remembering to fit the bottom bolt using a copper washer or the gearbox will empty itself into the bellhousing

Refit the top cover ensuring the selectors mesh properly, they should be aligned as in the photo, at this point I chose to add the gear oil as its easier than squeezing it in later.

Speedo drive, remote housing, reverse switch, clutch fork, thrust bearing and we are done.

I hope these articles have been entertaining for you and I must thank **Mr Hugh Glossop** for his vast knowledge and assistance and **Mike Papworth** Gearboxes for his assistance in writing this article.

May I take this moment to remind all of you though of what I said at the beginning of this project. If you don't have the knowledge, the confidence or the assistance of someone who does, this is not for the faint hearted.

Derek

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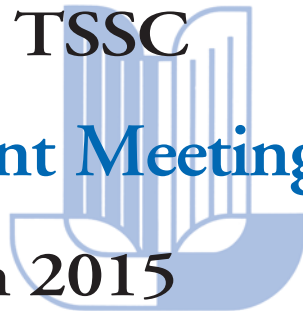
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Feedback from the TSSC Council of Management Meeting Sunday 8th March 2015



by Ben Broadbent

Pip and Frank **Thank you, Thank You,** **Thank You**

Well I was shocked, but not surprised when **Pip and Frank** announced they were to step down as Area Liaison Officers and CoM members. For myself as part of the Manchester Area, Pip and Frank were so integrated into everything TSSC. Over the past ten years, they were involved in everything, everyone knew them, everyone just called them '**Pip and Frank**', there was no need for surnames. They travelled around the country visiting Areas and making contact with Area groups that had little contact with other Areas. The Club's Areas have moved forward with Pip and Frank at the helm.

In a nutshell, Pip and Frank took the ALO job to new heights. For me, (and this is my personal view), Pip is an inspiration of what people can achieve against the odds, and Frank is a solid rock that underpinned the drive and dynamism of this amazing duo! And what's more, they live and breathe the Club, but also have a full social life away from the Club. I could go on about this, that, and the other. But, I will simply say again:

THANK YOU, THANK YOU, THANK YOU!

Luckily, Manchester Area gets to keep Pip and Frank, as AO's for a bit longer.

Pip and Frank you have been amazing

ambassadors for the Club, the life of the Club is so much richer for your involvement.

Again THANK YOU!

Ps. I have informed the Premier League that they no longer need to arrange the league fixture list around the TSSC CoM meetings. Man City will however, need to ensure they do not have home games that interrupt the Manchester Area events.

Thanks to **Vivien Thompson**

Thanks and heart felt gratitude go to **Vivien Thompson** who has stepped down as Chair of CoM. Vivien has chaired the TSSC through a transition period where many challenges have made the role very demanding and crucial to the development of the Club in difficult economic times. Vivien has just been re-elected to CoM and will still be an essential part of the Club management team.

Congratulations to **Chris Gunby our new** **TSSC Chairman**

Chris Gunby was elected by a unanimous vote by other CoM members, giving Chris a mandate to chair the Club in these challenging times. Chris has been a member of the Club

for many years, he is very much involved with everything Triumph, and is very well known within the Club and within Triumph circles. He will be a strong asset for the Club, taking the Club in a new direction, whilst maintaining our established values and heritage.

Other CoM issues

The March CoM meeting was taken up with a CoM and Staff meeting with new initiatives for Club Membership being discussed in detail. A small team will be working on the new initiatives from the meeting.

So as they say, watch this space...

The main CoM meeting was concerned with discussing the End of Year accounts, which you will have had in the April copy of the Courier. These were discussed at the AGM.

Also the planning of events such as TriumFest UK was very much part of the agenda.

The AGM took place on 12th April and the following awards were made:

Members of the Year - Pip and Frank

Area of the Year - South Wales

**Outstanding Achievement
Classic Le Mans Team**

Special Thank You - Paul Robinson

Congratulations to all, thank you for your contributions towards the success of the Club.

There will be a full feedback from the AGM in the next issue of the Courier.

The next CoM meeting is the **17th May**, so please email any questions and issues to myself (email address on page 3 of the Courier)

**Take care and Do
More with Your Triumphs**

Ben Broadbent
General Secretary



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Jane Rowley

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AGM, AO Seminar & Open Day

April 12th 2015 at TSSC HQ

The TSSC HQ doors were swung open bright and early on Sunday morning to welcome our members to our open day. If you have never been to Sunderland Court in Lubenham I can thoroughly recommend it, the cars, the memorabilia, the Club Shop..... so much on offer, but on a designated open day it all comes to life. The A.O.'s seminar was well attended, and many topics of importance were thrashed out (!) Everybody had their opportunity to ask questions, contribute



Then came the main event! David Embury & Ben Broadbent headed up the business side, taking plenty of time to explain and answer any questions with regards to the accounts, the business achievements of the previous year and the business plans for the forthcoming year.

With updates on IT, Web site, forum and social media, leaving our newly elected Chairman to reveal the details of a new event to run in 2016. (I bet you wish you'd come now...!)

With re-elections approved, all questions answered and exhausted and our award ceremony completed that was that for yet another year.

Thank you for all of you who took the time out to attend and contribute to our Club.

with ideas and gain an understanding of the running of the Club and our successes/wins, problems and solutions.

After breaking for a lovely lunch (thanks to all who helped to prepare it) we all took the opportunity to explore all the exhibits and catch up with friends.



And thank you to all the staff for their very valuable contribution to making these open days happen.
We hope to see you next time.

TSSC AGM Prestigious Awards Ceremony



Pip & Frank - TSSC MEMBERS of the YEAR!

We take a bit of time out to Thank our Outstanding Area, Special Achievers, Member of the year or just to say a Special Thank you to people who have really made a difference to our Club.



Chris Gunby, Bern Robinson & Angie Hill - The Classic Le Mans Team

This year we have announced the winners of our awards, some were presented on the day and the others will be presented at Area

Meetings or at Club Events during the year, so if you see your name and you have not received it yet we are awaiting an opportune moment.

The TSSC Members of the Year Award

was presented to **Pip & Frank**, stepping down from Area Liaison Officers, they have done a massive contribution over the years, helping all AO's - keeping us all in order, running many events, running the gate duty at TriumFest Uk. Thank you guys.

The TSSC Special Achievement Award

has gone to **"Team Le Mans" - Angie Hill, Bern Robinson & Chris Gunby** for the outstanding effort they put in at the Club Event at Terte Rouge at Classic Le Mans Event July 2014. They sorted out car problems, lost wallets, missing tickets, dodgy showers, the weather,

all with severe sleep deprivation, whilst ensuring that all the TSSC members **ALWAYS** had available a completely uninterrupted supply of chilled beer. Thanks guys truly above and beyond..... any chance you'll do it all again

in France, 2016??

The TSSC Area of the Year Award

this year goes to **TSSC South Wales Area**..... A reflection of the enthusiasm within the area, the events they do, they are real ambassadors for our Club. This award is still to be presented.

The TSSC Special Thank You Award

goes to **Paul Robinson**. Paul runs our **Northern Ireland Area**, and whilst working more remotely from the Club than some of the areas is a fantastic representative of our Club.

Thank you Paul, this one too is still to be awarded. A big thank you to all of you for your commitment you give us a Club to be proud to belong to.

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Front/Rear wing arch repair panel	£26.50
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Bonnet corner mouldings 706161/2	£27.50 pair
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Chrome bonnet catch 607663	£45.00
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Boot hinges	£43.50 pair
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Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
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
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Clutch slave 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	£40.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£220.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
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GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,200.00
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Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£55.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£108.00
Front shock absorbers	£20.00
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Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

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Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£135.00
Mk II rear lamp panel 910509	£145.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
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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
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Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£55.00
Gearbox (exchange)	£350.00
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Suzie Singleton



MoT Testing, Part 4

I'll start with revisiting a couple of the MoT items I covered last month. Charles Smith wrote to flag a couple of points that I had skimmed over a bit too quickly, while trying not to drown everyone in too much in depth detail.

In my last article, in the steering and suspension section I simply put *"A steering lock mechanism must not be missing, inadvertently engaging or inoperative"*. Charles did mention that in another Club in which he is involved *"some members remove the steering lock and put the key switch on the dash to make their cars look older than they are."* I don't know how prevalent this might be with our cars but, just in case this is something you have done to your car, or have considered doing, you should be aware that Section 2.1 of the MoT manual goes on to say *"If there is doubt as to whether a steering lock was originally fitted, the benefit of the doubt should be given. It is acceptable for a steering lock to be missing or inoperative provided the vehicle has an engine immobiliser, or permanently installed immobilisation device which acts on either the steering, brakes or the transmission."* So, it's one thing to remove a steering lock, that in itself isn't a problem, as long as the vehicle has some other form of immobiliser.

The other item Charles noted was regarding the brakes. *"Another item that has come up concerns the brake servo, I, like a lot of people, prefer a classic without a servo, along with all*



Driver & Vehicle Standards Agency

"aids", but Section 3.6 of the Manual states "A servo, missing when fitted as standard" is a Reason for Rejection.

Some people get away with it though, a friend who bought a new Morgan +8 in '71, removed the servo and set the brakes up to suit. He ran the car until he passed away last year, using it as a road car, for sprints, hill climbs, PCTs etc. No MOT tester discovered the missing servo!"

Thanks to Charles for his input. As I am skimming the MoT regulations, just highlighting the main aspects, it's quite possible that I could miss something that I should have included so, if like Charles you spot an omission, please do let me know so that I can correct that,

Tyres & Wheels

All fitted road wheels and tyres are inspected during the test. You should ensure, before submitting your car for its MoT that the wheels and tyres are appropriate for use and in good condition.

Please note that this inspection applies to tyres fitted to the road wheels only. The vehicle presenter should be informed when it

is noticed that there is a defective tyre on a spare wheel, or damage to a spare wheel, but this is not a reason for rejection. (As I noted in a previous article, the common misapprehension that a bad spare will cause the car to fail the test is not correct, but then, there's not a great deal of point in carrying round a spare which cannot safely and legally be used in the case of a puncture!)

Particularly with some of our older cars which may still run on cross-plys (as Guy's very original 4s did when I first knew him and the car) or bias belted tyres you must ensure that you do not have different types of tyre on the same axle.

If cross-plys are used they should either be used all round or, if only on one axle, they must be fitted to the front axle. The following diagram shows the combinations of tyre types that are permitted so, if in doubt as to what type of tyres your car is fitted with, you should check.

Permitted Combinations

Front Fitment	Rear Fitment
Cross ply	Cross Ply Bias Belted Radial
Bias Belt	Bias Belted Radial
Radial	Radial

Diagram of Permitted Combinations

The tyre should be in good condition overall without cuts, bulges, cracks to the sidewall, separation of layers, or a damaged valve stem and correctly seated on the wheel.

Under-inflation of a tyre is not in itself a reason for rejection. However a brake test might be inadvisable, because of possible damage, or a headlight test might be affected, if the under-inflation is affecting alignment.

Under or over inflation can lead to damage of the tyres, giving rise to less – or too much – contact with the road surface or just less fuel economy so it is better to always keep to the recommended pressures.

When it comes to the tread pattern and depth a 1.6mm minimum tread depth applies to vehicles first used after 2 January 1933 that are either:

- a. a passenger carrying vehicle (car, motor caravan etc) with not more than 8 passenger seats, excluding the driver's or
- b. a goods vehicle or dual purpose vehicle not exceeding 3500kg maximum gross weight

When it comes to tread depth there are various ways to measure this, from using a



purpose made gauge to checking with a 20p piece. This diagram shows how the coin test works, The outer band of a 20p coin is about 3mm wide so if the outer band of the coin is obscured when placed on edge in the grooves of the tyre then the tread depth is comfortably above the legal limit. However, if any part of the outer band is visible then the tyre may be illegal and unsafe and should be investigated more thoroughly.



This test should be carried out on at least 3-4 places around each tyre.



At least 1.6mm of tread must be present throughout a continuous band in the centre $\frac{3}{4}$ of the tread and around the circumference.

You should be aware that, not only will a tyre without enough tread depth fail an MoT test, it could also prove very costly, if checked by the police there is a maximum of 3 penalty points and a £2,500 fine per tyre! It can invalidate your insurance, and finally, it could be even more costly as a lack of sufficient tread on a tyre can increase stopping distances and potentially lead to a collision.

As an aside, Just in case you happen to have a car first used on or before 3rd January 1933 among your fleet, the minimum tread depth in this case is 1.0mm. You may think this doesn't matter as these earlier cars are no longer required to have an MoT test, but don't forget, the tread depth is a legal requirement so a spot check by the Police, or an investigation after an incident which identify low tread depth will still cause you more trouble than it's worth.

With regard to the wheels themselves, these are also checked for damage, security of fitting to the hub, missing wheel nuts, damaged or loose spokes etc, all of which can lead to an MOT failure.

I'll cover more aspects of the MoT test for you next month.



Going off at a slight tangent, it's amazing how Triumph can pop up when you least

expect it – such as in the TV programme “[Back in time for Dinner](#)” when the above view was included in the film as a sample of the feel of the 1970s.

I've had a couple of emails recently with queries that we hope someone may be able to respond to: First was a message forwarded on by **Richard Dredge** who was contacted – after the recent publication of his book “**Triumph Spitfire and GT6 - The Complete Story**” (Please note – Your Reg Sec receives no monetary gain for mentioning this publication – but we gotta keep the author sweet, don't we?)

Anyway, **Dr Yves Pierre** asked: *“I have a Triumph Spitfire Mk2 from 1966 Wedgwood blue like the car on page 40 from your book “Triumph Spitfire and GT6 - The Complete Story. My car has wire wheels and I'd like to use the fifth wheel as “Spare wire wheel”. Could you help me because nobody in France knows how we can put this wire wheel on the floor of the boot. In fact, original board and nut (for standard steel wheel) won't suit to fix my spare wire wheel.”*

He followed up to say that his car was a CKD one built in Belgium and asked if there were any factory records available. Unfortunately I had to tell him that I had heard that the factory records were mostly destroyed by a fire some years ago. As ever, if I have that wrong and anyone has any further info then do please let me know.

Richard did suggest that *“it shouldn't be very difficult to make some adjustments yourself. You need to fit a spacer beneath the hardboard panel in the boot floor, so it's raised, thus allowing your wire wheel to fit below.”*

Neither Richard nor I were able to provide any photos to help Dr Pierre adapt his car so we're opening the question up to the Club membership at large. Does anyone have any information, measurements or photos we can pass on to help with this?

In another puzzle **David Whitty** sent the following photo he found while having a clear out. *“I was cleaning up an old hard disk and found this black & white shot of a Spitfire mock up. I wonder if this is the first time the Spitfire*



shape was ever photographed.

I have never seen this shot before in any books or magazines.

I can't even remember how I came across this picture now. Hope it is of interest."

Can anyone shed any light on where this image may have come from? If so, do please let me know and I'd be happy to put it into a future article.

And finally, we spent a very warm and sunny Easter Monday at the Coleford Carnival of Transport show.

A good day, and nice to see so many Triumphs dotted around the town – including this 1966 Spitfire Mk2.

Is the owner reading this?



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Trevor Collett



Triumph Down Under

Another copy deadline, and another dearth of material; once again time to turn to good old Google, it rarely lets me down. What did I unearth this time? You might find this hard to believe, I find it hard to believe, within two minutes I'd come across a Herald-based kit car that I'd never heard of, a Lynx.

Now with my curiosity whetted (can curiosity get whetted? It can here) I changed my search criteria in pursuit of all the history of the Lynx kit car. Then another surprise – Google let me down; it could provide me with only the scantest of information on the history of this unique marque.

In February 2009 a **Bob Osborne** posted the following on the forum of The Vintage Racing League (an American outfit): *"I am just getting into classic racing with a Lynx, which is a New Zealand built replica of the good old Lotus 7, based on a Triumph Herald chassis and powered by the 2-litre Toyota engine. For its age it goes quite well. To date I have done the Wallaceville Hillclimb and a Triumphs @ Taupo meet on the recently used A1GP track."*

And a few days later this response was posted,

"Interesting you say your Lynx was Kiwi built because a company Australia called Lynx Engineering was making the same car, and years ago. A local importer/distributor of equipment needed for the wine industry had a Lynx Clubman (Lotus Super 7 like) in his warehouse in Miramar, Wellington when I went on business to visit him, and I believe his car was Australian."

Which prompted Bob to post, *"My Lynx is definitely NZ made, WesternGlass Fibre in Auckland made them from moulds, which they also made. Production was 1983 to 1992, with 108 produced."*

And that is just about all I've been able to find



The Lynx from New Zealand

out about the Lynx: it's a New Zealand car, may be or may be not derived from an Australian car; it's based on a Herald chassis; looks a little like a Lotus 7 and is propelled by a Japanese engine, Toyota or Datsun.

As I was looking at the Lynx my memory was



COOK ISLAND KIT - ANY IDEAS?

suddenly jogged. Back in 1993 I was sent a photo of a mystery white Triumph-based, Lotus 7-looking car taken in the Cook Islands. The Cook Islands, as I'm sure you all know, is a group of South Pacific Islands, with administrative links with New Zealand.

likelihood, the car is called a Lynx.

If anyone can shed more light on this enigma from the antipodes please get in touch; and I'll keep looking.

The Lynx also got me thinking about the timeless and universal appeal of the Lotus



The JC Locust

I published the photo in the Courier in January 1994 and again in August 2005, but no one furnished me with a name – 22 years on and I reckon we can say, with a good degree of

Seven shape. First brought out by **Colin Chapman** in 1957 as a kit car and not only is an official version still available today, courtesy of Caterham, but the shape has been



cloned, copied and plagiarised many, many times over the years.

The other two Seven-shaped cars here are also based on our chassis. The Green one is a Locust (previous page), a built from plans car introduced round about 1985 by **John Cowperthwaite**, he of Moss cars fame.

The yellow and silver car is a genuine one-off built by **John Culpin**. John wrote up the build of this fine car in my October and November 2002 columns in this magazine.

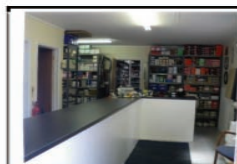
There is another well-known Seven-shaped car with strong Triumph connections that I should mentioned, that is the Robin Hood, which used

a specially fabricated chassis with running gear from the Dolomite range.

A short Specials Register this month, deadline is very, very close now – so close that it might be too late, in which case you won't be reading this at all. Now we're getting into show season there's no excuse for not taking your kit or special out, taking some photos, jotting down a few words **AND SENDING THEM TO ME.**

One of the early car shows is our very own **South of England Meet at Leatherhead**, at which all kits, specials and modified cars with any Triumph connection will be very welcome.

Trevor



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Dave Rumens



Soft Top - No Heater

H

ello all, this month we are in for a treat as **Adam Lang and Peter Morse** tell us about the adventure they had taking their Vitesse

Convertible on a trip down to Portugal.

Over to you Adam & Peter.

*"Here we are on a very cold January morning waiting to board a Brittany Ferry at Portsmouth. We Rev the 1969 Mark 2 Triumph Vitesse Overdrive Convertible a.k.a. **Tessie**. She has been garaged for almost five years, before that doing a few miles a year around the back roads of the Hertfordshire countryside. Now she is waiting to drive down to Portugal. Bought at Frimley Car Auctions, Blackbush, for £275 in 1976 Tessie has coped well with her first test. A drive from home, Letchmore Heath, to West London to pick up the co-driver.*

Then down to Portsmouth overtaken by all kinds of vehicles including a Hearse but at one point touching 66 mph (well that's what the speedometer read!) averaging 20 miles to the gallon.

Over the last couple of months Tessie has been made roadworthy, gained an MOT and had loving hours spent on her using parts from Rimmer Bros. There is a new radiator, new suspension bushes and shock absorbers. Tessie is running mostly without a misfire but with an ominous click and squeak from the rear suspension or axle!

The trip is called Soft Top No Heater in homage to the 1993 film Soft Top Hard



*Shoulder. **Peter Capaldi**, then a fan of and not the Doctor, drives a 1971 Triumph Herald from London to Glasgow with lots of comedy, mishaps and an "attractive hitchhiker with a story to tell along the way". The score and title track were by **Chris Rea** and the film was a surprise hit winning two Scottish BAFTAs.*

So we have no heater, ill-fitting windows, a leaky fuel pump, a damaged hood letting in the elements, a broken spring, a significant hot starting difficulty plus the always prone to overheating problem. But along with bags of



Picture 1. On the Road Again

leave on time, to delay us further they decide to search our travelling bags.

It is still raining and we are eventually given the all clear to embark. The ignition key is turned.....Tessie coughs into action but she is not strong enough to turn over on the starter motor sufficiently. A hot start, but no start.

The battery drains all too quickly I'm afraid.

We have our first major problem. We want to shout out "**I told you bloody so**" to

enthusiasm and "True Grit" we have thermals, boots, thick socks, gloves and scarves topped with an odd range of winter headgear. We are going to rely on heat from the gearbox!

In the boot amongst a range of tools are fuses, a fan belt, a distributor cap, a rotor arm, points, condenser, coil, seal kits for brake and clutch systems and carburettor diaphragms.

The plan is for the two of us, that is Paul the owner and Adam the co-driver, to drive to the Crux Luz garage in Ponte de Lima a beautiful historic town in North Portugal. In his local garage Alfredo and his team, between more pressing jobs, are going to restore Tessie (body off, sandblast and repair).

The last time Paul and Adam tried such a trip was in 1979 the idea was to drive down to The South of France and show Tessie off. We broke down not far from Calais and had to leave Tessie in Paris!

Back in the Ferry queue a dirty, sea salt rain blows in from the Solent, Customs and Security decide to have a closer look.

"Sir can you please turn off the engine and open the boot of your car"

"Well I would rather not" the driver replies and under his breath "She may not start again"

"Sir I must insist, turn the engine off"

Tessie is closely looked at and with a curious interest by customs, they have spotted the body rust plus the tools in the boot now held open with a wooden prop. The ferry is shortly due to

the customs team. Instead we bite our stiff upper lips and let them push Tessie out of the customs zone, where a queue has built up, to the side of the quay. Assistance is called and with the clock running down to departure an imposing, platform recovery truck appears. It looks more



Picture 2. Here we Go

suited to a large European lorry than to a Triumph Vitesse. The shaven headed rescue driver pulls from his cab an enormous set of jump leads. As he attaches them he enquires "Where are you heading" "**Bilbao and then Portugal**" comes the reply. Tessie revs back

into life. Our hero mumbles matter of factly "Good Luck" and raises his eyebrows. We are ecstatic. Tessie keeps idling running hot to hopefully recharge the battery and suddenly we are aboard on the car deck.

What a sense of relief. Well we can now always push her off at Bilbao and be towed through Spain and Portugal.

Have you ever listened to the Shipping forecast on Radio 4, to its soothing, hypnotic beat and tone. For us this time it is for real- Portland, Plymouth, Biscay, Fitzroy. The general synopsis for this sailing is Gale 8 to Storm 10! Tessie is in gear, hopefully secure, we check we have some medication for mal de mer with us. 28 hours on a boat that seems to be rolling in all directions. We arrive in Bilbao ashen faced some 5 hours late. Tessie almost starts (cold start) first time. Other cars honk their approval, crew including galley staff waves as we disembark with the hood down onto the southern quay. It is 5 in the evening as we drive west along the coast road E70 to Santander. The sun is setting over the Picos D' Europa. Tessie has taken to the Spanish roads as local Basque drivers pass by, some with thumbs up, others tooting horns and a few taking photos on their mobiles. The Mad Ingles. Is that a misfire as we motor by the rounded brown hills of Bilbao. As we skirt past Santander touching 60 the sun disappears and it starts to get really cold. The road sweeps inland before dropping down to the fishing village of San Vincente de la Barque famous for its fish and the frogmen and women who clear its harbour. It is a still, cold, cloudless night as we head towards the town lighthouse. Time to use the interior light for essential map reading. Tessie tiring for the night drives by the Posada Labrador. Cue a three point turn on a steep side road.

We park outside the Posada facing down a steep hill. We are welcomed by Mercedes the owner. Si, she has a room for the night 40 Euros including breakfast. She leaves the warmth of her reception to meet Tessie. She grins and nods approvingly and we think she says "You must be cold" or maybe "You must be mad". It is not really lost in translation as she

returns to the winter heat of her bright log fire. Tessie has her tonneau clipped on for the night and is promised a fresh tank of cheap



Picture 3. Tonneau On

Spanish gasoline for tomorrow. The immobilisation switch in the unlockable glove box is pushed down. We walk into town to see the impressive 13th Century rose coloured parish church Nuestra Señora de Los Angeles. It dominates the older, upper part of the town with a commanding view over the wide and marshy Rio Escudo and out to the sea. The church is closed but beautifully lit on this January night. Down by the port we feast on piping hot fish soup washed down with a bottle of Rioja.

The next morning hardly having slept due to a mixture of cold, excitement and expectation we eat breakfast of toast, jam and coffee with Mercedes before leaving on the N634 West to Oviedo.

Tessie starts first time so no need for a bump start. We fill up, facing downhill, at a local garage. The pump attendant gives us directions and admiringly takes photos. We find it better to take the smaller roads. For one they are very

quiet but also scenic and take you to the heart of rural and coastal North Spain. Also if Tessie breaks down she can be pushed off the road and help summoned, safer than a faster motorway. And yes more locals can see the car



Picture 4. Open top

up close as we drive by and when we stop. Top down, on a freezing, bright day the grey sea to the right of us and to the left the green, brown



Picture 5. Dodgy Wing Mirror

hills of Cantabria and Asturias. With the snow topped limestone mountains close by we drive through hamlets and villages of blue, yellow, pink, green faded pastel painted homes.

The wind blows the bonnet wing mirror in on its self.

Our hats are proving to be essential. The distinctive road signs tell us we are on the Camino de Santiago, not walking, but driving with a few silent, lapsed Catholic prayers for the safety and success of the journey. As we turn inland up towards the Asturian capital, the city of Oviedo it starts to rain. Initially our speed and the windshield protect us but slowing in the traffic on the outskirts of Oviedo we get drenched.

Tessie drives down elegant streets into the restored, historic centre. Oviedo has a fine cathedral, a university almost 400 years old and two of Europe's most exquisite pre-Romanesque churches. The city suffered terribly before and during the Spanish Civil War. It used to earn its living from the surrounding coal and iron mines. Now Oviedo is famous for its many and varied statues including a recent one of Woody Allen plus its tapas and its Asturian cider. Tessie parks close to Calle Gascona which is full of atmospheric siderias. The waitress pours cider from a great height and you are meant to drink in one gulp. Over a long lunch we watch three elderly men sit eat and consume three large bottles.

Leaving with a fresh tank and tyres pumped up Tessie heads on towards the city of Leon passing through mining villages up towards the Meseta. We are on the N630 the rain turns to sleet, hail and snow the climb gets steeper with hairpin bends and Tessie racing often in first gear through the rain clouds. Visibility is poor but we notice at 1200m an entrance to a Ski Resort. This is forgotten Spain in winter. We start to notice more and more deployed snow ploughs.....a further snow storm is due. Can we get to Leon before it starts and before nightfall?

Find out next month in Part Two.

That's it for now, see you all next month.
Safe Driving & Keep Running On All Six

David.
37

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Triumph saloons at 50 - We celebrate a half-century of the FWD and road test a Dolomite Sprint, the PC gang take a convoy of classics to **Le Mans**, we show you how to buy a **Land Rover SIII** and give you the lowdown on how to reupholster your seats. Don't miss it **it's on sale now.**



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Mark Blease



Honey Suckle Fades

Summer is just around the corner! The evenings are longer, the air is warmer, and the annual calendar of TSSC events is about to begin. I'm really looking forward to seeing some big saloons and estates at gatherings around the country, although driving to these events in a "modern" just isn't going to be the same.

This month my thanks go once again to Roger Harvey, who writes on the resuscitation of a Big Six.

"Our much-loved Triumph 2000 TC, '**Honeysuckle**' (as was featured in *The Courier* 403, January 2014, Photo 1), was obviously poorly. Suddenly—after more than a year's happy motoring and taking long journeys, short trips, and Lakeland passes in its effortless stride - the big six engine (Photo 2) had as much poke as an underdone pig-in-a-blanket. My wife and I live on top of a hill, the only way home is up, and Honeysuckle didn't want to go.

Lowest gear, foot on the floor, and a cacophony of pops and bangs unbecoming to a stately and powerful 2000 got us there, but it was clearly time for Tony the Tuner who works his magic on our Triumph Spitfire

whenever that needs a tweak.

He duly arrived with his portable Crypton equipment of a vintage to match the car, and his delicate ministrations soon had the timing and other adjustments set nicely. I asked him to fit the new plugs and HT leads which were due to go in and there was some improvement. Alas he also deduced a new distributor cap was needed and that two of the (supposedly high quality) HT leads were transmitting no spark at all. If these were minor annoy-

1. "Honeysuckle"



ances, the worst news was that one cylinder was producing only 50 psi of compression when around 160 would have been desirable and another was producing no compression at all. Honeysuckle had been struggling along as a 4.5 cylinder car; only the flywheel, suggested Tony, had kept things turning up

those hills!

The piston rings were all checked as tight, so it was the valves. The poor wee things had been banging up and down in their scorching and explosive world since 1977 and they hadn't liked whatever unleaded years they had had to take before my strictly administered doses of Castrol Valvemaster.

The cure, of course, comes in various options. A brand new unleaded head for a

cylinder-head repair experts on the banks of the Tyne at Dunston, whose work I cannot praise too highly.

The staff there were delighted to have what they called a 'proper' car to work on: that is one composed not of plastic boxes and unfathomable electronic gadgetry but of parts of elegant design and durable quality that can be machined, oiled, and polished. The job was to



2. The Big Six Engine

Triumph 2000TC would be a great find, but so would hens' teeth. The original head reconditioned to unleaded spec is both possible and desirable, thanks to the TSSC (see the Club Shop Parts Accessories and Regalia handbook for details), but owing to circumstances at home, the dismantling of the engine, packing-up of the old head and refitting of the reconditioned version would not be practical. The best option in this case was an unleaded refurbishment kit from Rimmer Brothers which comes with all parts required, shiny new valves, and every gasket you could think of and some you couldn't. This was taken to Keldine Autos, local

be spread carefully over a few days to cover not only the strip and re-fit but a skim of the head and all the required testing and re-tuning afterwards. When my wife and I went to collect the car we had never heard the engine revving so sweetly. "A beautiful piece of engineering," smiled the fitter as he closed the big bonnet: a comment that could apply to both the car and the job. We were given the old valves back, but no-one would have wanted them as souvenirs. They were blackened, pitted and scarred and looked as if they had been dug out of air-raid debris.

Job done, then, and nicely done—only it wasn't, because to accommodate the valve-



3. Picnic Space in back

transplant I had postponed an already overdue oil-change. Thus it was back to the garage at home and relief when the old filter came off without grazed knuckles and ruptured muscles—only to find the new filter I had been waiting to use would not fit. Some time in Honeysuckle's past, the original old-fashioned glass dome oil filter had been changed to a spin-on variety which took a disposable filter

whose central screw was of a much wider bore than is now common. Jumpstart Autoparts (they can find just about anything), also in Dunston, ordered the correct type—apparently now quite rare, so I have bought a few more. The new oil went in with a liberal dose of Wynn's Fluid to coat all that new metal, and the refurbished head is being 'run in' with 500 miles of gentle motoring before the nuts are re-torqued and the tappets adjusted.

In the screenplay of *Grand Prix*, the actor Brian Bedford is given lines on what is beautiful about a car. He says you can strip the skin off, find the faulty part, and replace it with a new one. Why can't we do that with people? he adds. The film was made before the first heart-transplant, but the sentiment holds good.

Honeysuckle is running quietly and the big engine is delivering its power sweetly once more. Ups and downs of the Yorkshire Dales and dizzy gradients of the Lake District here we come...with plenty of space for picnics in the back (see Photo 3)."

Poet, novelist and playwright Roger Harvey lives in Newcastle. For details of his work and publications—including his latest book **THE WRITING BUSINESS** - then please visit:

www.roger-harvey.co.uk.

Until next month!

Mark

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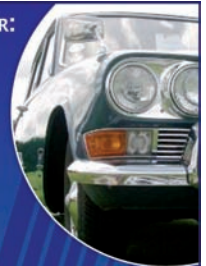



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Andy Cook

Do you have a "RATTLER"?

S

o despite your GT6 having a lovely smooth engine you get up to a reasonable

cruising speed and there it is, an annoying rattle coming from the gear lever. Put your hand on the gear lever and it goes away. Take your hand off and back it comes...

This is a common issue not just for GT6's but also for other Small Chassis Triumphs and is caused by worn components in the Remote Extension Assembly on top of the Gearbox. It's not expensive or difficult to fix but it is unfortunately a bit time consuming. Also it does tend to happen every 20 – 25,000 miles so if you intend to be a GT6 owner for a length of time get used to it!

My own GT6 started rattling "again" last year, it's taken me a while to get around to the job. It was a bit more than just a bit of minor wear this time around with a very audible metallic rattle rather than a minor irritation. However, it was still more annoying than anything and the gear change continued to function.

Because it's a common problem most of the Triumph specialists sell a re-bushing kit so you don't have to buy the separate components.

Here are the contents of one of the Kits, this cost me just under £14 from one of the popular Triumph Specialists.



Picture 1. Gear Change re-bush kit.

The job to change out these components is straight forward once you've got access to the gearbox but there is a bit of work to do to expose the troublesome parts as you have to remove the gearbox cover and to do this you have to remove the carpet, the radio, the Dashboard H support and some of the trim.



Picture 2. Removing the Trim under the handbrake.

First Remove the trim under the handbrake lever and the pads on the side

of the gearbox tunnel.



Picture 3. *Remove the Tunnel Pads.*

Next remove the H Support under the dash, if you have a Radio fitted you'll need to remove this first, the chances are if it's a modern DIN fit radio it will be a non-standard mounting arrangement so I won't go into this here as I'm sure you can figure it out.

The H Support has 4 bolts fixing it to the floor, and 2 set screws (replaced with bolts on my car) fixing it to the underside of the dash panel.



Picture 4. *H Support fixing to floor.*



Picture 5 *H Support fixings to the*

panel under the dash, nuts and bolts on my car but originally it would have been set screws and nuts. Then manoeuvre the H Support out of the way.

You'll probably have to engage 2nd or 4th gear to provide clearance.

Next remove the Gear Knob. If it's a non Overdrive car the Knob simply unscrews. If it's an Overdrive car it's not so obvious how to remove it so here's what to do.

Lever the top of the Knob Top and Switch Assembly using a screw driver in the slot at the front, disconnecting the switch from the wiring connectors as it is withdrawn.



Picture 6 *Remove the Knob Top and Switch assembly.*

Then slacken off the Chrome Tapered Lock Nut under the Knob, there are flats to enable this to be done with an open ended spanner.



Picture 7 *Slackening the Chrome Tapered Lock Nut under the Knob.*

Next, look inside the Knob in the chamber where the switch connections sit. Inside you'll see a round nut with slots, chase this nut around to undo it using a small screw driver taking care not to damage the wires or connectors.

Then remove the Gear Knob followed by the Chrome Tapered Lock Nut which can be unscrewed.



Picture 8. *Unscrewing the nut within the Knob chamber.*

Remove the Corrugated Blower Hoses under the dash disconnecting them from the Heater Box. It should now be possible to remove the Carpet over the Gear Box Cover, it's a bit fiddly but not difficult.

The Carpet has an integral PVC Gear Gaitor. Now you have access to the gearbox cover. There should be rubber diaphragm type Gear Gaitor under the Carpet, remove this held in place by 4 self tapping screws, it's missing from my car so no pictures!



Picture 9. *Gearbox Cover exposed.*

Now remove the Gearbox Cover, it's

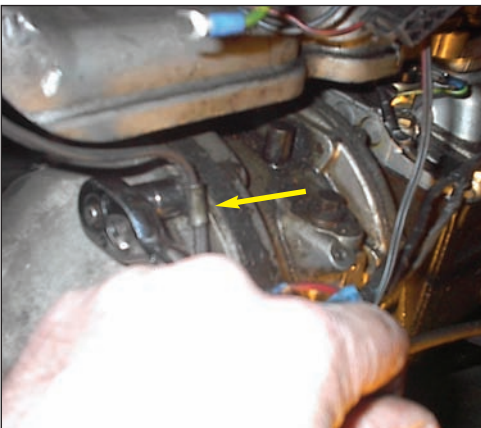
fixed in place using large self tappers with large Oval Washers, when I say oval, I mean shaped like a running track, for later cars the Oval Washers are sometimes replaced by Rectangular Keyhole Plates.



Picture 10. *Gearbox Cover fixings*

Once the fixings are all removed, wriggle the Gearbox Cover out of the way, a bit fiddly but it will come. Now you'll have the Gearbox exposed and can get to the Remote Extension Assembly with the worn components which cause the rattle. If it's an Overdrive car then you'll need to disconnect the Wiring Harness that goes up through the gear level, there should be two Bullet Connectors along the side of the Gearbox near the Solenoid.

The Harness also runs through a cable "P" clip mounted on one of the Overdrive studs, also remove this.



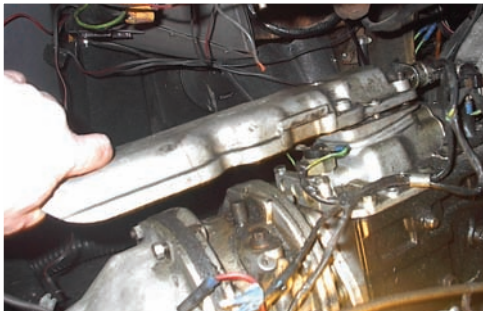
Picture 11. *"P" Clip will need removing from one of the Overdrive studs.*

Now you should be able to remove the whole remote extension assembly complete with the gear knob, it's held in place with 4 studs on top of the Gearbox Top Cover.



Picture 12. Removing the Remote Extension assembly fixings from the top of the gearbox.

Wriggle the assembly off the top of the Gearbox and remove from the car.



Picture 13. Wriggling the Remote Extension Assembly off the top of the Gearbox.



Picture 14. Assembly on the workbench.

Now it's time to strip down the Remote Extension Assembly and replace all the

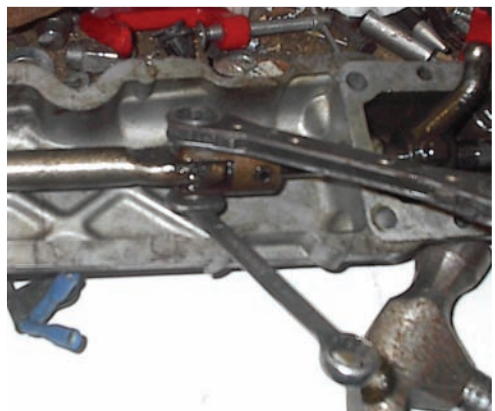
worn components.



Picture 15. Undo the nut and bolt holding the bottom of the Gearlever to the Remote Shaft



Picture 16. Remove the Gearlever held in place with a bayonet type fitting.



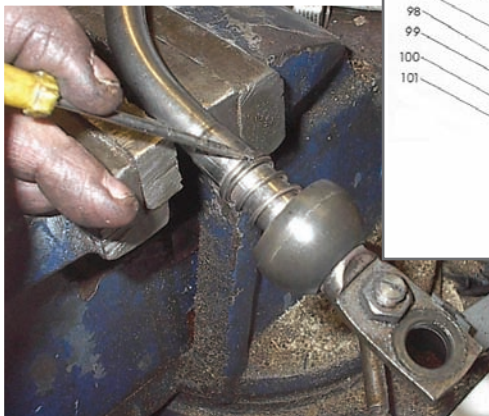
Picture 17. Undo the nut and bolt at the other end of the Extension Shaft and withdraw the Shaft.



Picture 18. Remove the Bayonet Shroud, Inner Metal Shroud, Plastic Shroud and Outer Spring from the Gearlever.

On my car the Spring had pushed it's way right through the Plastic Shroud, hence the severe rattle.

You'll need to remove the Overdrive Wiring that runs up through the shaft before the next stage. If it's at all damaged (which happens frequently) replace the wiring either by buying a new Harness or making one up, any damage to the wiring can result in a malfunctioning Overdrive and it's as well to fix now while it's all accessible.

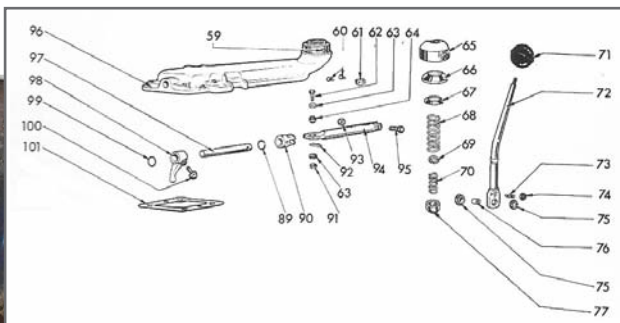


Picture 19. The inner spring is held in place with a circular Spring Clip, a bit fiddly but persevere and you should be able to prise the Clip away with a screwdriver.



Picture 20. Next remove the spring and then the Plastic Ball Bush.

There are also some plastic "Top Hat" Bushes and a Metal Sleeve that need to be removed from the bottom of the gear stick and also some other Plastic Bushes, a Rubber Bush and a Metal Sleeve from the front end of the Extension Shaft. The kit also comes with an O Ring for the Front Shaft which runs into the gearbox. I didn't need to replace these as mine wasn't leaking and I'm an advocate of "If it ain't broke don't fix it"...



Picture 21. Extracted Exploded View from the Factory Workshop Manual.

Next carefully reassemble everything with the new parts from the kit. It's fairly straight forward if you logically lay the parts out when you take it apart, but if you get stuck the exploded view extracted from a diagram from the Factory Workshop Manual above will help.

Use some new nylock nuts on the bolts joining the gear stick and extension shafts.



Picture 22 *A little tip for refitting the Spring Clip holding the Inner Spring in place Use a ring spanner over the gear lever shaft as this makes the job really easy!*

Then it's time to refit the Remote Extension Assembly back onto the Gearbox using the new Gasket supplied in the kit. Now would be a good time to top up the Gearbox Oil as the filler is really accessible with the Gearbox Top Cover removed.

Or even drain and change the Gearbox Oil if you want to!

The Overdrive Wiring, Gear Knob, Gearbox Cover, Carpet and all the various bits of trim etc are replaced in reverse order. Again easy enough to do but a bit fiddly and time consuming.

Then when it's all back together you are done and the rattle will be gone for the

next 25,000 miles or so before it needs doing again!

Imported GT6 MK2 Racer

I received an email recently from **Miguel Do Valle** based in Northwood who is the proud owner of a 1969 GT6 MK2 race car. Miguel purchased the car from a guy in Holland a few years back as a rolling chassis that had already been converted to a racer. He has now rebuilt it to Full appendix K FIA spec. The car was originally a UK car but was exported to Europe at some point in the past and currently has no documentation. Now that Miguel has re-imported it he wanted some advice on how to re-register it with the DVLA. I've pointed him in the direction of Gaydon, it may still be challenging but hopefully he can obtain an age related registration with the aid of a heritage certificate as long as everything checks out. He sent through some pictures as below.



Miguel has already competed in one classic race in the Porto Boavista Historic Festival in 2013 and came 4th in class. The car needs it to be road registered again to be eligible for regularity events in continental Europe and also so he can drive it on the road to and from events in the UK. He has already managed to arrange UK road insurance even without a



registration number which will allow him to drive the car to and from an MOT which he will require before it can be re-registered.

So good luck to Miguel, hope he gets it all sorted with the DVLA as I know they can sometimes be rather challenging and full of red tape!



The "Banksy" GT6

I took my Son up to London last month to see the "Art of Brick" Lego art exhibition at the Truman Gallery in Brick Lane. Just around the corner in Dray Alley is a fairly famous GT6 on top of a container that the

artist "Banksy" painted pink about 10 years ago. It's now protected with a plastic case which makes photos a bit awkward because of the reflections but thought I had to give it a go. It did used to have a skeleton driver painted on the window but that's not there anymore.



From the Archives

Now some more pictures from **Leon Guyot's** great collection this month.

These are of **John Thorpe's** well known GT6 **PPN123M** winning a trophy for "Car of Show" at STIR VIII (Standard Triumph International Rally) held at Papendal in Holland May 1983. I remember John's GT6 well as it used to attend many TSSC events and it also features in quite a few of Graham Robson's books. Love the Knitted GT6 jumper John is wearing.



The amazing thing is the car was still reasonably new back then, just 10 years old! I think that the pictures look really great in Black and White as well, it gives them a "historical" look.

Andy



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Guy Singleton



Preston - Connected!

This month I will start with some follow ups from my previous article – you may recall that there was a photograph of a part restored GT6, I am pleased to say that I have heard from the current owner **Charles Henderson** that the car is alive – if not well and now resides in West Yorkshire – Charles is hoping to start on its restoration later this year – interestingly he did not know that the car had once been green.

Next a bit of an update on **Loxhams**

Giles who said *"Just a snippet of information I have in a late 60's service directory! Loxhams Garage Ltd were Triumph Distributors in Preston, so may well have supplied other garages in the area. They could be found in Charnley Street, Preston."*

Their phone number was Preston 54242. There is no reference in the directory to Holmes Ltd being a Triumph related garage."

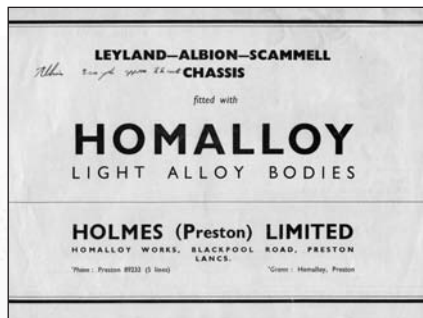
I had meant to mention last month that as well as being the owners of **Bond Cars Ltd Loxhams** were also a major Triumph Dealership.

Finally on this topic I heard from **George Burt**



Loxhams Motor Showrooms, Preston c.1965

Garages Ltd, I had a note from our former Herald 13/60 Register Secretary **Derek**



regarding Holmes (Preston) Ltd.

"You were asking for info on Holmes (Preston) Ltd. I enclose a scan from one of their brochures dated 1958. They were a commercial vehicle cab and body builder that specialised in using light alloy components, hence their trade name Homalloy. Their cabs were plastic panels (I assume G.R.P.) on a light alloy frame. Homalloy cabs

and bodies were specified as an alternative to heavy timber framed coachbuilt cabs and



bodies. This resulted in increased payloads, and for lighter trucks where it brought the unladen weight down to under 3 tons, the maximum permitted speed was increased from 20mph to 30mph."

Thanks to all of the above for their input. It is nice to get some feedback and to add to the earlier article.

Now you will recall in my February article I



had had an update from **Simon Huntington**

who is restoring a 2 litre Coupe, he mentioned that he had made up fibreglass sections to replace the original aluminium trim pieces around the wheel arches, he has now written with more detail:

"I did have a go with some aluminium first; however despite being a reasonably competent metal worker and having access to a shrinking and stretching machine, I really couldn't get the quality of job I wanted. Usually, I would get to about 80% of the finished shape and then the aluminium would split on one of the stretched edges rendering the job as scrap. I bought standard grade half hard aluminium and I annealed it well using the bar of soap method.

Anyway, as you can see, I gave up on the aluminium and went for good old fibreglass as an alternative.

Here's how I did it (assuming that the old aluminium has already been removed):-

Rear in-fills.

- 1.** Stuff balls of newspaper in the gap between the fibreglass body and the metal wheel arch; shape into the profile required; (I just used my hands and a few very light hammer blows).
- 2.** Cover the whole area with masking tape all around the wheel arch and the body (this is for protection against resin splashes).
- 3.** Cover the area to be moulded with cheap brown parcel tape, making it as smooth as possible.
- 4.** Wax the area; I just used normal car wax; silicone free.
- 5.** Cut fibreglass tissue and mat to size. (I used a layer of tissue on to the parcel tape to give an improved surface on to which I was going to seal the infill to the body)
- 6.** Mix up regular resin and pre-wet the prepared pieces of tissue and mat; I used 1 layer of tissue and 2-3 layers of 450 GSM Chopped Strand Mat.
- 7.** Once cured, peel off the new moulding and trim to size; I did this when the moulding was not fully cured (AKA, 'green') as it is much easier. The fibreglass resin does not stick to the

parcel tape, so it comes off without a fight.

8. Once all trimmed up; check that it fits to your satisfaction and fill any minor imperfections with P40 or other fibreglass loaded filler: hand-sand to shape.

9. I then used polyester flow-coat painted onto the mouldings to give a good surface finish and protect the fibreglass matting.

10. Once the flow-coat is fully cured, then fit the infill piece to the car and drill rivet holes.

11. Using seam sealer (I used Sikaflex) and rivets, attach the infill to the car. I also sealed inside the rivet holes and painted seam sealer onto the backs of the rivets from inside the boot.

12. I then wiped everything with paint prep solvent and coated the whole inner arch with stone-chip, primer and top-coat paint as normal.

The materials are cheap and excluding curing time; it took me circa 3 hours in total to produce and fit the rear in-fills.

Front in-fills.

The process is exactly the same, however I used some cereal box cardboard to support the parcel tape and the fibreglass while it cured. I tried to improve on the original shape of the aluminium in-fills and hopefully mine will deflect more water. In addition, I think that when sealed and riveted in, the fibreglass in-fills may impart further support and strength to the front end of the car.

The costs (for all 4 in-fills).



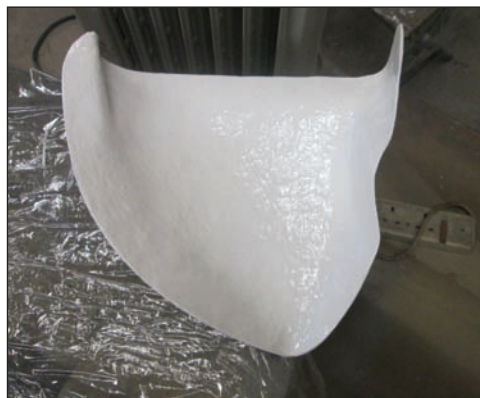
• The fibreglass CSM would be about £5 - 6.00 and I reckon I used a lot less than 1m²



• Resin, I used something like 250-300ml; I guess at £2-3.00 for this



• Polyester flow-coat was £12.00 for a litre and I used about 100-125ml



As far as I was told by my fibreglass supplier, flow-coat replicates the gel-coat which would have been used had a moulding been made in the traditional way. It is basically the same as gel-coat but with a special wax added. This wax floats on-top of the resin and seals the outer skin so that it can cure similarly to a gel-coat layer. With careful prep and sanding, it is possible to get a finish almost as good as gel-coat; however as my work was going in a

wheel-arch and was going to be coated in stone chip; I did not go for perfection. The flow-coat wax was wiped off with panel wipe once fully cured. In preparing a fibreglass body for paint, if the gel-coat is breached, it is possible to apply flow-coat to recover the surface prior to paint preparation."

Thanks Simon, very useful information which will help other members.



CLUB SHOP NEWS

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

by Garth Jupp

New Products 2015

New Tri-Part Batteries

One of the most frequent questions I get asked in the Club Shop is "what battery do I need for my Herald/Spitfire etc." Up until now all we were able to offer was advice, well we can now supply batteries for your Triumph, Our batteries comes fully charged and ready to fit.

- Startup Power: 350 Amps
- AH value: 35
- Reserve Capacity: 45
- Bench Charge: 3.5 Amps
- Average Weight (kg): 11.10
- Dimensions (LxDxH): 240x135x205mm
- Guarantee 3 Years
- High Capacity.
- Long Life.
- High CCA and good starting performance.
- Good charging acceptance and vibration resistant performance.
- Application of advanced PE type separator.
- Application of TTP technology.

The cost is £43.50 Inc VAT

We are also able to ship these Tri-Part branded batteries to anywhere on the UK Mainland for just £10 Inc.VAT



Currently we only offer the 038 size, but more will be available shortly and we will also be able to provide for the originality buffs among our members, handmade period batteries with the exposed lead busbars.





e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



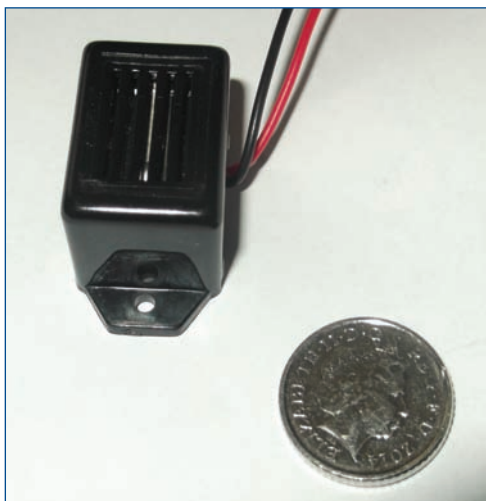
Indicator Buzzer/Alarms & Lever Arm Conversion

As our cars get older and more worn one of the things that often gets overlooked is the fact that the indicators can fail to self cancel. It only has to happen once that you forget to cancel your left turn indicator and for another vehicle to pull out in front of you that the real implications of a non self cancelling indicator can "hit" home. About 5 years ago this happened to a friend of mine and his immaculate GT6 was all but written off.

It was at that time that I decided to fit some **Buzzers/Alarms** to my Triumphs. On the Toledo and Herald it was a simple task of wiring one alarm in line with the flasher unit, however, on my TR4A I had to use 2 alarms due to the flasher unit used on the car, but at only a few pounds each it didn't break the bank. The alarms do not use much current and so do not affect the flash rate nor damage the flasher units (well mine have been fitted for about 5 years and I have had no problems), but are very loud which is a bonus when driving with the soft top down and the sun reflecting off the dashboard dials, but I have regulated the volume on mine by putting some insulation tape around them a layer at a time until an acceptable volume is reached.

They have proved very useful over the years as I can't wait to turn a corner and cancel the annoying sound they make!

The Buzzers are only small and easily fit behind a dashboard either tie wrapped or



taped to the wiring loom etc. I have included an image (with a 5 pence piece to indicate physical size) so that anyone who wants to make this simple upgrade to their car and get a better "Buzz" from driving it can identify them easily from any of the well known auction sites, just type in 12v DC buzzer/alarm.

CONVERSION OF TR4A FROM LEVER ARM REAR SUSPENSION TO TELESCOPIC DAMPER SET UP

Hi there, I hope that you are all well out there in Triumph land and that your cars are giving you the pleasure (and not problems) that you want from them, whether that's driving them or working on them.

Here is an account (as accurate as I can



**TR4A REAR DAMPER BRACKETS ONE CUT
AND ONE AS BOUGHT**

recall using notes made at the time) of the conversion to a rear shock absorber set up from the original lever arm arrangement that I carried out on my TR4A in late 2006/early 2007. I used adjustable shock absorbers to enable me to alter the "ride" of the car should I need to do so. So far the conversion has proved to be excellent and I have never regretted carrying it out even though it gave me problems at the time. I bought the conversion kit from a well known TR specialist and when I did incur the problem that I did, I contacted them and they said that they had not had any other reports of problems with the conversion kit, they were even generous enough to offer to carry out the conversion for me on a labour free basis if I took the car to them. It would have been easy enough to re fit the lever arms and drive the car to them, but I wanted to sort it out myself. I thought at the time that it may have been just a couple of rogue brackets that I had bought, or it may have been an issue specific to my car, although the lat-

ter was not likely, it may even be that there are TR4A's – TR6's out there that have had this conversion and the issue hasn't raised its head as the rear suspension will probably never travel enough for the damper/shock absorber to foul the trailing arm under any driving condition (I have since worked on 2 TR6's that have had this conversion and the dampers foul the trailing arms well before full suspension travel is achieved!), so if anyone who has carried out this conversion on their car has ever heard a "clunk" that they haven't found the cause of, it may be worth just checking it out by raising your road wheels off the ground and checking out the full travel of your trailing arms.

14/12/2006

I drove the TR onto my Hamer lift and raised the lift to its full height and after jacking the rear of the car up from the lift tracks I placed blocks under the chassis and lowered the car onto the blocks so that the rear wheels were clear of the lift tracks.

1/2 hour



15/12/2006

I removed the rear damper units and both the rubber bump stops, to do this I had to drill out the stud on the O/S before the rubber cone mounting would come undone and I had to drill and re tap the N/S rubber cone mounting holes.

1 hour

19/12/2006

I cleaned and scraped all loose under seal from the areas underneath the rear of the car and I painted rust converter on any area that had surface rust.

1 hour

21/12/2006

Today I applied another coat of rust converter and then gave the differential a good brushing with degreaser and drained the oil. Then I gave both trailing arms a good brushing with degreaser. After I had cleaned the differential and trailing arms I repeated the process as there was 40 years of road grime to get rid of.

1 hour

27/12/2006

All areas that had been treated with rust converter were painted and when dry were given a good coat of Waxoil enriched under seal.

1 hour

Rear suspension removed

28/12/2006

Today I installed the two brackets that are used to convert the car to telescopic damper suspension from the original lever arm set up. There was no drilling involved as they locate on the mounting holes that the lever arm dampers had used, so the car can always be converted back to original specification. When they were fitted along with the shock absorbers I found not only that the shock absorbers fouled on the trailing arms thus impeding the travel of the suspension, but they were also rubbing the sides of the mounting brackets near the top and this was without the weight of the car on them.

This was very annoying as I had had the brackets zinc plated for corrosion protection and now I had to cut and weld the brackets in order to get them to allow the suspension to function correctly and to reduce their thickness at the top to prevent the shock absorbers from rubbing on them (I know, my fault for not checking them out before, a mistake I have learnt from, but in my defence I had the brackets zinc plated as a favour which could only be offered within a short space of time and not extended to when I would be carrying out the conversion).

1 hour



Cutting the Conversion Brackets

02/01/2007

By repeatedly fitting and removing the telescopic damper conversion brackets, cutting off the top mount and removing metal where the brackets fouled the dampers I was able to mark out the position where the top mountings would need to be welded to allow the full travel of the suspension without the trailing arms fouling against the dampers. I then tack welded them in place and trial fitted them and this time the dampers did not foul the trailing arms. I then removed the brackets and using an arc welder I finish welded the brackets and added strengthening fillets for good measure. The brackets were then given a few coats of enamel paint and after drying they were bolted into position. I cannot emphasise enough that you should only carry out welding work on components that bear weight or have anything to do with safety on your car if you are a fully competent welder, I was trained in all aspects of welding as an apprentice even to the level of being a coded welder so I know how to ensure maximum weld strength and penetration, I mention this because in my years of working on cars I have come across many "welds" which have looked good, but which

have come apart with little pressure applied to them, if in doubt tack weld your components together and then take them to an engineering works or a competent garage for professional welding.

3½ hours

03/01/2007

After fitting the N/S bump stop and the shock absorber I found that the shock absorber "bottomed out" before the radius arm hit

the bump stop! To get over this problem I made an extension for the bump stop which I replicated for the O/S.

The differential was then filled to it's correct level with oil.

1½ hours

It was now time to test the car to see how the rear suspension had been affected. After a few miles taking bends steadily my confidence grew and I started to drive a bit quicker into the bends, I found that the car hugged the road better than the old lever arm set up and vastly improved the car's handling even though the lever arm dampers seemed to be in excellent condition.

This is just my opinion, however, as I know some TR owners prefer the feel of the standard lever arm set up. To this day I have never had to alter the shock absorber from the mid way point that I original set it at.

An Appeal

I am fast running out of things concerning my TR to write about so please send me some images, stories or any information about your TR for the magazine. Thanks.

Whether 6 cylinders or 4 a TR is more!

Bern



e-mail:

tr7-8@tssc.org.uk

Paul Lewis



Event NEWS

The show scene is well underway and some really nice TR7's turning up on stands and in the car parks. We would have just had the New Forest run which there

will be an update next month and don't forget that we have Spa classic May 22-24 coming up which I will be attending and looking for articles from anyone who is also making the pilgrimage.

TriumFest UK is on at the beginning

Back to the article in question. Recently I have received a few emails from members and thought that I would share one of these with you from **John Fernley:**

I read in a previous edition of the Courier that you want to hear about our (members)



John's TR7



projects so I thought I'd send you some details of mine.

I think I've probably gone mad but when my MG TF was written off in December I used the money to buy a TR7. The car was owned by a TSSC member previously in Cumbria. A motor engineer,

of July which we are trying to get as many TR7's there as possible for a display and don't forget **Silverstone Classic** at the end of the month which we have a special parade lap organised. Details for all events are within the pages of this Courier.

he'd done lots of work mechanically but not much on the body. The car has a Rimmer body kit. I don't really like it but the car was so reasonably priced I couldn't say no. I thought that starting with an MOT'd good runner was a good bet.

TR7/8 Register

There is some rust on the rear arches and the front corners of the bonnet. Matching the paint will be hard as the car was originally gold and is now a vivid red.

I want to drive this TR so I've started by restoring the interior. I threw out the beige carpet and did some work on the floors. There's now a nice black carpet from S&S which looks much better. I finished this with tailor made mats with red trim. I managed to obtain red tartan door trims too. The seats were awful but I couldn't afford £500 to re-upholster them. So I patched and painted them with vinyl paint and used some expensive leather

shows this year. Also **Andy Solis** who is a well-known member should have now completed his restoration, hopefully we will be sharing the details with you very shortly.

Paul



cushions to finish. I'm very pleased with them. I added a leather wheel, gear knob and gaiters to finish the look. I used vinyl paint on the trim panels and head liner too. I just need to do the sunroof headliner now. I've no doubt purists will sneer because it's not original but I don't care.

Next job? A brake upgrade I think.

I'm a bit scared there may be rust gremlins lurking but I'll keep my fingers crossed for now. I'd really like others to have a look and I hope to be doing some good runs out this year.

Many thanks John, hope to see you at





Paul Richardson[©] Roger Sykes

1939 -2012



It was a great pleasure for me when I was contacted from Australia by the late **Roger Sykes**, who was brother of **Graham Sykes**, the noted technical guru of Standard Triumph's technical department. Roger had seen an article I'd written on Graham (who sadly passed away in 2007) and was highly amused by some of my comments. This was mainly due to the fact that dear Graham regularly seized any opportunity to explain the complex mathematics involved with his work -secure in the knowledge that I wouldn't understand his explanations. I should point out here that Graham's interest in the subjects surrounding 'noise and vibration' led him to take a degree course in advanced mathematics. Roger loved the example I provided in one article when Graham was attempting to explain the problems surrounding valve spring surge and how 'an eleventh order polynomial equation' had to be solved before it could be achieved with effective camshaft profile design. Noticing the vacant look on my face following his explanation, Graham said with a smile. *"Trying to explain this to you mate is like trying to spoon up thin gravy with a fork"!!*

Like brother Graham, Roger started his apprenticeship in the experimental department and through regular phone calls and e mails from Australia, Roger provided all the details of his times at Standard Triumph. The first written details Roger sent to me, which he expanded on as time progressed is as follows.

"I started my apprenticeship as an automobile engineer in 1955 at the Apprentice training school which was located at the Massey



This photo of Roger Sykes (right) standing next to my father Ken was taken outside the showroom of the Standard Triumph distributor in Paris where the Le Mans twin cams were put on display after winning the manufacturers team prize in 1961. The manufacturers team prize trophy is on the bonet of the twin cam in front of Ken and Roger.

Ferguson factory in Banner Lane. The School was run by the Apprentice supervisor Mr. Bill Grey, and was a self contained unit with a fully equipped machine tool room, electrical section, and an area where working models of sectioned engines and transmissions were made for displays etc. There was also a fully staffed classroom where we attended lectures

two days a week. I think we were attached to this school for the first year although I did spend some time on the Massey Ferguson assembly line, and also a few weeks in the Jet Engine test beds and research section which was also located nearby within the factory grounds at Banner Lane - **(N.B.** in the early fifties the company gained a contract to produce the Rolls Royce Avon Jet engine as used by the RAF **-P.R.)**. After my twelve months initial training and assessment, I moved to the Experimental department at Banner Lane, and this was to become my home for the next four years. During this period I progressed through every section of the department including experimental engine and chassis build which also involved building complete prototypes and I spent some time in the design drawing office."

Extremely keen to highlight the quality of the company's management Roger related.

"I think the general opinion about the company's management was that it must have been extremely efficient just after the war. In fact I remember a lecture in our training school about that, which was one of the first lectures given to new apprentices. It always stuck in my mind that did because we had an excellent range of cars that were selling well especially the Vanguard range because that car was built specifically for a world wide market and was constantly breaking sales records, even when I joined the company, and that was when we'd just started producing the phase three Vanguard I think.

When Sir John Black decided to produce a sports car with the TR2 the company had a complete range of cars and, of course, the TR's generated enormous publicity for the company because of the success they had in all the international rallies etc after your father started his competition department."

During my own research on company history, I've always tried to give credit to those engineers responsible for the design of company cars etc, and Roger was also keen to provide his opinion on this aspect. He was extremely complementary about the apprentice training facilities and one of the training

exercises was the complete strip down and rebuild to the last nut and bolt of a 'Willys Jeep.' This included stripping and rebuilding the engine, gearbox, axle and the brake system and suspension. The wiring loom and electrical components were also removed and inspected etc. When Roger and the apprentice team finished the rebuild he was given the ignition key and asked to start the engine by one of the instructors. He remembered "Fortunately for me, it started first time and there was a collective cheer from on looking experimental department staff."

Roger then moved on to the technical design side of company cars. "Thinking about all my experiences in the company now, I think it important at this stage to give credit where credit's due to the designers in the company, and there's no doubt that **Lewis Dawtrey** was the most talented design engineer we had in the company. Lew was our deputy Chief Engineer and he was head of our technical office and our metallurgy and research laboratory, and it was common knowledge that it was under him that our designer **David Eley** was trained, because David served his apprenticeship in the company. In fact I would go so far as to say Lew Dawtrey oversaw all the engine design and development one way or another, and he had to sign off any new design before it was officially put on the drawing board."

Interestingly, I remember **Ray Henderson** providing almost exactly the same opinion as that in Roger's last sentence **-P.R.**

For new members of the Sports Six Club the following is a brief profile of Lewis Dawtrey. Born in 1900 Lewis Henry Dawtrey served an apprenticeship at the Humber Company. His lifelong interest was the design of motor cars and he became a draughtsman in 1921. In 1923 he was promoted to the technical design office at Humber and by the late twenties he had become a senior and highly respected member of the Humber design team. In 1930 the Chief engineer of Humber, **Ted Grinham**, joined the Standard motor company as Engineering Director and a year later Lew Dawtrey also joined the Standard Motor

Company as manager of the technical office and deputy to Ted Grinham. Only one year after joining the company Dawtrey was awarded the prestigious 'Crompton Medal' for a paper he wrote for the Institute of Mechanical Engineers titled **'Some problems of chassis design.'** N.B. The Crompton Medal remains the institute's premier award for outstanding work considered to have special influence on the advancement of automobile design. Dawtrey's main interest became engine design.

As Roger remembered-

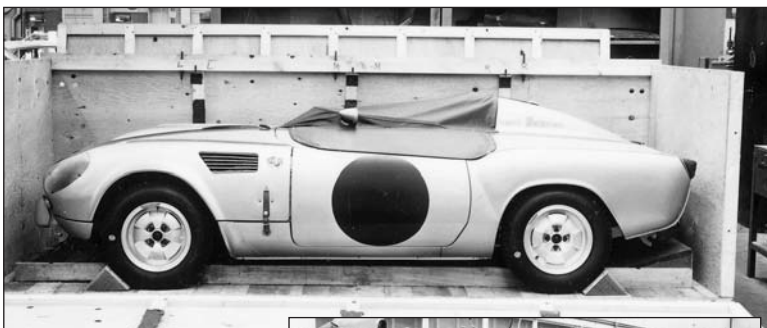
"I remember in the first two or three years of my apprenticeship in the experimental depart-

ment I went to a lecture given by Lew Dawtrey in our training school. The lecture centred on general engine design, and highlighted how the overhead valve engine had taken over from the side valve type, which as

Lew explained was because of the fact that power development had reached a limit on side valve engines due to the problems caused by pre ignition if compression ratios over about seven to one were used. Of course we had a side valve engine in the Triumph Mayflower, but moved to the over head valve design for the Standard Eights and Tens of 1954.

*"I was chosen to be a member of your fathers' team for the 1961 Le Mans race with the twin cams and we won the manufacturers team prize that year with all three cars finishing the race, and in very good overall positions. That was my first taste of competition work, and what a remarkable experience that was. I also worked in the competition department in the Leyland era and I'll develop all the details I can remember given a month or two. But, whilst I remember it, after the 1965 Le Mans race we got back to the factory and we were told to build a special **Spitfire to race in the Macao Grand Prix.** This was a beauty, with all mechanical components, including the light-*

*weight chassis being identical to the Le Mans cars, but the body was a one off. Our small team built every inch of the mechanical side of that car and a very talented body builder named **Aubrey Hill** built the very special body without a roof but incorporating a headrest behind the single drivers seat, and a low wrap around Perspex screen to protect the driver. It was finished in a beautiful silver paint job with a wide black strip running lengthwise down the centre of the body. I had originally been told that I would accompany Ray Henderson to Macao as mechanic to this car in the race. I was very disappointed when told that the trip was cancelled and the car was to*



*be shipped to Macao in a large wooden box. Despite this, I always considered this car as my proudest achievement. I can't remember the exact date, towards the end of 1965, that Ray Henderson walked up to me and told me to close up the department and that racing was finished, but I sure as hell remember the moment as if it were yesterday. **I was devastated. A job I started in 1961 when I was a raw rookie kid and had consumed my life for six years had gone just like that.**"*

Area Showtime



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



South Of England Meet 2014/15

By Mickey & Julie Hazell (Thames Area)

South of England Meet 2014

The south of England meet is upon us once again and I believe this is its 26th year at Leatherhead (and has been running at other venues before moving here since 1982). This will be only our 3rd year (but it seems a lifetime already!).

2014 was one to remember, losing our event shelter on the set up on Friday and three



gazebos, the TSSC Marquee over the rest of the weekend but we manage to soldier on to what was a good show (well I hoped you all enjoyed it). This year Saturday will be a free

to do as you please day. We do have some runs to do (although nobody has asked about them in the past two years). We will still have our quizzes for you in the campers marquee on Saturday night. The Sunday started well with the field filling up with lovely Triumphs which were judged by volunteers (please remember if you want to be a judge please be on site before Noon) for which we are very thankful also to all those that helped out over the weekend and months before with the quizzes, labour and ideas. Although the sun didn't bless us, the weather was kind enough not to rain. The Auto Jumble was busy as were the engine tuning vans & trunnion oiling.

The raffle tickets sold well and we hope the prizes were not too naff.

South of England Meet 2015

This Year we will be celebrating **40 years of TR7/8's and 50 years of Triumph 1300 FWD**. The entrance fee is still an amazing £5 per person for the weekend (re entry with program also to use the showers/toilets in the leisure centre).

Under 16's free with paying adults. Camping from Friday evening also still £5 per unit per night. Quiz on Saturday evening in the campers Marquee. Sunday show with

(pre order and save on postage) an informal concours for Triumph based cars, Raffle draw,



Peter Harper & TR4 wins TSSC Choice 2014



Jane Rowley Presents the Trophy to Peter Harper for TSSC Choice

food and drinks van.

So grab a friend and come along in your Triumph (or not) and enjoy yourselves at the **South Of England Meet**, oh, don't forget to bring the sunshine please!

Mickey, Julie & Team



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SOUTH OF ENGLAND MEET CONCOURS WINNERS 2014



Best Herald FYN 964J

James Parker

Runner up YDG 564

Luke Schofield

Best Vitesse OPO 987E

Mike Lawrence

Runner up CPJ 662H

John Jay

Best Spitfire RLM 504E

Chris Tickner

Runner up UGR 949K

Steve Gamage

Best GT6 VVA 5G

Dick Twitchen

Runner up KMXv433K

Andy Cooke

Best Bond CBF646H

Bob Buckby

Runner up XOL 718H

Guy Singleton

Best Special RAM 660H

Kevin Finch

Runner up VLC 458G

Trevor Collett

Best Saloon JKM 712E

Mohammed Jamil

Runner up PKV 390G

Ashley Mills

Best Stag FHO437K

Steve Brazier

Runner up JDN 999L

Tony Hill

Best TR FNA 279C

Peter Harper

Runner up RBU 611M

David Humphreys

TSSC Choice 2014

Best TR

FNA 279C - TR4

Peter Harper

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Spezere



MkIII 1967 Royal Blue/White. MoT to 7/4/2016. Only 3000 miles since 1999. Much spent on mechanics all round since 2010. Recon G/Box & Clutch. Lots of receipts. Very good condition for age. Can email more photos. £5750 ONO. Clive Rochester (Dunstable, Bedfordshire) 07949 288449.



MkIII 1967. Mot Feb. 2016 Tax exempt. Refurbished seats. Mohair hood and bag. Reliable. Three owners No rust. Lots of history with photos. Featured in Courier mag. £4,500 Garry Boatman (West London/Middlesex) 07947 592171.

1500. Pageant Blue, O/D, two owners from new, MoT May, rebuilt/put back on road in 2011, only summer use, 10,000 miles on clock. Lots of history. £6,750 OVNO. Cliff Griffiths (Wolverhampton) 07957 262090.



1500 RED 1981. Always Garaged. Dry use only. No rust. Owned 15 years. Hardtop included. 55,000 miles. Roll Bar. Full MOT. £4,750. Paul Appleton (Formby, Merseyside) 01704 879496.

Herald



COURIER VAN ('factory' converted to Herald Estate spec) 1500TC Overdrive as per eBay listing 390980524753. £1,500 ono. simon@triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts (trade)

13/60 CONVERTIBLE. Bright red, MOT till end of June, 77k on the clock, wife needs garage space! £2,500. David Howell (Hertfordshire) 07713 357888.

TR7



TR7 F.H.C. SILVER 1980. Fully poly-bushed. Resprayed in 2014. Full MOT. Braking System re-newed. Minilite wheels (New) Tyres (New). Spare set of Works wheels. SS Exhaust system. Illness forces sale. £5,000. S.F. Drabble (Leeds) 0113 2362257.

GT6



Mk1 1967. Signal Red. Original Rare Example. 2nd lady owner since 1983. 67,800 miles. Always garaged, Wire Wheels. New Carpet. S/S exhaust. £16,000 P. De Havilland (Surrey) 01753 857611.

Vitesse



WHITE VITESSE CONVERTIBLE with experienced chauffeur available for weddings / civil ceremonies. Comprehensive prices from £195.00 (10% donated to charity). Discounts available. www.triumph-recycler.com or www.stores.ebay.co.uk / Triumph-Recycler (trade)



1970 MK 2 CONVERTIBLE. Many upgrades, MoT until August. Agreed valuation of £7,250. Full running order. £6,000. Shaun Tooth (Dover, Kent) 01304 825429.



MK2 CONVERTIBLE 1969. Great condition, lovely history, 1 owner 'till 1997, restored, Original factory convertible, high torque starter, alternator, electronic ignition, recent brakes, just serviced, MOT Feb 16. £5,900. Stuart Newby (Fressingfield, Suffolk) 07557 264326.



LATE MODEL. Saffron Vitesse convertible, chassis number HC58094CV, 8th from last built, great condition, large history file starting 1978, mohair hood, tonneau, spares, rebuilt gearbox, minilites. £6,500 ONO Stephen Tyrrell (South Devon) 07989 353001.

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CARS WANTED

SPITFIRE 1500/MK IV, WANTED In either, Red, White, Blue or Yellow, must have O/D, a hard top would be good. I am prepared to travel up to about 300 miles from Portsmouth area. I am willing to spend up to about £4,500. David McHugh (Southsea, Hampshire) 07720 239320.

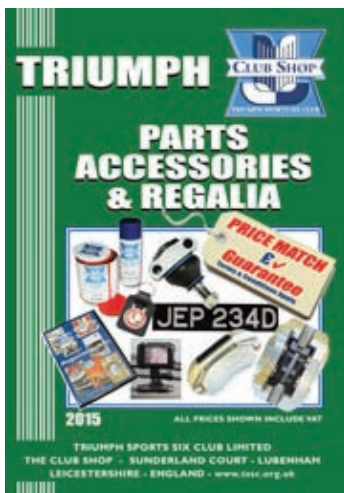
GT6 MK3 WANTED Well, as the Stag has a new home ... there is a space for a good, usable GT6 Mk3. Budget not too far afield of £8000-8500. I use my classics ... and the TR6 needs a stablemate. Funds waiting ... Paul Leicht (Kent / Northumberland (varies)) 07840 986755.

13/60 CONVERTIBLE Wanted in good condition. Looking for a Herald 13/60 convertible must be in all round good condition will pay right money for the right car with history. Distance to view no object. Andrew Helan (Midlands) 07836705862.

HERALD 13/60 Convertible Triumph Herald 13/60 convertible or possibly Triumph Vitesse. I am not concerned about the mechanical condition but the chassis and bodywork must be good. I am located in Lancashire and will travel up to 80 to 100 miles to view. Mark (lancashire) 07770 017103.

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RECONDITIONED (uprated) radiators as per www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts. Direct prices: Herald/ Spitfire £120 (full-width £140) Vitesse £180; GT6 £190. TR/ Saloon/ Dolomite/ Stag £enquire. simon@triumph-recycler.com (trade)

GT6 MK1 Glass top petrol pump. Complete glass top petrol pump for Mk1 bought as a spare but never used. No longer available £25.00 or v.n. offer Frank Cooper (Leicestershire.) 0116 2792203.

RECONDITIONED STEERING RACKS, new master cylinders, used parts. See www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts but email simon@triumph-recycler.com for direct prices! (trade)

.HERALD, VITESSE, SPIT, Parts. 1200 Engine Spares, Filters, Brand New 1200 Dizzy Cap & Coil. Bullet Mirrors, Pumps, Filters, Electrical + Many More. Simon Canham (Cumbria) 07901 842248.

GARAGE CLEARANCE. Chassis, Bonnet, Fuel tank. Front and rear seats. Front and rear suspension, steering rack, Engine, Gearbox, Propshaft, Diff, GT6 2lt Engine. Gearbox. Radiator. Cheap to clear. Eddie Young (Bexhill on sea East Sussex TN39 3HY) 01424 736193

2000/TOLEDO BOOKS. Triumph 2000 Handbook, Part No. 545007, 5th Ed. Toledo 1300 Handbook, Part No. 545116, 3rd Ed, 5/73. Toledo 1970-72 1300 /1500 Autobook Workshop Manual, Kenneth Ball 1972. Donate Marie Curie, collect or pay post. Peter Hennell (St Neots) 01480 472661.

GARAGE CLEARANCE. Chassis, Bonnet, Fuel tank. Front and rear seats. Front and rear suspension. Steering rack, Engine, Gearbox, Propshaft, Diff, GT6 2lt Engine. Gearbox. Radiator. Cheap to clear Eddie Young 2670 (Bexhill on sea East Sussex) 01424 736193.

SPITFIRE Mk1/3 central console with side bolster cushions in good order, needs black crackle renewing. Pt No 806869 supports parcel shelves, has cut-out for radio. No longer available. £35 or V.N. Offer. Frank Cooper (Leicestershire.) 0116 2792203.

SPITFIRE 1500 CHASSIS Chassis in fair con-

dition. Some rust to front cross member but easily repaired. Rest is solid. More detail here, eBay 281647342209. £40. Robin Langhorn (Leamington Spa) 07546 133627.

STANPART Parts Catalogue Original for GT6MK1 & 2. In good condition covers USD spec cars all 200 pages present in hard bound ring binder. £35.00 ono + p&p. (Potters Bar) 07973 255036.

INDOOR COVER. Club indoor cover to fit any Spitfire. Red, soft fleecy lining, good condition a few marks but no holes or tears. £25 Alan Beale (East Sussex) 01580 200696.

SPITFIRE FRONT SUSPENSION AVO adjustable shock absorbers with competition coil springs. £75 ONO Grahame Bellamy (Peterborough) 01733 261787.

VITESSE MK2 BOOT LID Used Boot Lid, some slight rust. Buyer Collects. OFFERS Keith Power (Lancashire) 0704 534474.

HERALD PARTS. Front seats black £10.00, early boot lid £30.00, sills(pair) £10.00 chrome trim set £20.00, indicator/side-light lens x 1 with surround £5.00 Kbtrs2 (Southampton) 07887 524807.

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HERALD BULKHEAD WANTED. I need a good bulkhead, Pref for a convertible but not essential as my frame is ok. Andy Brooker (Shropshire) 07801 833044.

HERALD/VITESSE Matador Red Interior parts. I am looking for good condition interior door, rear and bulkhead panels, and rear seats for my Herald 1200 saloon project. Would appreciate either Herald 1200 or 13/60 style interior items. Many thanks. Tim Hadland (Sussex) 07815 667994.

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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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Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG

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Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01672 514241 e-mail: spitfires@cadley.org.

SPITFIRE Mk IV/1500

Derek Ford, 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.

Tel: 01495 240884 e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA

Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA

Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk

http://cook1e.blogspot.co.uk/

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May 2015

Contents

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

SOUTH OF ENGLAND MEET

9TH & 10TH MAY 2015

Sat 9th

**Drives out to local
places of interest**

Sunday 10th

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AREA DIRECTORY

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

**IF AREA DIRECTORY
ENTRY IS IN GREY THEN
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OFFICIALLY!!!
YOU ARE MEETING
WITHOUT TSSC
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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. 7.30pm
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		
NORTH EAST	Deryck Beadling: 07939 068976	The Dunn Cow, Primrose Hill.	1st Sun.
	Geoff Dent: 07773 440201	BOURMOOR DH5 6DY.	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
	Dennis Petty: 07951 727747		
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: 01302 771628	The Crown - Barnburgh, DONCASTER DN5 7JQ	1st & 3rd Tues Eves
WEST YORKS	Victor Thompson: 01484 541185	The Arkle, 105 Springfield Ave, MORLEY, LS27 9PP	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Richard Malin: 07813 397731	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 8.00pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 7.30pm
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 7.30pm
	Nigel Hill: 07976 163006		
NORTHANTS	Nigel Hawes: 07879 491778	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 Embrey: 01952 371783	The Huntsman - Little Wenlock, TELFORD, TF6 5BH	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	Chris Allen: 07505 110922	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	Pear Tree - LOWER SMITE Worcs WR3 8SY	1st Mon. 7.30pm

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215	The Plough Inn, GRESFORD.	1st Tues. 8pm.
		The Plough Inn, St ASAPH	3rd Wed. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.15pm

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 (Venue Swaps Monthly)	The Good Intent - HORNCHURCH	4th Sun. 12 Noon
		The Wharf - DARTFORD	April to October
NORFOLK	Mike Carroll: 01502 476699	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	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 Crown. High Rd. Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN SURREY	Mike Goodling: 01252 722432 Michael Wrigley: 07966 257541	The Seven Stars - STROUD GU32 3PG Wellhouse Inn - Chipstead Lane, MUGSWELL. CR5 3SQ.	1st Tues. 7.30 - 8pm. Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	Luikersteenweg 166 Tongeren - LIMBERG.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76		R.R.I. Picton Ontario - KOK 2TO.
CANADA	David Stock:		Moselundvej No 8 8600 - SILKEBORG. DENMARK.
DENMARK	Jens Konrad: 00 45 86 85 19 98		Le Bourg 23800 Lafat - FRANCE
FRANCE	Ray Lomax: 0033 555 899 750		Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552		ATHENS
GREECE	Nassos Sarris: 00 30 6937095200.		ATHENS
	Soulis Papaathanasiou 00 30 6977280215		Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
INDIA	Shyam.K.Chary(91) 40 7171173		krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795		MILAN.
			lucabellinello@iscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47		53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233		Grote Sloot 78, 1754 JH - BURGERBRUG
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118		A Archibald Rd., Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78		Bjerkelundgata 6 B0553 Oslo NORWAY.
			president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Carlos Camacho: 00 351 962721862		Rua Dionisio S Matias 5G - 2270 Paco das Arcos
SWEDEN	Odd Hedberg: 00 46 173 17131		Pomonagatan 4S - 742 36 OSTHAMMAR.
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46		Switzerland
	Philip Bellamy: 0041 79 347 1221		Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198		Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408		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



**Congratulations!!
Congratulations!!
Congratulations!!**

**Area of the Year won by
South Wales and
AO Bernard Littlewood.**

Every year an Area is voted for going that extra mile, putting on events, and making not just the members in there area but all Triumph enthusiasts throughout the country and beyond feel and enjoy being part of a team. Well Done South Wales. You are

a very Special Area!!

Special Thank You Award!!! Paul Robinson and his Northern Ireland Area.

Paul and Jaquie not only look after the whole of NI but any area that visits is made welcome and well looked after, you always go that extra mile. Thank You!!

Special Achievement Award!!!! To The TSSC Classic Le Mans Team, Angie Hill, Bernard Robinson and Chris Gunby also well deserved. The plaudits poured in from not just our TSSC members but non members, other Triumph Clubs and just about everyone that enjoyed a fantastic weekend. Well Done Guys!!!!

TSSC Member of the Year!! was won by Frank and me thank you to everyone a shock and a surprise to say the least. We have made a lot of friends and received a lot of help and support from some fantastic Areas and their A/Os especially from our own Manchester Area with their unique help and enthusiasm. We have now stepped down from Area Liaison Officer and are actively looking for volunteers to take on this very rewarding position within the TSSC family, if you would like to know more please don't hesitate to get in touch or send in your application to Ben Broadbent General Secretary (contact details in Courier) We have no intention of going quietly though we hope to see you whilst we are enjoying ourselves at one of your Events.

We had a very open and detailed discussion from Area Organisers at A/O/AGM Seminar. 20 Areas were represented and 33 members in attendance. Some Areas still have not completed their profiles on the TSSC official website, this is the window to your area and the events that you are involved in!! Please if you are unsure of how to complete your Area Profile speak to Simon Morgan IT manager he is always willing to help. The profile is an important tool and window in advertising Your Area!!!! We also have full access as a club to full social media TSSC Facebook, Twitter, Website, Forum please use them, Jane Rowley is your contact for Social Media she will be always happy to help Oh!! And Jasper of course.

We are looking for volunteers to do a couple of hours throughout the weekend on Gate Duty at Donington Triumph - Fest please get in touch with us if you can spare a couple of hours out of what is going to be a fantastic weekend.

If any Area Organiser would like to meet up with Bernie and look around the site and offer any suggestions that could improve our TriumFest UK experience please get in touch with Bern Robinson at TSSC Club H/Q.

We discussed many other subjects at the seminar including recruitment, where business cards or maybe tax disks were recommended depicting the name TSSC, web site details and meeting venue. I know this has been discussed at other meetings but this is always going to be an on-going project and your ideas are important to the club.

We would like to take this opportunity to thank Vivien who stood down as Chair at the AGM her hard work and enthusiasm is legendary throughout the TSSC although she is staying on COM. And congratulations to Chris Gunby who was unanimously voted into the position of Chair, Good Luck for the future Chris.

All there is left for us to say is please carry on with all the good work and enthusiasm you and your members put into your Areas, Join in each other's events. Support each other at the end of the day we are "The TSSC Family" lend your support to the next Area Liaison Officers??

We hope to see you at an event soon.

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipee.org

Meetings Cover Swindon/North Wilts area

The April meeting at The Plough was a smaller gathering than usual, and unfortunately Bruce - Frank & Kelly's GT6 - did not make his inaugural appearance. We will, no doubt, hear in due course if this was due to a mechanical malady or his owners being unable to attend.

It was good to see Norman again who came in his classic Mini with his wife, Sharon.

It was also a sign of the improving weather that all those who could attend in classic cars did so. I know we have been particularly bad ourselves over the winter months using nice warm more modern machinery, when in previous years we have ensured that we always tried to a toy out on club nights. I think it's a matter of advancing years - both for the cars and ourselves!

I must say it was nice to be behind the wheel of 'Baby Blue', Suzie's Mk3 Spitfire again. The experience perversely made me go and take the engine out of my 2+2 which we had taken to Coleford on Easter Monday. Driving Blue had reminded me how poorly the 2+2 was going so it now has a Spitfire 1500 engine in, but not quite completely buttoned up yet. Hopefully it will be finished very soon then I can enjoy driving the car again with a little more 'poke' that the Spitfire MkIV engine it has had in it since I bought it, nine years ago.

If anyone wants a pass for Popham, please let us know as soon as possible. Also, if you are going to the Beaulieu Spring Autojumble we are having a TSSC club stand this time as well as setting up our wares for sale on an adjacent stand. So do please come to see us on stand R282 on Red Field.

Next meetings are:

Monday 4th May: Popham Auto/Aero Jumble, SO21 3BD

Sunday 10th May: The South of England Meet at

Leatherhead Leisure Centre, KT22 9BL

Thursday 14th May: The Plough, Grateley, SP11 8JR

Saturday and Sunday 16th & 17th May:

Beaulieu Spring Autojumble, SO42 7ZN

Wednesday 20th May: The Bruce Arms, Easton Royal, SN9 5LR

Guy & Suzie

AVON

Tel. 01454 327059

Hi. Apologies for not being able to attend the April meeting, but will be there in May. Coleford was a fantastic start to the show year - hot and sunny with lots of cars to look at. We had 3 Vitesse, 2 spitfire and 1 herald on display. I think all had a good time - in fact we were enjoying the show so much we were still walking round after it had officially closed!

A report on drive it day will appear next month.

Angie has been working very hard to get some shows together for this year and you can access these through myself or at the club meetings. Some are on for 2 to 3 days, so still need to confirm which day we are attending.

I can confirm that we do not have enough interest to book a rally at Brea - but we are still going. **Please contact the campsite yourself (Warren Farm) and make your own booking. Officially we are there Friday and Saturday (5th and 6th),** but if you want to extend it you can. We will aim to be in Field 5. Obviously I cannot guarantee pitches will be next to each other, but would be helpful if you could let me know if you are planning to come. We have found a local show to go to on the Saturday.

I also need to know if you are coming to **Classic car action day**

CANTERBURY . . . CHESHIRE CORNWALL

at Castle Combe on **27 June**.

Other shows that we could attend this month are:-

Saturday-Monday 23/24/25 May -

Selwood Steam & Vintage Rally

www.selwoodvintage.co.uk

Saturday-Sunday 30/31 May - Castle Combe Steam Rally

www.castlecombesteamrally.co.uk

June

CANTERBURY Tel. 07810 438074

e-mail: philrogers002@gmail.com

www.canterbury-triumphs.org.uk

"The Duke" was crowded when we arrived, but we all squeezed in for our monthly get-together.

John G had brought his little Sprite as his 13/60 has the body off for a major refit and he doesn't expect it to be ready this year. It looks and sounds lovely. Paul S had the Gentry which has just had an 8 speed semi auto gearbox fitted. Yes, really! It's amazing what you can find on well known auction websites. It still hasn't got windows though. Derek H had his well sorted Stag with the moody green interior lighting and reported that a good time was had motoring round New Zealand in a motorhome. Ray P made it to the meet with his new tin knee and is making slow but steady progress. Let's hope we took his mind off it for a couple of hours. I can report that both the Stag and the Spitfire have passed their respective MOTs and are willing and ready to be used. Or they were yesterday!

I have to report to members that Reg N is still not well. I'm sure you will join me in wishing him well for a speedy recovery.

As it's still dark at eight o'clock, we didn't take either of our cars with an Mot. Next month, however, it would be nice to have the field available if Neil is agreeable. This has been a fantastic addition to our Summer club meets as we can have impromptu car shows and not have to mingle with the ordinary cars in the car park. It has also proved an attraction to ordinary pub customers, many of whom come and stroll round the assembled classics.

I've been looking at the new TSSC website and have realised that I can post these newsletters there for everyone to read. This will help our advertising because we always need new members to come along and swell the ranks.

Drive it Day preparations are well in hand. When I say "well in hand", what I mean is that I know where we are going it's just that I'm not sure how we will get there! This mystery event is on **Sunday 26th April** so put it in your diary.

Canterbury Cathedral Open Gardens is Saturday and Sunday 30/31 May. You should have received the e mail from me with the application form to be sent directly to Victoria at the Cathedral. Contact me if you need another.

We shall be attending on both days.

June 21st sees the **Rare Breeds Classic and Vintage show**. An £8 fee applies to this, but as everyone in the car gets in free it's seems good value. I've suggested this as a club run. Application forms from www.rarebreeds.org.uk

Phil the Stag reports that the **Classic cars on the Green at Bearsted** is a pleasant event. This is on the **19th July** and I suggest this as a club run. This event is limited to 200 cars and is run to support the Kent Air ambulance. There is a fee of £7.50, £5 of which goes to the ambulance trust. You do need to apply early though so I shall be doing that today. Forms are available from www.kentcommunityevents.co.uk

Many thanks to those members who send through events. What would be good is for suggestions for places to go, preferably somewhere we haven't been before. So thinking caps on! Please let me know if I have forgotten anything or made a significant error: it's not uncommon.

Phil R

IMPORTANT NOTE

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



TSSC AREA NEWS

CHESHIRE

Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

At the moment one could be forgiven that Spring has arrived. Today is April the 8th, outside it's perfect old ragtop weather, blue sky and sunshine with the odd cloud, and not too hot (and not that warm when the heater is being reluctant either).

Following Jack's purchase of an overdrive gearbox from the Head Office of Cast Iron World (thereby reducing the amount of cast iron in stock), Macclesfield gearbox dismantling have been hard at work taking Jack's spare Herald gearbox and the Vitesse 1600 gearbox to bits in order to assemble the Herald box with the overdrive mainshaft. All that remains is to assemble the right set of bits with new springs and bearings, and Jack will have a gearbox that will fit the Herald with a few minor modifications! I have no news of the GT6 project in Gawsorth, while the Herald Estate in Crewe is looking good but not making much progress due to pressure of work.

Macclesfield Engine Tuning have also been working away, and are somewhat surprised at the need for woodworking tools in the assembly of a Triumph engine. Someone was heard to complain that A series engines were never this difficult.

It has also been noted that careful inspection before assembly is highly recommended.

We had an interesting meeting, welcoming Simon who has recently bought a 13/60 saloon from those lovely people who run the North Wales Area. There are a few minor issues, like water coming in (my solution of keeping the thing indoors won't work in this case), but otherwise it's behaving well and going a lot further on fuel than his other old car, which has a Spirit of Ecstasy as the bonnet ornament (18mpg if you treat it kindly). So, the first time for a long time, we had two Herald saloons in the car park! I confused everyone by quoting Hark the Herald's fuel figures when they thought I was quoting Heap the Vitesse, but none of us could better John's figure of 80mpg from his diesel Golf. Mind you, I don't think John's foot ever presses the right hand pedal into the carpet, or allows the needle to attack the red paint.

We've also had some good excuses for non-attendance this month, one has jetted off to South Africa (work), and another has been driven to Bruges for a holiday (and has observed the vast range of beers available there). My own memories of travelling in Belgium (mostly by train after flying to Brussels) centre around not being able to understand a single word of announcements at the train station, including the critical ones like the name of the destination! Fortunately the natives were friendly and directed the Englishman to the correct train.

The events list for **May** includes **Gawsworth Hall on Monday the 4th (Star Wars Day)**, the **Inter-Area Meet on Friday the 22nd at the Wheatshaf in Raby (check before travelling!)**, **Capesthorpe Hall on the 24th and 25th**, and **Tatton on the 30th and 31st**.

Our next meeting is on **Thursday 7th May at the Cock and Pheasant**. I'm trying to order good weather.

Henry

CORNWALL

Tel. 01872 573763

www./autos.groups.yahoo.com/group/cornwalltriumphs/

e-mail: cornwall@tssc.org.uk

Our last Sunday lunch until next winter was very well attended and we were impressively entertained at The Pickwick Inn, St Issey. It was lovely weather, which helped our north coast drive up and back again. Then it seemed that spring was here!

Easter Saturday saw a disastrous Lands End Trial for Team Forever 21. Jane dropped out after two sections with a sheared front strut and took almost 12 hrs to be relayed home from Exmoor. Simon and I campaigned on with my trial ending at

Cornwall Continues

Warleggan, a section just outside Bodmin, where the diff u/j carrier was guillotined by a rock and let go. My recovery home was much quicker, though. Thanks also to Brian Shore (TR7 V8) who lent me a propshaft. Simon finished, but only after 4 punctures – is this a record?

Team TR fared much better; Phil Tucker (TR3A) got a silver, but Mike Warnes (TR7) and Neil Christie (TR7 V8) were unplanned. Ian Lee (Triumph Sixpence) was back trialing again and just had lots of fun. It was a hard trial, but my car did well until it was broken and I was pleased with its performance. At last!

That evening we had a very large crowd turn up for dinner at The Hawkins Arms and threatened to take over the pub. Everyone seemed to enjoy it.

Now that we are into the 'summer months' I'm sure our cars will be out and about much more, so why not have a trip out one evening to see us, or join in one of our activities. No need to be shy!

**Dates;
MAY**

Fri 1st – Mon 4th Isle of Wight Camping Weekend
Sunday 10th Windy Ridge, Trerulefoot – 12 noon onwards
Thursday 14th Meeting at The Hawkins Arms, Zelah,
8pm onwards

Fri 15th – Mon 18th Circuit de Laon, France

JUNE

Thursday 11th Meeting at The Hawkins Arms, Zelah,
8pm onwards

Fri 26th – Sun 28th Cornwall Camping Weekend,
Bodinnick

Mike Crewes & Sally-Ann Quick

Remember the sun cream and hat, it's gonna be hot!

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Everyone. The light nights are here and the show season has started so lets see a few more of you joining us.

A few more events to report upon in March the first being our regular visit to the Heart of England meet on Sunday the 8th, we set off with the roof down on a lovely Sunday morning but as we arrived the heavens opened and it was up with the roof and a quick dash inside for the usual noggin and natter, still over 30 vehicles turned out.

Next it was the Skittles / Darts / Quiz night on Thursday the 12th at the Queens Head Bretford which was organised by Maurice & Ann with the ASOC. There were 4 teams of 6, we came 2nd in the darts, last in the skittles and quiz but there was only 4 points between all teams in the quiz. The hot buffet was excellent and a good time was had by all.

Sunday 22nd was our Dalos Day Run (Drive and lunch on Sunday) which was planned by Steve & Sharon, unfortunately the run they had planned followed part of the Burial of Richard the 3rd's reburial route, so they quickly revamped a previous Dalos Day route at the 11th hour and the day was saved. There were 6 classic cars, 3 Triumphs, a Mazda MX5, 2 Armstrong Siddleys and a modern Peugeot convertible with 18 sitting down for lunch.



The weather lovely and sunny so all the hoods were down another great day out in great cars and great company. Well done Steve & Sharon for salvaging the day and giving us a great run. I nearly forgot the creep of the month award goes to Steve for presenting all the ladies with not only one but two cream eggs. Monday 6th April the first show of the year at Weston Hall, Weston under Lizard, Staffs. Travelled up with Steve & Sharon and met up with Paul & Joan who had camped for the weekend and enjoyed our first Egg & Bacon Butty of the season. Although a bit foggy in patches on the drive up there the sun soon came out and it was a beautiful day, plenty of stalls to browse around and lots of lovely classics on show.

Tuesday 6th our monthly meeting at the Bull & Butcher, a lovely sunny night but it soon went cold,



after another excellent meal it was into the snug for the rest of the night. Next month we will be able to use one of the paddocks to park in and display our cars but this time the ground was still a little to wet.

Sunday 12th April

will be the last **Sunday meet of the Heart of England**, in May they revert back to 2 meetings a month on the 2nd and 4th Tuesdays at 7.00pm.

Drive it Day / Dalos Day Run on Sunday April 26th will be with a St Georges Day theme so plenty of English Flags and Regalia please, meet at **The Oak in Bagington** at 12.15pm ready to leave at 12.30pm. Route being planned by ourselves and we should be joined by a number of the ASOC members for the run. Must know numbers by **Wednesday April 15th**.

For our trip to the **Rushden Cavalcade** we will meet in layby by the **Hilton Hotel, Walsgrave** at 8.30am.

Spring Rally planning going well if you want to join in any of the events we must know as soon as possible.

The Coventry Motoring Festival at Stoneleigh has been cancelled through lack of sponsors, but it is trying to be revived by another group, will keep you updated when we know more.

Dust them Classics off and come and join us, we are a friendly bunch. Regards

Phil & Lyn

Forthcoming Events :-

Sunday 12th April Heart of England Meet at the Griffin Inn, Bedworth from 11.00am

Sunday 26th April Dalos Day Run on Drive it Day with ASOC need to know numbers by Wednesday 15th April.

Meet at the Oak in Bagington 12.15pm ready to leave at 12.30pm

Saturday 2nd May Rushden Cavalcade & Country Show. Meet in layby by Hilton Hotel Walsgrave 08.30am.

Tuesday 5th May Our monthly meeting at the Bull & Butcher, Corley Moor 7.30pm

Friday 8th - Sunday 10th May TSSC / ASOC / HoE Spring Rally Bulkington Village Centre. Need to know numbers ASAP.

Monday 11th May MVPS meet at Millenium Fields Bagington 7.00pm. Just turn up.

Tuesday 12th May Heart of England meet at the Griffin Inn, Bedworth 7.00pm Just turn up.

Sunday 17th May Swadlincote Festival of Transport, Swadlincote town centre, Just turn up.

Weekend 29th/30th 31st May Coventry Motorfest. Still awaiting details

DERWENT VALLEY . . . DEVON

Tuesday 26th May HoE meet at the Griff 7.00pm,
Just turn up

Sunday 31st May Autokarna Woolaton
Hall www.pwa7c.co.uk or call Gerald Mullord
01159 143581

Saturday 6th June Woodford Halse, Farndon Mill
Northants. Just turn up

Fri - Sun 12th - 14th June Derwent Valley Peak Run. See
Courier.

Wednesday 17th June. Blue Lias, near Stockton, Warks.
A run to the pub for grub at canal side. Meet at Jet Station
on A45 Toll Bar Island at 5.30pm

Sat/Sun 20th/21st June Midsummer Vintage Festival Ashby
Magna, Nr Lutterworth. shirleymarlow@aol.com
04448564541

Sunday 21st June Osgathorpe Village Festival.
Osgathorpe Leic's

Sunday 28th June Banbury Rally @ Bloxham. Richard
Green 07778266307 richard2015@btinternet.com

Sunday 5th July Hollowell Steam & Heavy Horse Show.
Hollowell Northants. www.hollowellsteam.co.uk hsh@hotmail.co.uk. Allen Eaton 01604 505422 Mob 07802 570590

Saturday 18th July Rainsbrook Valley alway Drive &
Picnic Day with ASOC. Meet at Jet Station on A45
Toll Bar Island 1.00pm

Sunday 26th July Welland Steam & Country Rally.
Welland, Malvern. www.wellandsteamrally.co.uk

Saturday 8th August ASDA Day Bruntingthorpe

Sunday 9th August Fillongley Show. Our local show
where we have a stand. Contact ourselves.

Monday 31st August Pershore Plum Festival. annebremer@yahoo.co.uk. Brian Bremer 01386 556945
Pershore Plum Festival

Sat/Sun 26th/27th September Sywell Classic Piston &
Props, Sywell Aerodrome, Northants NN6 0BN. We have a
stand please contact ourselves.

DERWENT VALLEY Tel. 07813 397731

www.derwentvalley-tssc.org.uk
e-mail: richard.malin318@gmail.com

Hello everyone. Hopefully you have now all come down off the chocolate highs of the Easter break and all those eggs have been scoffed and now its looking forward to all those trips out and about. Well wasn't that a fantastic Easter?

For us at least in Derwent Valley we had lots of lovely sunshine for most of the long holiday weekend that encouraged plenty of triumphs out onto the roads. At the April meet we had a fantastic (if not unusual mix) of classics in the car park including an Opel Kadett & an original early 90s Escort.

There were lots of the usual faces which is always nice to see plus a warm welcome to Andrew who is currently on the hunt for a Herald convertible, it was lovely to meet you and good luck with the search for the car, plus congratulations on keeping up the tradition of new members winning in the raffle.

The rest of the evening was spent discussing those irksome issues and also upcoming events such as Drive it Day which will now have completed so a big thanks to Adrian & Julie Hadfield and all of the others that put together a run out to Boston.

Coming up we have the **Donington Weekend, Thorsby Hall, The Manchester Weekend and of course there is the Peak Run on the weekend of 12-14 June**, don't forget to get your applications in at your earliest convenience, we have a little bit of something for everyone as we rock on down through the ages.

Before I go perhaps the highlight of the evening should go to the special award that was made to Paul Dale for his driving supremacy, I wont go into all the details here but im sure that if you see Paul or Colin they will happily give you the full story, all I will say is the car nor the tree were ever the same again!!!!!!

At the moment the plan for May is a little quiz that I am putting together so bring your lateral thinking brains.

Until next time

Richard



TSSC AREA NEWS

DEVON

Tel. 01548 821348

www.tssc-devon.org.uk

e-mail: sueandjohn@tssc-devon.org.uk

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

As soon as we return from our annual trip to the Isle of Wight, on **THURSDAY 7th**, we will be driving up to North Devon to join Darren at the inaugural meeting of the new **North Devon Group**. We have been contacting as many of our North Devon members and some ex members to see if they'd like to come along. The new group is open to all Triumph drivers, whether members of TSSC or not, though of course we hope they are or will be! It will be an informal get together on a monthly basis, and everyone will be welcome. Please do come along to the **Crealock Arms at Littleham near Bideford (EX39 5HN)** and support us.

The new website tssc-devon.org.uk is already proving its worth, as ex member Peter contacted us and came along to March Club Night as a result. Not only that, but he drove his MkIII Spitfire from Exeter with the top down. Great to see you Peter and glad to welcome you back as our newest member. Also there (with his car and Laura his wife for the first time) was Chris, also from Exeter, with a great looking Pimento TR6. Other cars out were Mark's 2.5PI, Mike's Spitfire, Bob's Vitesse and Dan's Herald Convertible looking really good with a new white soft top. (Since then, the car is now happily in the ownership of Neil & Sharon but will not be sharing the teardrop caravan towing duties with her big sister). The pub was overflowing with our group and we had a really good evening with around 30 people there.

With no outing planned for early April, a few of us took advantage of the Stag Club's invitation to skittles and a carvery lunch at the Westward Inn, Lee Mill at the end of March. Clubs represented were SOC, TSSC and the Dolomite Club. Teams were evenly split, and after a hard fought game, the SOC ran out the winners from the Dolomite Club, but only by one pin. Bringing up the rear again were our players! Consistency was the name of the game and it was noticeable that some scores dropped off after lunch! It was a good day, even if the weather was so foul that not one classic ventured out to play.

COMING UP IN DEVON

The beginning of **May** sees a smaller than usual gang invading the **Isle of Wight for their 26th annual weekend** and the week after is the first **Southwest Triumph** meet of the year which will be at the top of **Haldon Hill, at the Route 5 diner**. Similar to the American Diner at Trerilefoot, we hope for a good turnout on **Sunday 10 May** when we will gather there for 11am.

It would be useful if we could have a rough idea of numbers to warn the venue!

The new **North Devon meet on Thursday 7 May** has been highlighted above – please do try and come along and make it a huge success.

Regular Club Night at the Star Inn is Wednesday 20 May – let's try to get as many cars out to play as possible this month.

The show season kicks off now, with **Killerton on an earlier date of 17 May, then Pecorama at Beer the following weekend**.

Entries for **Powderham in July** are expected to be a record, even though the event unfortunately clashes with **TriumFest UK** which we so enjoyed last year. We will be sending the entry form off in the first week of May and if you have not entered it may be worth contacting us to see if anyone has had to cancel.

We see a return of the popular **Trains & Triumphs event at the South Devon Railway at Buckfastleigh on Sunday 7 June**, this will be an informal turn-up event.

Entries for some of the shows seem to fill so quickly now, we'd recommend sending your entries in as early as you can to the organisers. Later in the year, some of us will be travelling to the **West Somerset Railway show at the beginning of August**, whilst others will as usual go to **Mt Edgcombe**.

Finally, a plea for all members to let us have their up to date email addresses, and let us know if you change your email contact details, so that we can keep you all bang up to date with Area



DEVON ESSEX . . . GLOUCESTER

TSSC AREA NEWS

Devon Continues

News. Unfortunately, as a result of our internet problems earlier in the year, we have found that we have 'lost' many of our contacts! Summer is on the way, make it a year to remember with your Triumphs.

COMING UP IN DEVON DEVON DIARY

1 - 4 May Isle of Wight Trip

Thursday 7 May Inaugural North Devon meet at

Crealock Arms, Littleham

Sunday 10 May Southwest Triumph Meet at Route 5,
Haldon Hill, Exeter

Wednesday 20 May Club Night at the Star Inn Liverton
TQ12 6EZ

Sunday 7 June Trains & Triumphs at South Devon Railway,
Buckfastleigh

Sue & John

ESSEX

Tel. 01375 672072

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

Spring is supposed to be here but it is still freezing cold every time I take the car out, this hasn't been as often as I was hoping as I have been doing a fair bit of work in my office.

My office - Kiki my Toledo, I have replaced most of the ignition, only the Dizzy left but still not running right, now I have lost all clutch but more on that later, on the positive side I have fitted a rear seat belt for the grandsons seat to go in to so he can go out in a proper car and I now have a peg to hold the choke out (if you are my age you will understand this one) I have also found a number of bolts missing around the engine that I have replaced and generally been tidying things up. Give me another 6 months and I should have it how I want it. I have a set of mag wheels on hold for it as well, I know it is not what it came out of the factory with but everyone has their own idea of what they want their car and I want this one to appeal to the younger generation to show we are not a bunch of old fogies.

Kermit Kirks Toledo had an engine swap 1300 to 1500, the 1300 was losing oil pressure so has been taken out for a rebuild the 1500 is the one I borrowed for Donington last year and he now has a TC badge on the back as it is running twin 1 1/2 so some fettling was needed to get all the bits to fit but it left running as sweet as a nut but the following day a valve stuck, so head off and another head serviced and fitted.

Out and about - South Bank, something different this one, it was a classic car vintage sale, this is vintage bits and car bits being sold from classic cars, so something for everyone, six of us went. We went up by train to the South Bank centre found the site but had to wait it to open it was frrrrrrreezing. But we were some of the first in, there was lots to see, vintage clothing galore being sold and classic cars galore. Kirk and I managed to spot two Triumphs, a Spitfire in the same Red as Ian's, it was very nice but I think they had a modern van outside as they could not have fitted all their bits in the Spit, the other triumph was a Toledo, chatting to the owner he does a lot of this type of sale, Kirk was trying to persuade him to bring the Toledo to Donington. And while we were car spotting there was also some buying going on and a few vintage bits of clothing including a flying jacket for me and some car bits as well. Then to the South Bank centre for a warm up and Coffee. On the way back we stopped off in a local food market for some tasty morsels, Kirk bought two litres of locally brewed cider in what looked like old plastic milk bottles you can imagine the looks he was getting walking along the street on the way back to the train, I think we will return to this event.

Club day this month fell on Mothering Sunday so as the pub was not doing bar food we did something different, we had a breakfast club meeting at the local Toby. 15 of us sat down for a eat all you

can breakfast and we all did our best to oblige. We had 7 triumphs including Tom's very nice light blue Herald. One of the modern cars had a fiat tyre, no names but you know who you are.

Then for a drive out to Barleylands craft centre, for Coffee and cake and a look round the craft workshops the chap in the leather work shop was very interesting to chat to, and Maisey was trying on dresses for her upcoming prom. As it was mothering Sunday we then all went our separate ways to be dutiful kids.

Tinkering we had the usual Trunnion oiling but we also had brake adjusting, light fixing MOT prep and a lot of exhaust gas checking and the winner is Jed with a 12.6 reading on the intoximeter.

We had 11, 1/2 Triumphs over the weekend lots of bacon butty Coffee and cake was consumed inter spaced with some chatting and the accessional bit of car fixing

Up and coming Kirk Baker is trying to promote **Toledo's at Donington** if you have one can you bring it along? Especially if it's a K reg as there are only supposed to be 8 left on the road and 2 are coming up to Donington from Essex.

Support Kirks' campaign.

May
Fri 1-Mon 5 IOW weekend
Sun 10 SEM Leatherhead
Sun 17th Club day Halfway House
Sat 23 Little Tottham (small on village green)
Sun 24 Enfield pageant
Mon 25 Church fate and BBQ Stanford -le-hope
June
Sat 13 Ace Cafe run
Sun 21st Club day Halfway House

Happy birthday to Rosie on the 5th May
A big welcome to Norman Brooks hope to see you sometime at club.

Regards

Allan

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/glooucester

Hi peeps hopefully when you're reading this I and quite a few of the other area members will be eating ice cream on the sea front on the Isle of Wight, oh and some lovely sunshine would be nice too.

The clocks have changed, the evenings are longer and the enthusiasm to be out and about is full on, the area meeting was the last one before "spring" was officially in and as such mostly spent indoors (roll on summer) so we can see more cars in the car park. We had a new visitor come along and as usual I've forgotten his name (sorry) but he was in his classic triumph based Gentry (I hope I've got that bit right) I'm absolutely sure it was a 1600 straight six. We hope you enjoyed the company and will be coming along to join in with us again soon.

The Practical classics restoration show was a great weekend at the NEC and Berni and Garth bravely used my car on the club stand. I delivered it to them on the Friday and all that was there was a huge pile of boxes and tables' when Jane and I returned the next day we had a fantastic club stand displaying loads of restoration goodies, it looked great and a credit to the work put in behind the scenes by the people that set it all up.

It was also a really good show with lots to see and do and a good chance to catch up with traders and club members alike.

Easter weekend was upon us next and the sun shone all the lawn mowers were out buzzing so I took a jaunt over to the



HERTS & BEDS . . . ISLE OF WIGHT . . . WEST KENT LEICESTER & RUTLAND



TSSC AREA NEWS

Coleford carnival of Transport on bank holiday Monday descending into the town I spotted Jane's red spitty parked up so I left the Herald next to it a wandered off to enjoy the afternoon. The town was full of people and cars and the warm sunshine added to the enjoyment, it was nice to see Malcolm and Dale with the spitfire on show as well as all the others I bumped into, the Royles, Guy and Suzie and the Glavon TR boys too. A nice afternoon out.

The Area camping weekend in June is **Fri-Sat 19th-21st** this coincides with the **Shelsley Walsh summer solstice event**, a chance to drive your car up the famous hill or just come along and enjoy the ambience whichever you prefer it's a great day out and all for charity too, if you need more details ask Jane, Vicky or me. As I said we will be enjoying the island hospitality when this hits the doormat so more on that next time, make sure you enjoy your car and we look forward to seeing you out and about soon.

Events.

Sunday 10th May The Prescott open classic.
Sunday 10th May The South of England meet, Leatherhead.
Wednesday 13th May Pub run to the Hunters Inn,
GL20 6AR
Monday 18th May Area meeting at The Swan, Coombe hill.
Thursday 21st-May 25th May Classic Spa.
Thursday 28th May Pub run to The Red Lion at Arlingham.

Andy

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

Herts and Beds Pub meeting, always the fourth monday each month we meet at the **Crown Shillington Beds on April 27th** the day after drive it day map in are directory

Now we can use a room for seating and a natter we can start a few techy talks and Jo is composing a simple quiz to amuse us all ...don't run away .

I'm going to try to explain to all how synchro mesh works in your gear box and what it does in the blink of an eye

Herts and Beds Drive it day for an easy cross country tour and some comfort stops start and time updated

26th April is National drive it day, there's lots going on but if you want an unplanned whizz around the countryside and a stop off at a Buckingham Garden centre , cafe and Loo's

We will start at 12 o'clock from My house **12 Ashwell Avenue Luton LU3 3AX** arrive early for a coffee and natter for a 44 mile run returning to a hostelry undefined .

All are welcome, drop me a line if you can

Pete

ISLE OF WIGHT
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Wow, can't believe it's May already and another Isle of Wight Triumph Weekend is over, more to report on this in the June issue, so watch this space for all the highlights.

May is a busy month for events and here on the Island we have our **Brunch Run on Sunday 24th**, these are proving very popular so why not come along and join us for a drive out along the country lanes followed by a leisurely breakfast. Recently we went over to Yarmouth and as if we didn't eat enough there, we headed over to Compton Bay in the sunshine and had ice creams too! Then of course a little blat along the Military Road to finish it off. The following weekend is **The Old Gaffers in Yarmouth** which is always worth a visit, live music, lots to eat and drink and plenty of classic boats, cars and bikes thrown in too.

There is the usual **South of England Meet at Leatherhead** to look forward to. At the end of May there is the **Spa Classic in Belgium** which 4 of our members will be visiting: Marcus and Tracy, Dave and Sue are heading over to meet up with the shy, retiring Gloucester Area for the usual fun and laughter. It is a great experience driving your car in Europe and going with a group cer-

tainly makes it fun and friendly, just getting on the ferry with hundreds of classic cars is the most amazing experience let alone the rest of the holiday to look forward to. If you fancy a trip across the Channel as well as the Solent then let us know as we are probably going over in **September to the Dutch Spitfire Weekend** or there is Le Mans Classic next year to think about. Here are some dates for your diaries:

Monday 18th IW Triumph meeting at
The Woodmans, Wootton 8pm
Sunday 24th Brunch Run, meet
Coppins Bridge Car Park 10am
Monday 25th Bembridge Festival

Fri/Sat/Sun 29/30/31 Old Gaffers Festival, Yarmouth
Happy motoring

Elaine & Tracy

WEST KENT Tel. Colin 07810 102525
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www.tssc-southeast.org

And so the car shows begin. Dettling was a cracker. Cold outside but the only show in halls. 6 TSSC cars there, Anne of course with Hurricane and Phil with Bus. Then Easter Chatham. Sunday was a glorious day with 16 Triumphs and warm day. Not so Monday cold and windy and just the 4 of us.

NEC restoration show 28th March. Great day out. There have been some disappointing shows recently but this was right on the job. No autojumble but lots of not easy to get bits.

March meeting well attended. 13 body's and a few cars, yep Dolly attended. Still looking for any members interested in forming a Maidstone and district splinter group if you can't make Tonbridge.

By now the drive it day will be over and I hope that went well. The Sunday lunch meetings have started, details on the website as is the years show details so coming up.

Next monthly meeting **28th April.**

TSSC Southern weekend 10th May.
Meeting point to be arranged.

17th May Faversham Classics, fun day out early start.
24th May Deal show. Long run out but a glorious beach setting with plenty of touristy things.

Colin

LEICS & RUTLAND Tel. 07530 307371

Our "local" steam railway, The Great Central Railway has had it's first classic/steam event of the year on the Easter weekend and 9 of our cars attended on the Saturday. They didn't expect so many cars (even though we told them) and it was a bit cramped but it was a good event although the sun didn't shine for more than a couple of minutes. There were 3 steam trains and 1 diesel running with several very impressive restoration projects going on in the main sheds. They are a very friendly "hands on" rail group with very little in the way of barriers or "do not touch" signs. The engine shed was particularly impressive for this.

There is another GCR railway, the Nottingham group and the 2 are separated by the lack of a bridge over the A6 at Loughborough to connect the 2 lines, but this is about to be remedied and the bridge is about to be built. The main GCR railway has recently started a classic car club in order to promote itself and classic cars more as they realise the popularity of having combined steam train and classic car events. All of the L&R TSSC group have joined the GCR classic car group, along with many other local classic car owners in the Leicestershire area. Saturdays event along with many traction engines, steam driven fun-fair rides, miniatures and the classic cars was a great success and very popular. Sundays was even busier for the railway and we all look forward to more joint ventures later in the year. What we had was classic cars, steam trains, bacon butties and a real ale tent so who could ask for anything more?

Leicester & Rutland Continues

Easter Sunday saw a few of us at Weston Park classic car show that was a nice big gathering of all things classic. John & Jan Muschiali in his tricked up Vitesse and me in the Dolly were joined by 7 Staffordshire members in a Stag, MX5, GT6 & Herald. We even had a couple of hours sunshine in the afternoon. Graham & Ade drove down from Wales to meet us too. The Dolly decided to play up on the way home showing all the signs of fuel starvation but it cleared after a few miles and I haven't really worked out why it happened.

My answer to the problem on Monday was to start to remove the engine and gearbox. Didn't get too far as lots of gardening needed doing but got the radiator and surrounds off and disconnected a few electrics. This was not of course because of the fuel starvation but the originals are a bit tired so I have rebuilt another engine and gearbox for the car and decided to tackle this job now that the weather has improved.

I have to do the work on the drive as the garage is now occupied by the Pi shell again. It has been a long time coming but the repaired and primed shell is now back home and waiting for the national lottery to give me enough winnings to have the shell finished in it's original French Blue.

I have sent my paperwork for the Stag to the DVLA as it is now tax free. A bit nervous as you hear so many horror stories and our own member Andrew Burford has been told by the DVLA that his car was manufactured 9 months after it was registered!!!

As a group we are looking for a new monthly venue as our present venue is excellent but not car friendly in the sense that the car park is small and remote from the pub. The staff and the pub itself are brilliant and we will be sad to leave but it is a decision that Dave and I have been contemplating for a while as we really want TSSC members in the area who don't visit us to come and meet us at our monthly meets. This can only realistically happen if we have a good venue that focuses on the cars especially in the summer months. We have considered several venues but nothing quite fits the bill as we have set the bar quite high. We will make the final decision soon and hope that everyone agrees with it. Watch this space.

The general calendar is looking quite full with **Drive-it-day, Isle-of-Wight and our 10 day trip to Spa and Bruges all by the end of May.**

Loads of other events planned right up to our own **Sunshine Rally on 7th-9th August.** The bookings are coming in now for this and Steve & Pat have sorted out the drive around Rutland for the Saturday. Busy or what? Keep running on 4/6/8.

M25 EAST

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Welcome folks to the May edition, hopefully by now we are fully in the swing of things regarding shows and stuff. Firstly, a few things to update you on.



Back in March we once again held our tinkering weekend at the Hill Household. This year was the best ever with 10 and a half

cars turning up over the weekend. I can only imagine what the neighbours think ha ha. Luckily enough the weather held and the Saturday was pretty warm. All the cars had their onions trailed as well as other small jobs. Vince's Vitesse had a door strip down to find out the cause of its stiff window but alas a new glass is needed so that's as far as we got with that one. In between jobs there was a lot of time spent chatting and eating cake. I did specify to everyone to bring cake and everyone did, so, they were bloody loads of it ha ha. While us boys were outside battling the elements the girls were mainly indoors happily chatting and putting the world to right no doubt ha ha, although they did keep us supplied with rations, thanks girls!! The weekend gave me a chance to have a play with the quadcopter and we got some good aerial footage of the day. I tried on a few occasions to fly behind the cars as they were being driven. It came out ok but think I need a bit more practice ha ha. We must have been having a jolly time as they last of our happy band didn't leave till gone 6 'o' clock. The Sunday was pretty grim, weather wise but we still had visits from members, albeit without Triumphs. Instead of car tinkering we had indoor chatterboxing, oh and got rid of more cake. All in all, a very good weekend.



The first outside show of the year was at the Heritage Transport Show which was attended by a few of our bunch. They reported a good day albeit a bit chilly. And so, Easter arrived and it was all systems go for the trip to the Medway Festival at Chatham Historic Dockyard. A great turnout for our area with 10 cars and 21 peeps. Also on display was Phil Willson's bus. There should have been 11 cars but Vince and Amanda's Vitesse wasn't behaving itself and had to be left at home. Amanda told us that she was really impressed with Vince getting up at 4 in the morning to try and fix it ha ha. It was



a shame as this was supposed to be it's first show. I'm sure it'll be ok for the next day out. As usual there was plenty to see at the show, some of us did the 'Call the Midwife' tour which was very interesting. Barry remarked that he just spent the last half hour looking at things that aren't here, very good ha ha!!

Right, a bit of info on some of the shows this month - firstly, the **Duxford Spring Car Show** - I have booked a clubstand for this one as we went last year and really enjoyed it. This year we will have our own area and there's no need to book. There is an entrance fee of £10 each for exhibitors but this gets you into the whole of the Duxford Museum. Great value as it's normally £17.50.

The other big show for this month is the **Enfield Pageant**. We've also got a club stand booked here. We'll be attending on both **Sunday and Monday**. There's 10 tickets for this which should be enough as we normally get different cars on both days.

There is one special show this month which I hope we can all support. It's the **Gosfield School Show** and it's their first attempt at holding a car show. Neil's wife Marianne is the Headmistress there so I hope it all goes well. I think that's about it for this month, can't think of nowt else.

Cheers

John

May Events

Sunday 3rd - Duxford Spring Car Show (Clubstand)

Monday 4th - Cranham Classic Car Show

Sunday 10th - TSSC South of England Meet

Saturday 16th - Gosfield School Show

Sunday 17th - Faversham Transport Weekend

Sunday 24th/Monday 25th - Enfield Pageant (Clubstand)

MANCHESTER . . . NEWBURY NORFOLK . . . NORTH EAST



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

TSSC AREA NEWS

21 members Attended our Area Meeting this month, Frank and I were unable to attend the meeting, may I take this opportunity to thank Pete Davies for taking the meeting and Mark Blease his glamorous assistant for taking the minutes.

Manchester Area welcomed 2 new members this month Justin with a Dolomite Sprint his Dolly is his one and only car which is in use every day. well Done Justin!! The other new member is Bryn he has a Vitesse which is off the road at the moment he came to the meeting looking for inspiration which hopefully he got off the members and. Derek who also owns a very nice Vitesse. We were also given the business card of an artistic photographer also called Justin who would like to photograph our beautiful Triumphs.

We hope you both enjoyed the meeting and I hope we will see you at the next meeting, which is always the **1st Tuesday of the month at The Boundary Inn Droylesden Manchester.**

I have already sent off for passes for the 2 Tatton Park events (this year theme is cocktails) and Event City!! But we are still open for **Our Very Own TSSC CTV** (TSSC children's TV) event, this is our very own weekend organised by our very own enthusiastic and experienced Manchester Area Entertainment Officers Pete, Janet, Mark n Tracy. Those of you who have attended one of these parties know how Brill they are and those that are new have a treat in store. "Drunk & Debauchery in a field" is still our Manchester Area Motto. You can camp or Not, B/B, attend the evening entertainment or join us on the run both Saturday and Sunday There are 'People's Choice' prizes and 'Raffle Prizes' Please support Your Local Event all we ask in return? You enjoy yourself and we think you will want to return next year!!

The Wales weekend?? We are struggling with dates and accommodation for the Wales weekend we would welcome any suggestions and ideas I believe Derek will be looking at some Chalets he used to go to.

We are still looking Volunteers to do a couple of hours on gate duty at **TriumphFest UK Donington** Please can you get in touch with me and Frank if you can spare us a couple of hours over what is going to be a fantastic weekend.

One Day Show at **"Burnley Classic Vehicle Show" Townley Park Burnley Sunday 28th June** £5 Entry Fee applications forms will be on line or I will bring some to the next Area meeting.

Don't forget It's a fantastic weekend and we know you will have a good time!! I hope we get good attendance at all our events, Remember these events are put on for the sole purpose of you having a good time. There are 5 of us are off to **Spa in May** there are still passes available call Angie Hill if you are interested.

See you at the next **Manchester Area Meeting on Tuesday 5th May.**

Pip n Frank

NEWBURY Tel. 01635 868640 e-mail: dave.rumens@btinternet.com e-mail: mary.rumens@btinternet.com

We had a good meeting at the end of March and the raffle proved very popular. Welcome to Ian who was at the meeting at the beginning of April. He is rebuilding a Vitesse Mk2 convertible and hopes to get it on the road in the near future.

Saturday lunchtime Classic Car meets at the Cottage Inn, Bucklebury have started for the season and are held on the **last Saturday of each month. So the next will be Saturday 30th May.** Also we think the **Bull at Stanford Dingley is holding lunchtime classic car meetings on the 2nd Saturday of the month, next meeting is 9th May.** Just turn up to these gatherings, there is usually a dedicated parking area for classic cars and of course you can partake of the refreshments the pub has to offer.

Newbury Classic Car show is on Sunday 9th August and will again be held at Newbury College. If you have been before you should have had an entry form in the post. If not there is a form

on the West Berks Club website. Let's hope the weather is much better than last year when there were high winds and rain. Please let us know if you intend to come on the club stand as space will be limited.

There is the annual show at the **Atwell Museum on the week-end of 11-12 July.** This is also **TriumFest UK weekend.**

Meetings
Wednesdays 13th and 27th May at The Berkshire Arms
starting about 7.30 p.m.

Events
1st -4th May Isle of Wight Weekend
3rd May Lambourn Country Fair
4th May Popham Aero and Auto jumble.

Keep 'em flying

Mary and Dave R.

NORFOLK Tel. 01502 476699 e-mail: mike.carroll01@btinternet.com www.norfolk-tssc.co.uk

With the weather warming up it's a great excuse to use your Triumph on a regular basis. I must admit to looking forward to driving my cars regularly and spending some quality time with my Triumph friends over the warmer months. First trip away this year will be with fellow TSSC members from the **Cambridge and Nottingham areas on a jaunt to hopefully sunny Wales.**

It's pleasing to see that numbers at the regular monthly meetings have been consistent throughout the winter and our roving meets have proved popular. More roving meets are planned for this year and on occasions we shall be joining the **Wensum TR group on their Friday evening runs with the next one being held on 15th May** the venue will be **The Four Horseshoes at EYE IP23 8HD Meeting at Hall Rd Car Park, Norwich.**

This years **Totally Triumph** event (formerly **The Mile of Triumphs**) is coming together nicely. Not only have we got a superb beach location for accommodation and the **Saturday** evening entertainment but we now also have the use of a self contained campsite nearby with hook ups for those that need them and large field for the car show that will be held on the Saturday all within a stones throw of the beach. Sundays entertainment will include a fly past by a Dakota.

See the flyer for details in the Courier.

Don't forget to checkout the events page on the TSSC main site for event updates and if you don't receive newsletter emails or event updates by email then I don't have your correct address.

One for your diaries. We have been invited to display our cars at the **Sandringham Horse Driving Trials on Saturday 27th June** anybody wishing to display their classic Triumph or otherwise is more than welcome to join us.

There is no charge for entry.

Next meet will be held at the Bird In Hand, Wrenningham on May 11th.

Mike.

NORTH EAST Tel. 07917 738091 e-mail: northeast@tssc.org.uk http://tsscnortheast.blogspot.com/

Well not a lot of news this month, but first I must thank Graham for organising this year's treasure hunt, I am writing this prior to the event, so let's hope the weather was kind to all who attend that weekend.

Quite a small turn out for April's meeting, even so we had 3 GT6 1 Herald 2 Spitfires and a Stag in the car park. but as it was the Easter weekend, most members were probably off with their families, or too drunk after the Newcastle Sunderland match, the Dunn cow was full of Sunderland supporters, most who had a few pints to many, and were a bit loud.



NORTH EAST . . . NORTHANTS NORTHERN IRELAND . . . NOTTS

TSSC AREA NEWS

North East Continues

Unfortunately next meeting also falls on a bank Holiday weekend, but I will be there anyway.

I have been contacted by Graham Holt who is looking to dispose of the majority of his collection, his Vitesse a Mk3 Spit and Herald convertible all in various states of repair, plus other parts, for info on these just let me know and I will forward his e-mail.

I have been informed of another event that may be of interests, **Eshott Airfield open day, on the weekend of the 20 to 21 June**, this event raises funds for forces charities, I am waiting for a response from the organiser to confirm details but looks like it could be a good day out with flying displays and statistic aircraft, Felton airfield is situated between Morpeth & Alnwick just off the A1

Well I think that's about it for this month,

Geoff

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Hi all. This month has seen a trickle start to the classic car season with the Practical Classics restoration show and the first of the Earls Barton Car and Bike Meet.

A few of us went to the restoration show which seemed bigger than last years. This time the TSSC had a stand at the show which also sold Club shop items including some new interesting lines, (I hadn't expected to buy a welding mask from there), which may well be worth a look at.

Earls Barton saw a relatively poor turnout but considering the bitter wind and drizzle it wasn't that surprising. Peter and his daughter brought his TR7 and GT6 and Micks son inlaw was there in his Spitfire, unfortunately due to logistical problems I was there in my MX 5 but at least I was there.

It is always good to see new faces on a club night and recently we have welcomed Peter and Roger, who has I believe already benefited from advice from fellow members.

Future events include

**6 May, Classic Car and Bike Meet at
Earls Barton NN6 0EP 4.30 to 9.00pm
South of England meet 9-10 May.**

Northants Camping weekend at Wicksteed Park 29-31 May
please note bookings must be made in advance (see Advert)

Next meeting **Wed 13 May at Overstone Manor, Ecton Lane, Sywell, Northampton, NN6 0BB.**

Nigel

NORTHERN IRELAND

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Club cars at the start of the Garden Centre Treasure Hunt

Our first driving event of the year was on Saturday 21st March - the Garden Centre Treasure Hunt. Seven club members turned up at Hillmount Garden Centre on a very bright but cold day for

the start of the treasure hunt. A couple of members got lost during last years event so this time around the route was made both shorter and simpler. Even so drivers still managed to miss some of the junctions although they quickly realised their mistakes and everybody managed to get find both the mid-point stop (Woodlawn Garden Centre, Carryduff) and the finish at Dobbies Garden Centre, Lisburn. The event is meant to be a light hearted affair and while some treat it that way, others I notice some people take it very seriously.

We did a quick check on the scores at the mid way point and at that stage Alan and Pam were ahead and got a box of chocolates. There were some accusations (surely unfounded) that at least one other competitor was keeping close to the car in front to ensure they did not get lost and watching for the brake lights to work out where the clues were. Perish the thought!

Everyone arrived at the finish point more or less at the same time. Douglas in the TR6 drove into Dobbies last and then drove straight back out again - clearly he realised that he had failed to get one of the answers and was retracing the route. When he finally returned Jacqui gathered up all the answer sheets and checked the scores. In first place was Douglas, despite not having a passenger, and he received a £10 Dobbies gift voucher, Alan and Pam were a close second and received a £5 voucher while the wooden spoon was awarded to Frank, Barbara and Edward. Everyone enjoyed themselves regardless of where they came in the treasure hunt.

Entry forms for the **Totally Triumph Classic Car Show** have been emailed out to local members and the local car clubs. Our friends in the Triumph Classic Car Club Dublin have confirmed that they will be coming and, for the first time, there will also be some members of the Dublin TR Register at the show. If you have not sent your entry in already please do so as soon as you can; you can always enter on the day but we cannot guarantee a finishers award!

There were ten people at the April area meeting (and two Heralds in the car park) on what was a thoroughly miserable and cold night. Bert, Frank and Douglas sent their apologies. It was good to see Bill Ashe at the meeting (he normally takes Cub Scouts on a Wednesday but they were off for Easter). Most of the discussions were around the forthcoming events including the **Truncheon Oiling on the 11th April and the Argory on the 25th**. Paul and Crystal have both entered **Croft Hill Climb on the 18th** (Michael's car is still off the road with a holed piston). Alan Forsythe mentioned that his TR3 had recently been filmed for an episode of the One Show to be shown later this year - keep your eyes open for this.

That's all for now and don't forget your entry for **Totally Triumph!**
Regards

Jacqui and Paul

NOTTS

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Tel. 07837 110325

Hi all,

Summer seems to be coming our cars now taxed and raring to go, I hope you've all got your events planned. This month saw a few of us presenting our cheque to Rotherham Hospice from the New Year's run.

Thank you all for supporting the event.

Adrian

Future Events to Note.

4th May Andrew Greenwood's Thoresby Hall Car Show
9th /10th May TSSC South of England Meet, Leatherhead
17th May TSSC Notts 6th Annual Run To Eytcc Sewerby Park - Bridlington

22nd-24th May TSSC Trip To Spa Classic
5th-7th June TSSC Manchester Camping Weekend - Rochdale

10th June Renishaw Hall Classic Car Show 3pm-8pm
Proceeds To Cancer

11th-15th June TSSC Derwent Valley "Peak Run"

PETERBOROUGH SCOTLAND CENTRAL & WEST



TSSC AREA NEWS

Ashbourne
22nd-29th June Triumph 2000/2500 Register National
Ashbourne
10th – 12th July TSSC TriumFest Uk Donington Park

PETERBOROUGH

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The April Club night meeting was once again well attended with 22 folks enjoying the busy ambience around the tables. Thank you all for continuing to support your Club.

Unfortunately due to other commitments both Paul and myself were unable to attend the Club's AGM's meeting and the AGM at Lubenham on the 12th of April. I tried to speak with Pip and Frank the week before but only managed on the 13th – the day after the meeting. I was pleased to hear that there were no great problems emanating from both meetings and also pleased the financial situation is better and that it is hoped to get the Club back on an even keel financially for next year – and hopefully there will be more about the AGM elsewhere in the this issue of the Courier. Just remember it is 'OUR' Club and if buying parts and bits for our investments is a tad dearer through Garth than over e-bay, the Club does need a profit to maintain itself and be there for us to enjoy the camaraderie. I was saddened to hear that Pip and Frank are standing down as the Club's Area Liaison Officers but totally understand the reasoning. I believe it's about 10 years they have been doing a very, very good job. So it's commiserations but also congratulations that you have made the decision both of you – and I shall miss your verbal exchanges at the meetings Pip! It is good to hear that COM may be splitting the UK up into areas with equal numbers of Club's underneath them – I think that is a sound idea and may be very beneficial. This should be taken as a great warning to all of us to help and 'spread the load' in the Club's activities – remember old Chinese proverb – 'Many hands - Make light work'! BUT we do need those hands!!

Talking of hands working - Colin Saunders is organising a **Bed, Breakfast and Beer event in Faversham, Kent**. Yes Faversham is the home of Shepherd Neame, the oldest brewery in Britain. Yes Colin has organised us a beer tasting session in the brewery of the celebrated Spitfire ale. Yes Colin has negotiated a special B and B deal for us because of the drink and driving issue.

There are only a few places left so please give Colin a ring to reserve your pint place on the 9th of June. The B and B is arranged in the Sun Inn which is only a few paces away and is owned by the brewery.

The Stilton Cheese Classic Vehicle Run on Drive-It Day – Sunday the 26th of April followed the route the cheese makers in Melton Mowbray used to deliver their speciality cheese to sell to clients travelling on the stage coaches resting at Stilton on the 'Great North Road' – for sat-navers it is now the A1.

Paul has applied for tickets for the **Sporting Bears event at the Kimbolton Country Fayre on the 12th of July** – so numbers please at the May meeting.

It was good to see Peter and Linda Kelleher once again – but sadly the Gentry has moved to another home after an exchange of cash in Peter's favour.

I have had a telephone call from a chappie in Yaxley who is looking for a home for a whole manner of bits for Vitesse from a series of cars he has acquired and restored – clutches, bumper trims, glass, diffs, etc.. Yes, he wants a little money for them and bear in mind that some of these will fit Gt6's, Heralds, Spitfires, kit cars, etc.. but it would need a good estate car and a bit of garage space to store them in.

It was good to see Steve Abbott dusting off the cheque book to pay for a few prizes purchased for us by Jeff Boston at trade price. Thanks Jeff. Thanks also to those who also donated some of the prizes – fresh eggs, chrome polish, etc.. They are always welcome and I believe the raffle is the 'highlight' of the evening.

It was suggested at the April meeting that it would be good to

have our own Area's Calendar Girls. Please remember girls, all the felling that goes on under the wheel arches and the bonnet and those bruised and bleeding knuckles and banged heads that have been consoled with the odd mug of steaming tea – it's only fair we should show our appreciation by having you posing next to his other labour of love. You know it won't be long before Paul is chasing us all for the photo's for the unique Peterborough Area's 2016 Club Calendar.

We look forward to seeing you all again at our **next Club night – on Monday the 11th of May at the Red Lion, King Street, West Deeping, PE6 9HP** around 8.00pm. Join us for the usual raffle and refreshments, chunky chips and a few noggins and a good natter and that friendly exchange of experiences.

Here come's summer!

Doug

SCOTLAND CENTRAL WEST

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The April meeting had 11 members turn out. We were inside almost immediately as despite British Summertime having just started we had been having slight snow showers. Lochinch was open and warm. There was a pile of Easter eggs to be eaten too. Didn't last long though. We have booked the Club now, so meetings will be from 7.30 ish until 10pm. The bar staff are only on until then. We had two Triumphs Spitfire mk4's Dave and Ronnie. Colin on the other hand keeps turning up in an MGB; we have had words about this and are assured his Vitesse will be back next month. Just to confuse things Ronnie (Spitfire mk4) brought another enthusiast also Ronnie. So we had the two Ronnies in a white Spitfire. I will leave you with that image.

Our cars are all being prepared for the coming season. Martin has one car getting resprayed and one getting a new exhaust manifold (old one came off in two bits). I am finally sorting the gearbox issues. Michael is finishing his Spitfire bonnet, and the rest are going over bits and pieces such as MOT's etc.

We went over the details for the Drive It Day Run so a report next month. The rest of the shows are falling into place. If the show is not listed or mentioned here in the news there is not a Club stand, so please go as a day visitor. This will solve the problem of paying for spaces that are not filled.

Not all shows are free to display your car.

There have been no shows to report on this month, the distance to events is under debate as a day trip.

The East Ayrshire Classic Car Show is on 10th May at St Joseph's Academy, Kilmarnock. We are not having a Club stand but some may go for a visit. We will usually go over details at the meeting prior to the shows.

The Moffat Show is fully booked now. See the Calendar for the list so far.

We have a Yearbook so we are able to go over some ideas; we could go to an event just about every weekend. This may not suit all, so meeting up and going as day visitors is a good alternative as you are not stuck in the confines of the show or paying for unused spaces..

As agreed at the AGM there is a small collection for Area Funds at each meeting now, this is working well now, thanks to all members attending.

Onto the events for the coming year

Drive It Day – a report next month

17th May Stirling CC - Bridge of Allan Show – TBC

13th June - Saturday - Hamilton Show Town Centre - Classics to promote trading, free lunch, hard standing, shops etc.

Note a **Saturday Event**.

24th June - Moffat Show - Single entries only (fully booked) or



SCOTLAND CENTRAL & WEST SOMERSET . . . SOUTHERN

TSSC AREA NEWS

Scot Cent West Continues

visitor.

We have a clash of events. **Erskine and Donington** are on the same weekend. Most are Donington bound. Let me know if you are attending Erskine as it has to be prebooked It is a **Saturday 11th July**.

16th August Biggar Rally TBC

30th August - Kirkintilloch Canal Festival - TBC

Some have booked for Spa and are looking at Silverstone too. I will compile a list. There will be different groups going to different events, so we will try to get co-ordinated so people can travel together. Donington is possibly the only longer distance event for me this year, once I get a car going. With a view to going away next year to Le Mans etc.

Finally on reading the Courier. **All of us in the Scotland Area wish Pip and Frank well as they change direction.**

They both were very kind and helpful when I first started as an AO and they even came up to see us; we will continue to look out for them when the Scottish Lads and Lassies cross the border for various activities.

If anyone has use for a GT6 MK3 Handbook, a member has one. Call me if interested and I will put you in touch.

NEXT MEETING will be on Wednesday 6th May 2015.

Dates for 2015.

So far we have confirmed events.

10th May East Ayrshire Classic Show - Day Visitors only

17th May Stirling District CC - Bridge of Allan - Day Trip.

13th June Hamilton Town Centre Show - Saturday.

24th June Moffat Show - fully booked but worth a visit.

Saturday 11th July - Erskine Car Show,

Inglinton Country Club, Bishopton, nr Erskine.

10/11/12/13 July - Donington, TSSC Scotland Central and West Road Trip.

NEXT MEETING will be on Wednesday 6th May 2015.

We are booking Lochinch now, if there are any problems, we will be in **Cartha Rugby Club at Park Entrance (Ibrox side)**. I have seen lots of classics stretching their legs recently, a lot of 80's cars now as they are as scarce as ours, so give them a wave. Hope to see you at meetings and events this year. At some stage I will be in one of my own Triumphs.

Until next time

Gregor G.

SOMERSET

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Hi all. Another good turn out for the March meet. Good to see Mark Knight for the first time, hope you enjoyed the evening and can make it again soon!

The cold dark nights are never great for attending in a club car, so it was great to see Ian's sweet sounding GT6. In the torch-light it looks to be a nice car! Hopefully with the lighter nights we will see more Triumphs adorning the car park!

We finalised a couple of meeting points for runs in April, namely Beach Lawns (Weston) and Drive it Day (Haynes Museum), which, by the time you read this, were hopefully enjoyed by all who attended!

As an area we have gained 3 new members this month, namely Robin & Janet Williams and Andre Simmonds (welcome to all 3 of you!) We don't know what club cars they drive but hopefully we will see them (with or without cars) at a meet very soon!!

Early March saw some members (including Steve and Peter) attended a "timed navigation run" across Exmoor with the Minehead Motor Club (see group photo) and enjoyed their hos-



pitality. If you like the thought of blaming your co-driver for getting you lost, perhaps more of you will have a go next year (you do need a co-driver)!! We'll keep you informed!

We've had notification of the **'Town Square' events in Weston-S-Mare** during the summer months. There will be 7 Sunday gatherings (**10am-4pm**) from **April to October** so we are sure to make an appearance at a few. These are bookable on 01934 642404 (there is a 70 - 80 car limit) unless you get there early, when you can usually drive in. Best to approach from the seaford and past the Tech!!! The first of these is on **May 17th** so hopefully we can make a decent showing!

At the May meeting we will hopefully finalise the arrangements for our stand at the **BCCS (Shepton Mallet) 13-14th June**. Don't forget we need a couple of volunteers to help man the stand on either day! You will get a free entry for the day! We will also attend the **"Blood Bikes" classic gathering, at Garden World on the 21st June**. This is a turn up when you like meet, but if you are going, let us know just for the record! On **24th May** we have some cars booked in for the **Pecorama Classic rally**, so if anyone is going we will agree a meeting point for the drive down!

Now your usual reminder of whats on offer for the next 2 months:

MAY 10th South of England Meet (SEM) an informal and very enjoyable show, Leatherhead, Surrey:-

May 17th Town Square Weston-S-Mare:-

May 24th Pecorama Classic Vehicle Rally, Beer Devon:-
JUNE 7th Trains & Triumphs South Devon Steam Railway, Buckfastleigh Devon:-

JUNE 7th Town Square Weston-S-Mare:-

JUNE 13th/14th Somerset Area Stand, Bristol Classic Car Show, Shepton Mallet Somerset:-

JUNE 21st Classic Gathering (in aid of blood bikes) Sanders Garden World A38 Brent Knoll Somerset:-

We will agree times and where to meet for mass arrivals should it be required!

As with all shows/drives please let one of us know if you are going so we can keep abreast of things.

We hope to see as many of you as possible at the **Fox and Goose on 12th May**.

Cheers for now,

Martin & Derek

SOUTHERN

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<http://triumphsouth.20m.com>

Hi all me thinks the winter could be over as we have just had our last Sunday lunch, eight of us sat down to an enjoyable meal at the Hen and Chicken at Froyle.

It has been nice to see a good attendance at the club monthly meets throughout the winter although not many classics in the car park. Hopefully that will change now the light nights are with us. The March meeting saw twenty one attendees, an excellent effort! Keep coming!

The show season is about to begin, it would be nice to see a few more club members at shows. As they say, spread the word.

All for now

Mike

As Mike and seven others were sat in a nice warm pub, Mark, Vanessa and the kids joined Jackie and me for a weekend caravanning at Sandbysalls caravan and camping site near Fordingbridge. Mark and Vanessa took the 2.5 S and towed their Esterelle whilst Jackie and I were trying out our Eriba Pan for the first time. This was a practice run readying ourselves for the Cornwall camping weekend. The weather for the weekend was generally good but quite cold. The campsite was fully booked for the weekend, but we felt it was a bit like Butlins with caravans

NORTH STAFFS . . . SUFFOLK



TSSC AREA NEWS

and once your there you were stuck for watering holes unless you took the car.

The next bit of news was that I have gotten fed up of not having a Triumph to run around in whilst the Vitesse is off the road and have now purchased a TR7 fnc with webasto sunroof. It does have a few minor issues but with luck I can get them sorted before the Cornwall run and get a tow bar fitted.

The April meeting at the Seven Stars had a good showing of cars in the car park, 3 Stags, could have been 4 but Tim's is at the body shop, 3 GT6's, 1 TR5, 1 TR7, 1 Vitesse and Mike's MG Midget .It is always nice to get a visit from other area members and Mickey and Julie from Thames area graced us this month.

And just a reminder that the **South of England Show at Leatherhead leisure centre is on the 11th and 12th of May, the Sunday being the show day.**

There are a lot of shows coming up, so let's be having some photos taken please.

Up and coming events

- May**
3rd Goodwood breakfast club. Supercar Sunday
4th Popham show
5th Regular meet, Seven Stars. GU323PG
9th Awbridge village show
10th SEM Leatherhead sports centre KT22 9BL
17th Merrist Wood
21st Roaming meet. The Milbury's. SO24 0PB
June
2nd Regular meet, Seven Stars. GU323PG
7th Queen Elizabeth Country park show
7th Goodwood breakfast club. Soft top Sunday
18th Roaming meet. The Elsted Inn. GU29 0JT
24th Herald/Post classic car show upper car park Farnham
26th-28th Cornwall Camping Weekend. Penmarlam Camp Site. Bodinnick by Fowey PL23 1LZ
July
7th Regular meet, Seven Stars. GU323PG
10th,11th,12th TSSC TriumFest UK
16th Roaming meet. The Titchborne Arms, SO24 0NA
August
2nd Goodwood breakfast club. Thoroughbred Sunday
4th Regular meet, Seven Stars. GU323PG
9th White Dove Transport Show, Kingsley Sports Centre nr Bordon GU35 9PD
20th Roaming meet. The Ship, Llanstone. PO9 1RD
25th The Ripley Event, held on Ripley Green
September
1st Regular meet, Seven Stars. GU323PG
17th Roaming meet , The Golden Pheasant. Farrindon. GU34 3DJ
30th Petersfield Summer festival
October
26th Herald Classic Car Show, Alton

That's all for this month, so get busy with the elbow grease, shine up your Triumph and get out and use them.

Take care

Mark

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Spring has sprung and the season has started, our first event was a trip to Weston Park with just four cars making it to the show, and was good to team up with two members from the Leicestershire area, a good variety of vehicles in attendance at the show and the sun eventually showed its face, making an encouraging start to the season.

Two cars didn't make it Andy's Spitfire suffering from a miss fire after its winter lay up. Aaron's Spitfire was to get it's inaugural run, however despite outstanding efforts and hours of work spent putting the car back together it refused to run for more than a few miles, so with great disappointment the Spitfire had to stay at home.

Throughout the coming year the area should see a number of Triumphs returning to the road after years of restoration work on

members cars, Aaron's having had a false start will be the second to be back on the road, Dave Hemmings Vitesse being the first, you can read Dave's story in this report.

It was good to see two members joining us for the first time at the last meeting, Dave Hemmings who came in his Vitesse now with its new Mot after replacing the rear drums which you may recall from last month, and Andrian Nixon and his son who have a GT6 they are restoring, also Tom Henshall has applied an etch coat on his GT6 and hopes to get some colour on when the weather is suitable for home spraying. This means I need to get my finger out and restart work on my car.

I'll let Dave tell you about his brave and challenging restoration on his Vitesse.

" I purchased my 1969 Vitesse in 2011, it was a fairly rotten body, wheel arches, bulk head, front wings, boot floor were all disappearing with the rust bug, sitting on a chassis that had rotted from the inside of main chassis legs.



The Triumph was minus its interior seats etc. no gearbox prop shaft or wiring.

I bought a MK2 chassis from Gloucester and decided to have it shot blasted and then painted with zinc plating rebuilt up to rolling chassis, I fetched a gear box from West Bromwich, prop shaft from Manchester, a visit to the Rhonda Valley where I purchased an immaculate bulk head.

It did have an engine which I stripped down and fitted new big and little ends, crankshaft bearings, piston rings, new valves etc., I welded new rear wheel arches, new front wings, sills and fitted new door skins.

I had the body upside down to weld the boot floor and to put reinforce plates where seats bolt, the re-wiring took some head scratching as I had no fuse box, volt reg, flasher unit, horn unit or horns, it took a lot of manual studying to see where these attached, I sprayed the car in primer and prepared it for a respray.

The result is a Triumph Vitesse convertible with Mark 1 body on a Mark2 chassis and finally M.O.T."

Dave

Well that's a hard way to get a Triumph back on the road, so congratulations to Dave for his perseverance.

Drive it day is our next trip out, lets hope our luck with the weather holds as its done over the last couple of years and we have a great day out.

I have started to rebuild the web site but will be done a bit at a time, so bear with me, if you would like anything included on the site let me know.

I'll be attending the **Llandudno transport festival over the bank holiday**, but there are lots of events to attend, **Donington, Caton Hall and many more.**

May 16th is the Leek Auto Extravaganza
17th the CVR Classic car & model railway day,
24th is Capethorn Hall,
30/31st is Taton park.

Happy motoring

Dave

SUFFOLK

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Following several members going to the recent Anglia Classics auction in King's Lynn, there was much discussion about the prices that classic cars are fetching. A 1966 Vitesse 1600 saloon made £4725 including commission. A Stag, which was original and appeared to be solid but was in brown (apparently a not so popular colour) and was dirty and dishevelled cost a total of £10,290. Chris was only prepared to bid up to £4k for this car.

Suffolk Continues

A good, green Dolomite Sprint made £5670 whilst a not-so-good yellow one made £3465 and a Dolomite 1500 HL auto cost £3150. Prices have certainly been moving up. If you saw the recent Classic Car show you will have seen Quentin Wilson recommend early 1600 Vitesse and late Mk2 Vitesse with the later costing up to £10,000.

Mike suffered an MoT failure on his Herald Estate with a worn rear wheel bearing. He was particularly aggrieved about this as he had had these professionally rebuilt not long ago during the renovation of the car. The bearing had disintegrated resulting in a worn bearing housing and a knackered drive shaft.

All had to be replaced and so it now has its certificate and is back on the road.

The scaled down GT6 trailer in Valencia that Brian has been building, now known as GT6 ½ pint is just about complete and



came along towed behind Michael's full-size Valencia GT6. This attracted a lot of attention and despite the evening turning cold, many people stayed outside looking it over.

The TR6 that Chris is rebuilding is nearing completion. It will now move under its own steam and is near being taken for an MoT. One issue has been what colour to call it on official documents. It is painted in Mallard and is that blue or green? After various opinions from people, those of the Downs household held sway and it is to be blue.

Work progresses on the 2000 Estate that Russell acquired a few months ago. The sills needed replacing and the areas that the sills fix to have been a bit worse than expected. Finding solid metal to weld to was the problem.

Rodney's Spitfire is having a bit of restorative body work done to some lower parts of the car behind the rear wheels and that should be completed soon.

The next meeting is **5th May followed by the 2nd June and 7th July**. So, see you at the **Sorrel Horse, Barham on 5th May** at 8:00pm.

Peter

SUSSEX

Tel. 01444 450941

Our meeting on the 1st April we had eleven people attend and a new member Richard popped in to introduce himself and hopefully we will set you next month?

So we had our first Stag at our meeting and yes it is mine! But no Clive I haven't taken up golf and no I don't have a pipe and slippers! A quick thank you for Jon Beeston for helping me sort out a number of little niggles and Spotting that my boot was filling up with petrol from the petrol tank! Thanks for all the support from the Sussex guys on buying this and thanks for Gordon for putting me in touch with the guys selling it, it is much appreciated. I just need to go through it in time for our trip to SPA in May. Leigh is working on his Spitfire and is now becoming the expert in cardboard origami. He is making templates up for all he patches for his Spitfire that he will be welding in.

Clive his Spitfire booked in for an MoT on the 4th April after a 6 year rebuild. We will keep our fingers crossed for him and Pete. Gordon is looking for an overdrive conversion for his GT6. So if anyone has a D type overdrive conversion for a Mk III GT6 let me

know and I'll pass on Gordon's details.

French Bob made it to the meeting and had to leave slightly early to get his Ferry back to France. It is interesting having a member that commutes from France just for our meetings!

Also Clive is doing the Brighton Marathon on the 12th April in aid of Macmillan Cancer. It was good to see people sponsoring him at the meeting.

We have now seemed to out grown the car park so we are parking in the field at the rear of the pub and I noticed that it is used for camping so it is possible to come and camp where we have our meetings.

As the evening are drawing out it would be good to see more cars at the meeting?

Future events:

6th May next meeting at the Laughing Fish from 7.30-8pm

10th May is SEM with our customary convoy up on the

Sunday leaving Pease Pottages service on the M23 at 9am

22nd-24th Trip to Spa for the classic.

3rd June is our summer evening meal with we meet up from 7pm with wife's, girlfriends and partners etc.

For a Pub meal at the Laughing Fish

1st July is our normal meeting and Colin Robert is organising the West Kent guys to come down and see us.

So hopefully it will be a bigger meeting than normal.

11th and 12th July is TriumFest UK. Unfortunately I won't be able to attend as I will be on holiday but I am sure there will be people going up from Sussex.

Thanks

Martin

THAMES

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Hello all. We are still sorting out the finishing touches to SEM ordering the Trophies, sorting out quizzes and raffle prizes for you lucky people. The meetings are going well, nice to get some more members to keep us company at the Fox & Castle. We have also got the first of the shows under our belt (reports next month) also there are lots more coming up so get in touch if you wish to join us. There are two local 1500 Spitfires up for sale in very nice condition at the moment contact me for details. My Vitesse has had another rocker shaft fitted as the old one has worn through the hardening already, I've given the front grill supports a lick of paint too, changed the gearbox oil, fitted the correct water pump as the herald one distorted the drive belt and made a shushing noise.

SOCIAL EVENINGS AT THE FOX & CASTLE -12TH MARCH

It's a chilly evening in the Vitesse on the way to the Fox & Castle. Julie meets me in her new car (Suzuki Swift) which is a similar red as the Vitesse. Also at there to enjoy our captivating company were George B, Bob, Martin F, Chris C, Doug B. Work on our Triumph's has been:- Bob's Spitfire 1500 is now off its jig and ready to be reunited to its chassis. Martin's Spitfire 1500 has new rear wheel bearings and treated to a new set of old style number plates. Chris will be fitting a new hood to his Spitfire Mk 3 Doug has got electronic ignition fitted and needs to replace the old brake servo on his GT 6. My Vitesse has had a rocker shaft fitted, I've given the front grill a spruce up, and the gearbox oil has been renewed. Fitted the correct water pump and renewed the antifreeze. Julie's raffle winners tonight were:- Doug won a cream egg (Easter egg) George won a Mini egg one. Martin won the WD40, Bob won a cleaning mitt, Chris won the Toblerone and I won a box of Maltesers which were shared around. We had a great meeting thank you all.

26TH MARCH - Another Chilly night in the Vitesse on the way to the Fox & Castle. George B is also in his Vitesse (slowly the Triumph's awake to take over the car park.....mawhahahaaaaa-ha). Ahem also there trying to keep me sane were, George B, John P, Tony H & Doug B, Bob & Wendy a very (belated) happy birthday to Bob. Work on our Triumph's has been:- George has replace another broken spoke on the wire wheels of his Vitesse. Graeme's TR 6 has a fresh MoT, new ball joint gaiters, bonnet

NORTH WALES . . . SOUTH WALES



TSSC AREA NEWS

Forthcoming events:-

MAY

- 3rd May:- Catton Hall, Lichfield.
- 4th May:- Gawsorth Hall.
- 5th May:- Monthly meeting at the Plough Inn, Gresford.
- 8th - 10th May:- Spring Rally, Bulkington, Nuneaton.
- 9th - 10th May:- Prescott Weekend.
- 16th - 17th May:- Anglesey Festival of Transport and Machinery.
- 17th May:- Eaton Manor Classic Vehicle Day, Church Stretton.
- 17th May:- Wheels Within Wem Show, Wem.
- 20th May:- Meeting at the Plough Inn, St. Asaph.
- 23rd - 25th May:- May Ashley Hall Traction Engine Rally, Altrincham.
- 24th May:- Classic Car Meet, Dearnford Lake Cafe.
- 24th - 25th May:- Cheshire Classic, Capesthorpe Hall, Macclesfield.
- 24th - 25th May:- Prestatyn Run and Car Show.
- 26th May:- OFFAL.

JUNE

- 2nd June:- Monthly meeting at the Plough Inn, Gresford.
- 11th June:- Triumph and Classic Car Intergrupp Meeting, at the Wharf at Goldstone, near Market Drayton:- Contact Simon or Helen on 01630-658984.
- 14th June:- Bob Jones Memorial Air Show and Transport Festival, Welshpool.
- 14th June:- Lantern Day, Eaton Hall.
- 17th June:- Meeting at the Plough Inn, St. Asaph.
- 19th - 28th June:- Spain (for those who have booked).
- 21st June:- Wheels Within Wem Show, Wem.
- 27th - 28th June:- Kelsall Steam Rally.
- 30th June:- OFFAL.

Regards,

Helena & Roger

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

Hello, everyone. Our Tuesday 3rd March meeting at The Plough had to be called off at two days notice. The pub was being renovated:- the brewery had apparently brought the date forward, so there was no time to arrange anything else. A message was put on our Facebook site, e-mails were sent, and telephone calls were made to hopefully inform all of our friends.

On our own Spitty home front the alternator charge had become intermittent, so it was taken to Clwyd Electricals, where a total rebuild for only £30 was carried out. It is now re-fitted, and ready for the coming season.

Saturday 14th March was our skittles night, held at the Bickerton Poacher, near Cholmondeley. It was a very good turn-out, with 43 of our group attending. A great night with great company and, as usual, a real good laugh.

Sunday 15th was the monthly Wheels Within Wem Show. We did not manage to attend this time, as our sheep had to have treatment prior to lambing, so we were otherwise engaged. Again, there was a good turn-out, although not so many as last month due to other arrangements that had been made for Mothers Day. The hotels were booked solid for meals, so it was a case of taking your own food:- however, one of the cafes had opened to serve up bacon butties, plus teas and coffees.

Tuesday 31st March was the OFFAL, this month arranged by M.G. Pete and Alison. Everyone met at the Ponderosa, Horseshoe Pass, at 11.00 a.m. for coffees and teas. Although due to attend, we were not able to because lambing had started, and we also had very bad head-colds, courtesy of M.G. Sam! However, Roger went to the meeting point to hand out the Weston Park passes for the coming weekend, but then came straight back home. The report was good:- the run was enjoyed, going through some lovely countryside, and ending up at the Cross Lanes Hotel in Marchwiel, near Wrexham, for lunch. A good turn-out of 30 people.

Once again, another great day was had by all who attended.

Well, that's about all for now. Things have been a bit quiet through March, even to the point of not being able to have our monthly meeting. However, the season is just around the corner, so let's hope that it is a good one. We do know that **The Plough in Gresford** is up and running again, so don't forget that our meetings are held there on the first Tuesday of the month at 8.00 p.m. Also there is the meeting at **The Plough in St. Asaph** on the third Wednesday of the month at 8.00 p.m.

Hope to see you there.

SOUTH WALES Tel. 02920 315260
www.triumphwales.moonfruit.com
 e-mail: gwyndjevans@dolomite1300.plus.com

TRIUMPH & mg SPARES SHOW STONELEIGH

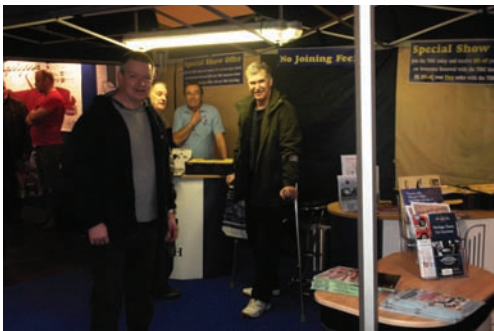
As we had decided to modern car share, myself, Al, Young Eddie and Crazy George met Mals Per Hour, The Hammer & Action Man at Cardiff Gate Services and left at the allotted time for our next rendezvous point on the A449 picking up Paul G on the way. Mike The Bass, Rob and Mikey J were there waiting for us and we had a quick discussion about the journey, confirming our breakfast stop at Hopwood Services on the M42, while this was going on Mals Per Hour pointed out that for some reason Crazy George was "polishing" the rear of his car with BBQ sauce! As we were meeting the Monmouth Mafia at the show instead of en route we travelled in our small group to Hopwood Services where we had an extremely overpriced and overcooked breakfast.

We then continued to Stoneleigh all traffic flowing freely until a few miles before the showground when it all ground to a halt and remained so for nearly an hour. During this time Crazy George was expressing his need to "use the toilet" and when his situation became desperate, with his Harry Ramsden serviettes clutched in his hand and walking like a demented Charlie Chaplin he brought humour to the occupants of the waiting cars as he walked past them and eventually disappeared into the woods to do what Bears apparently do when in woods! You really had to be there and when George emerged it was to a rousing round of cheers and applause, I kid you not!

When we were eventually marshalled into a parking space I phoned Monmouth Mike to be told that he and his father John had been denied access to the disabled parking area and directed to an area that made it impossible for them to get from their car into the Show and so they were on their way home! Utterly disgusted we attempted to find the people responsible for such an action, but nobody apparently knew who was in charge.

South Wales Continues

Armed with this information we informed our TSSC HQ who were manning the Club Stand and they were equally outraged, they promised to take up the matter with the Show organisers and we know from past experiences that they will do so, it doesn't Help Mike & John, but hopefully it can make sure that it doesn't happen again. At the stand Derek was waiting as arranged as he had been dropped off at the Show by his wife Victoria (they had been visiting relatives in the area the previous day and had stayed



overnight) and he was having a lift home with Mals Per Hour.

The stands themselves were excellent and I was able to procure some extremely rare parts for my Standard Phase III Vignale. Crazy George bought many parts for his Herald restoration and it was a cause of great amusement to us all day watching the looks of frustration and annoyance on the faces of the various stall holders as they saw George approaching to "broach a deal".

As with all great days out the time flew by, Mike The Bass, Rob & Mikey J left late afternoon, but the rest of us stayed well past the end of the show time. The two remaining cars decided to meet up for coffee at Strensham Services, but for some reason (I'd blame Ant if he had been present) our car ended up on the A46 and due to a diversion at the entrance to the M50 we were unable to join the others at Strensham, but a Police Helicopter searchlight on the M50 heralded Mals Per Hour passing us and the lads giving us a wave as they went past.

Even though we were angry at the treatment of the Monmouth Mafia and fed up by the traffic queues to get into the Show it had been a great day out, summed up by Al who made the point that "what we had in numbers was surpassed by the quality of those who attended". I couldn't have put it better myself.

NEC RESTORATION SHOW (OR BEWARE THE MAGPIE) MARCH 29th

Tony, myself, Ant & Al left Cardiff in the TR More Door at 6:30am (or was it 5:30am) and travelled east along the M4 to junction 24 where we turned off to pick up Paul G. With myself driving and Tony in the front passenger seat Al, Ant & Paul found that they had just enough room in the rear seats, but Ant had to position his crutches standing up behind the front seats, Tony had the idea of utilising them to attach our Area flags to so we "sailed" long the M4 and A449 until we rendezvoused with the Monmouth Mafia

John & Mike then drove nonstop to the NEC where we parked up and took the shuttle bus to the Whetherspoons pub in the Atrium. After a traditional English breakfast we started off for the show entrance only to find that Ant's shiny polished aluminium crutches had gone missing, we couldn't find them anywhere so we made our way carefully into the show hoping that we would be able to find some walking sticks or similar for Ant to use. It was only when The Magpie tried to walk up the steps that separated the two halls that were housing the show that Al noticed that The Magpie could not bend his knees "I think I know where Ant's crutches are, the bloody Magpie has struck again"! The Monmouth Mafia quickly retrieved Ant's crutches from down the Magpie's trouser legs and normality was restored. This scenario was repeated a few times during the morning until Al grabbed hold of some matt black aerosol paint and gave the crutches a few coats, rendering them beneath the interest of The Magpie.

After looking at all the stalls we then visited the club stands and were made welcome by the TSSC staff and helpers for the day, with coffee supplied on numerous occasions from the TR register stand. Lunch was provided by the Crusty Pie Company, not cheap, but worth every single penny as the steak and Ale pies were the best that we have had and the pork pies were fantastic. We then continued looking around the stalls and club stands to buy the items that we had earmarked on our earlier rounds and I bought a great set of 3 spray guns from the TSSC stand as well as a car cover for my Vignale and a few hand tools from various other sellers. Al also bought a car cover as well as a few other much needed items. Tony bought some very nice chrome vanadium 7mm combination spanners to swell his collection and Ant bought some "go faster" stripes for his crutches. The Monmouth Mafia then announced that they "had some urgent business" to attend to, so we said our goodbye's and wished them a safe journey home, they are a great couple of lads and it's always a pleasure to see them on our runs, thanks for coming Mike and John. After a few more coffees we decided to leave to take the long route home along the A and B roads making the most of the TR More Door in the spring sunshine so we left the show and took the shuttle bus to our car park where a big crowd had gathered around the TR (you would think that they hadn't seen a 4 door TR 4A before). We let them take a few pictures then we headed off. As we drove along I glanced at the dashboard and noticed that the chrome bezels were missing from the gauges! I immediately thought that they had been removed while the car was in the car park, but Al caught my eye in the rear view mirror and indicated that "The Magpie" had been at work. Al spent the next 10 minutes "fishing" the bezels from The Magpie's personage using the telescopic magnetic tool he had bought earlier! About 60 miles further on we pulled into a picturesque lay bye where Paul, Al & I pulled out our flasks full of coffee. The Magpie asked if he could use my flask's top/cup for his dink and without thinking I said "of course". "You won't see that again" Al whispered and with horror I realised what he meant, my flask along with its top/cup was polished stainless steel! Paul G tried to retrieve it by distracting The Magpie, dropping some shiny 5p pieces on the ground, but to no avail.

We continued our journey with Al once more using his telescopic magnetic to retrieve my cup, but the stainless steel proved to be too good a quality for the magnet to "stick", Al had been correct, I won't see that cup again!

The rest of the journey went smoothly with the TR performing faultlessly and all 5 of its occupants enjoying the open top motoring and the lighter late afternoon.

We dropped Paul G off at his house then the remaining 4 of us continued to my house where Al & Tony had left their cars. The lads had a good look at my Vignale and I was buoyed by their remarks on the progress I had made so far as it seems to me that the day or so that I am able to spend on the car a week is not making much of a "dent" in the restoration.

It had been another great day out with the S. Wales area and it was so nice to see Ant back on his feet (even with crutches) after his bad accident and hopefully Young Eddie will soon be back with us after his knee replacement which he had a few days ago, all the best Eddie. Ant was very happy that he had managed so well on his first Area outing since his accident and made the comment that he had really enjoyed himself and "that what we had lacked in numbers had been more than made up for by the quality of those who had attended". A fine sentiment Tony Al & I said.

Bern

WESSEX WIRRAL . . . WEST YORKS

WESSEX

www.triumphnewforestrun.co.uk

Tel. 01425 475376

At the time of writing this report, we are still putting together the final touches to The New Forest Run. We have got 150 entries, it would be nice not to have a maximum number but it would not be practical to accept more entries! A full report on this and Sparkford which is the following weekend, next month.

At our last meeting we had a motoring quiz which we all enjoyed. Thanks goes to John for putting a very interesting array of questions together! Also I would like to thank Jerry for those generous half points that he begrudgingly gave to our team!

Coming up:- **10th May is the joint stand with our T.R. friends at the Basingstoke Show. - 16/17th May, Beaulieu Auto Jumble. - 29th to 31st May, Bournemouth Wheels**, which I know some of you have decided to go on Saturday 30th. It never was going to be possible for all to attend all three days which I think the organisers finally accepted!

7th June, 16th Hardy Country Classic Tour, which we did last year, a very well organised event! - **5th July, Retro Fundraising, Martock**, which will be an early start, so set those alarm clocks! If you have any suggestions for the future, please let us know. For instance Alan has started to organise a very casual (weather permitting) mini Sunday run, finishing up at a suitable venue for lunch (that's a pub to you and me!) and for the summer incorporating the On The Proms as a finishing point for those who are in no rush to get home! If you are interested in participating in future runs, Alan just needs your email to keep you informed when the next one will be, also a final decision is only made a couple of days before!

For more info on any matters concerning the Wessex area, I'm sure Trevor would be pleased to hear from you! Don't forget our next meeting, **last Thursday of May, Avon Causeway**. We will let you know then and in June's Courier if we have decided to go run-a-bout for **June, July and August**, it proved very popular last summer, but not sure if it makes it a bit confusing for anyone coming for the first time?

Martin

WIRRAL

Tel. 0151 339 4150

Hello folks in the merry merry month of May. I am having to write this in early April to meet the printing deadline so there is not an awful lot to write about. I did mention in my March report that several of our stalwarts ventured on a winter run to North Wales in January. Being short of other news I include a dramatic report of the day written by Dave. You will note that he had cadged a lift with Bob Whiting of the North Wales Area and left his TR4 in the car park at the "Tudor Rose" pub. Bob turned up in an M.G. (B) shame on him, he left his GT6 cosseted in his garage in Colwyn Bay. Maybe a GT6 would not have made it up the hill, sorry mountain! Anyway a good time was had by all fortified by an excellent lunch in the "Red Lion" at Llanassa.

Another bit of late news, on February 28th six of us attended the Quiz night organised by the Wirral Classic Car Club.

We did not win, but came third which was not too bad as there were thirteen teams competing. I did win a bottle of wine in the raffle so not a complete loser, and the beer is very good in Heswall British Legion.

We have now distributed the events programme for 2015 to all members of the TSSC and Triumph Appreciation (Wirral). By the time you receive this "Drive it Day" on the 26th April will have come and gone, Andy can report on that in the June Courier. On the 17th May there is a show in Royden Park on the Wirral organised by the Wirral Classic Car Club and during the evening of the 22nd May we are meeting up with the other areas at the Wheatsheaf pub in Raby, see you there.

Well that's about all the news for May folks. Contributions for the report remain at a low ebb, it seems as though some folks have not yet emerged from winter of hibernation. Having said that its been a bit chilly anyway but nevertheless attendance at the monthly meetings have been quite good with about eighteen keen types showing up on the first Tuesday of the month.



TSSC AREA NEWS

So that's it for May to all our readers. I will close by hoping you will all soldier on serenely into a salubrious summer and enjoy your Triumphs. Have fun, back in July
Cheers

Ray

Wirral Adventure in Wales

On Sunday 18 Jan at 11am eight foolhardy stalwarts gathered in the snow of the Tudor Rose Car Park. Six from Triumph Appreciation and two from the Chester MG and Triumph club, the latter in their MGB GTs and the former in their... err, modern tin boxes!

After some good natured banter and admiration, particularly for Sam Evans recently restored MG we all set off with Bob Whiting taking the lead and Dave (that's another fine mess you got me into,) Evennett as his navigator! The route went into Wales via Queensferry, Harwarden, Ewloe, Northop and up onto the Halkyn Mountain. From there we went to Babel, Gorsedd and through Whitfield to Berthengam from where we dropped down to the coast road close to Prestatyn.

Once in Prestatyn the route took us left at the Cross Foxes into Ffordlas Road, from where we accessed a very steep climb called appropriately 'Hillside'. Having come off the mountains earlier there was now no sign of snow in Prestatyn and Bob thought the climb up the hill would be ok. Well it wasn't! Fortunately Peter Broadbent with his passengers Arthur and Jan Blaze were able to turn back as were Andy and Ailsa, but by now the rear wheel drive MG had gamely progressed so far up the now icy hill that turning back became out of the question when we saw the remains of the last car that had attempted the descent, the wreckage of an almost new Mercedes Benz on the verge at the side of the road. Bob kept the engine turning at 2500rpm and in 2nd gear with wheels spinning madly the MG continued to defy logic continuing to creep slowly forward. Dave was all for jumping out to give a push but Bob wouldn't hear of it, which was just as well as he would surely have just slid back down the hill again. More anxiety was felt as approaching the summit the road went steeper and was reduced to half width by another car that had slid out of control into the bank. However Bob's nerve held and with steady hand and foot he eventually managed to safely complete the ascent!

We stopped at the top and finding we had a mobile phone signal were relieved to learn that the others were all safe and sound. After Bob had given them new directions, we all set off to find the Red Lion in Llanassa and were the first to arrive. After about twenty minutes we started to worry about the others, especially when we found they were out of phone signal, however it wasn't long before they found the welcome haven.

Peter and Bob had parked their cars up a slope in the pub car park but Andy and Ailsa chose to park over the road, only for Ailsa to find her shoes lacked sufficient 'tread' to enable her to walk up the incline and into the Red Lion. Needless to say the heartless amongst us stood amused at her plight till Dave gallantly decided to go to her aid!

Once inside we all enjoyed the fire, the beer, the food and the service. The Red Lion in Llanassa is a good place to visit and the village itself delightful I think we should be heading that way again but next time it will be on a warmer day.

WEST YORKS

Tel. 07800 551363

www.tssc.org.uk/westyorks

Thanks to all who attended last month's meeting, the new meeting venue continues to impress. We were treat to an amazing cottage pie, chips, sausage and mushy peas (how to impress a Yorkshire man!). When we asked how much we owed, Suzy refused any payment, however we all chipped in and gave a donation of £40. I think going forward as Suzy and John seem very keen on feeding us it would be good if you join us for food, it's on the understanding that we all make a donation as we can't expect them to continue doing this for nothing. Also remember not to have any tea that night and come hungry!

The Arkle, 105 Springfield Ave, Morley, LS27 9PP



West Yorks Continues

By now we will have had our Drive it Day event, in anticipation, thanks to everyone who supported this and let's hope the sun shone! In the last newsletter I mentioned some of our upcoming activities, somehow I managed to get the dates of our Dales Run and the treasure hunt the wrong way around, so please note the dates in our Newsletter which I gave out at the meeting are correct as are the dates below:

21st June (Fathers Day) Riddlesden Hall (National Trust)

5th July, Dales Run

26th July, driving treasure hunt and lunch time meet

We had a bit of a discussion about what we could do for our Dales Run event this year, as I'd like to get something in the mag to advertise it. I asked for suggestions as to places to visit, however they were a bit thin on the ground, never-the-less we did manage to form the basis of an idea. I suggest we have a run from a start point to Bolton Castle, Vivien and I came across this earlier in the year and is set in lovely countryside and is quite spectacular. We could visit there for lunch, you could visit the castle or just enjoy the views, and they do have a café. Then we could go on to Hawes where we could visit the Wensleydale Creamery and/or go into Hawes village where there is lots to see and do.

We'll now get to work on the route and sort out arrangements with the places we're visiting. As an added interest I suggest we have a walk around treasure hunt at the places we visit with a special prize, I bet you can't wait now!

By the way, thank you to Bob for doing the quiz at our meeting and just to give you a heads up May's quiz will be done by Dennis (I think you're becoming a glutton for punishment).

Victor.

West Yorkshire Dales Run 5th July 2015

Enjoy a drive through the beautiful Yorkshire Dales
**Visiting Bolton Castle
and Hawes**

We will visit the Wensleydale Creamery where a cheese making demonstration is optional

**All welcome to join us, to
aply please phone**

**Victor Thompson on
07800 5513653 or
e-mail vcandvh@gmail.com**



**26th
Isle Of Wight
Triumph Weekend**
May Bank Holiday
Friday 1st to Monday 4th May 2015
Appuldurcombe Gardens Holiday Park, Wroxall
www.appuldurcombegardens.co.uk

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

tssciorw@hotmail.com or call

Elaine on 07842 249591 or Tracy on 07754 751672



**2nd Annual
SPRING
RALLY**



In association with
Armstrong Siddley
Owners Club (ASOC)
& The Heart of England
Classic Transport Club

**Bulkington Village Centre, Nr Nuneaton, Warwickshire.
On weekend of the 8th - 10th May 2015**

This weekend includes a visit to the **Coventry Transport Museum** on Saturday morning with a display of our vehicles in Millennium Square in front of the Museum entrance followed by a visit to **Leaping Cats**, (world renowned Jaguar XK restoration specialist) in the afternoon.

A social evening with a hot supper, a quiz and entertainment in the evening.
A Leisure Drive through the Warwickshire & Leicestershire countryside on the Sunday morning followed by a bring your own BBQ (we will cook it) and classic vehicle display before making your way home, plus other activities.

**Caravan & Camping Free of Charge. Hotels within easy reach.
Total cost for the weekend including hot supper £10.00 per person.**

For further information or booking contact **Phil Smith.**

**Tel. 024 7645 7487 - Mobile 07711 337797.
e-mail - phillyncvtssc@yahoo.co.uk**





Totally Triumph

Wallace Park,
Lisburn



Saturday

9th May 2015

Wallace Park, Lisburn

Totally Triumph

CLASSIC CAR SHOW, CONCOURS & SPARES
DAY Saturday 9th May 2015 10.30 to 4.30

Something for every Triumph enthusiast

Do you want to see some of the finest Triumph cars in Northern Ireland? Is your car good enough to win?

Cruised and used

Best Family/Saloon car

Best Modified Car

Best Sports Car

Best of the best: Car of The Show

Plus there is a long distance award.

Are you looking for new Triumph spares? Want to save on expensive postal charges?

Chic Doig Classic Sports Cars will be at the show with a range of Triumph spares. Make sure he brings the parts you want by phoning him in advance. Competitive prices guaranteed: 01592 722999



For further information contact Paul Robinson: paul.d.robinson@nthworld.com
or 07952 663786

Saturday

9th May 2015

Wallace Park, Lisburn



Triumph Sports Six Club

North Devon Club Night

www.tssc-devon.org.uk (Devon) / www.tssc.org.uk (National)



The *Triumph Sports Six Club* Devon Area will be re-launching monthly meetings for members in the North of the county. They will be held from 7.30pm on the First Thursday of every month, starting on 7th May 2015. We look forward to seeing you there!



Venue
The Crealock Arms
Littleham
Bideford
Devon
EX39 5HN
t. 01237-477065



For more information contact
Darren Groves - e. darren@tssc-devon.org.uk - m. 07806-351499



Northants Area

proudly present our...

CAMPING WEEKEND

incorporating the

STANDARD TRIUMPH RALLY

Friday 29th May – Sunday 31st May 2015

At Wicksteed Park, Kettering, Northants

Friday – Welcome

Saturday – Local Run Out

Saturday Night – Big BBQ and Games

Sunday – Standard Triumph Rally

This year's Saturday fancy dress theme will be....



DOCTORS AND NURSES



Camping £20 per pitch per night

Barbecue £5 per adult (under 12's £2.50)

THIS YEAR **PRE-BOOKING IS ESSENTIAL FOR CAMPING** BY 22ND MAY 2015.

For a booking form please email

nigeljohnhawes@gmail.com

or pick one up at our Monthly Meet.



Look forward to seeing you there!

TSSC NOTTS AREA



6TH ANNUAL RUN TO EYTCC SEWERBY PARK

Come and join us for our Area run through the countryside to Sewerby Park Bridlington, East Yorkshire Thoroughbred Classic Car Show. Park up in the fine grounds, explore the beautiful gardens/cliff top walk. Look around the small zoo, or take a ride on the land train to Bridlington and back. All the ground amenities are included in booking fee. This is **Sunday 17th May 2015** Leaving Dinnington Rugby Club at 8.30 am. 80 mile run to Venue (approx 2hr travel time) Please contact us on Adrian 07837110325 / Julie 07809 655388 e-mail:- ade@adrianhadfield.wanadoo.co.uk.

CORNWALL AREA CAMPING WEEKEND 26TH TO 28TH June 2015 Penmarlam Park, Bodonick (nr Fowey)



A great weekend that includes a scenic drive and a Barbecue get together

To book contact
Mike Crewes
01872 573763

mikecrewes@standard-triumph.com

Come and join the fun - do more with your Triumph!

Derwent Valley's 27th Peak Run on Sunday 14th June 2015 and camping weekend ~ 11th to 15th June 2015

Friday night a warm welcome at the campsite.

Saturday daytime activities are planned for you to enjoy.

Saturday night is the usual Party Night at the campsite.

Sunday 14th June is the day of the 27th Peak Run—a scenic drive through the breath-taking Derbyshire Peak District.

Camping available from 3pm Thursday 11th until noon Monday 15th June at the Peak Gateway Campsite near Ashbourne. NO electric hook up available.



Name: _____
Address: _____
Postcode: _____

Phone Nos. _____ Email: _____

Car Make: _____ Model: _____ Reg. No.: _____

Four packages available—please select the one that suits you:

Package	Rate	Tick below
The Sunday Peak Run ONLY on Sunday 14th June 2015	£10.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping	£17.50 per car	<input type="checkbox"/>
The Peak Run Weekend including one night Camping	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to 4 nights Camping	£40.00 per car	<input type="checkbox"/>

Please remember that any make of Classic Car is welcome, so tell your friends and bring them along!

Please send booking form together with your cheque made payable to

Derwent Valley Area TSSC to:

Peak Run 2015, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone Enquiries:
Kim and Paul Dale - 01335 345784
or Richard Malin - 07813 397731
or Roger Buck - 07970 619149

For more information visit:
www.derwentvalley-tssc.org.uk
and click the Peak Run link.

The Peak Run is organised by Derwent Valley TSSC the Derbyshire area of the Triumph Sports Six Club.

Triumph Sports Six Club Children's Television **TSSCCTV** Manchester Area's Holiday Weekend 5th - 7th June 2015

Book your holiday away with the Manchester Area at our weekend retreat with this year's theme "Children's Television", let us take you through the years - Can we hear you say "Crackerjack"!

Venue:
Pliethorne Valley Touring Caravan & Camping Site
Huddersfield Road, Rochdale, Lancashire, OL16 3TA
Pitches available for tents, trailers and caravans. There are some limited B&B in the area too, PLEASE CALL FOR PRICES.

Name: _____

Address: _____

Postcode: _____

Phone No: _____ Email: _____

Car Make: _____ Model: _____

Registration Number: _____

TSSC Membership Number: _____

For more details:
Contact Pip & Frank on 01524 791607, email pipfrank2009@btinternet.com, or consult the Manchester Area website at <http://www.tssc-manchester.org.uk>

Please complete this form and send it with a cheque made payable to **TSSC Manchester** to Pip Flegel, Wyreside Lodge, Chipping Road, Dolphinholme, Nr Lancaster. LA2 9DQ



Silverstone Classic Rocking and Racing

24 | 25 | 26 JULY 2015

The WORLD'S BIGGEST Classic Motor Racing Festival

Celebrates its 25th Anniversary with more **Flat Out Family Fun** than ever

- Car & Bike Club Members Display Package: 2 adult admission tickets & a vehicle display pass from only £46.
- The cream of historic Grand Prix, Le Mans Prototypes, Sports, GT and Touring cars covering 80 years of racing.
- Live classic rock from the legendary **Status Quo** plus **Paul Young** accompanied by Ol&B Zucchero.
- Over 10,000 classic cars & bikes on display across the weekend with many anniversary celebrations and parades including the special jubilee 'Silver Sunday'.
- Mike Brewer Car Clinics, Aerial Displays, Giant 40m Wheel, Vintage Fun Fair, Huge Shopping Village, Caterham Hot Laps, Streetcar Shoot Outs and much more.



Use the official club booking code:

C1525008

'Advance' ticket savings end 31st May

Ticket Hotline: **0871 231 0849** Calls cost 10p per minute plus network charges

Tickets & Info at

www.silverstoneclassic.com

Official Partners



Leicestershire and Rutland Area Triumph Sports Six Club



You are cordially invited to the

30th SUNSHINE RALLY

7th - 9th August 2015

We will be returning to

Our venue at 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 7th & Saturday 8th with option for additional nights

Friday night

Warm welcome, meet old friends and make new ones

Saturday

Optional planned casual 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.

2 nights inclusive £40.

2 nights inclusive + hookup £50.

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



Lincolnshire Triumph Weekend

4th - 6th September 2015

The TSSC Lincolnshire Area are proud to announce the return of the popular Lincolnshire Triumph Weekend.

This year we are holding the event at the Bubble Car Museum near Boston, Lincolnshire.

We would like to invite all TSSC members to join us for the whole weekend or just the convoy run through the local countryside, using the fantastic local roads, on the Saturday morning.

We're still in the planning stages, but please put the dates in your diary!

For more information:

www.lincolnshiretriumphs.co.uk



TSSC Herts & Beds Area
Present the 22nd

ALL TRIUMPH & CLASSIC DAY

at **DUXFORD**

SUNDAY September 13th 2015

Gates open 10 am - Close 6pm

Event Tickets

Adult & 15+

£13.00

5 - 15 £6.00

0-5 FREE

Full Site Access with Discounted Admission
See www.iwm.org

Location
Jct 10. M11

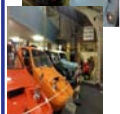
Sat Navs use **CB22 4QR**

Discount entry
kiosks Close at 2pm.
Sorry, No Dogs,
Fires, BBQ's - CAA
Airfield Regulations

Traders must Pre Book Space
with Peter Lewis 01582 750943

There is an IWM Trader Charge of £20

To qualify for discounted admission, arrive before 2pm and be in your classic,
Or present this advert or your valid car club membership card.



Totally Triumph - 2015

Formerly Mile of Triumphs

- **Friday: Meet & Greet**
- **Saturday: Car show & Evening Dinner Dance.**
- **Sunday: Scenic Drive to Flixton Aviation Museum (incl Dakota flypast & Big Band)**

18th 19th 20th
September



Hermanus Leisure - Winterton on sea - Norfolk NR29 4BP
Accommodation and camping available



TR REGISTER ★ STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH

www.totallytriumph.org