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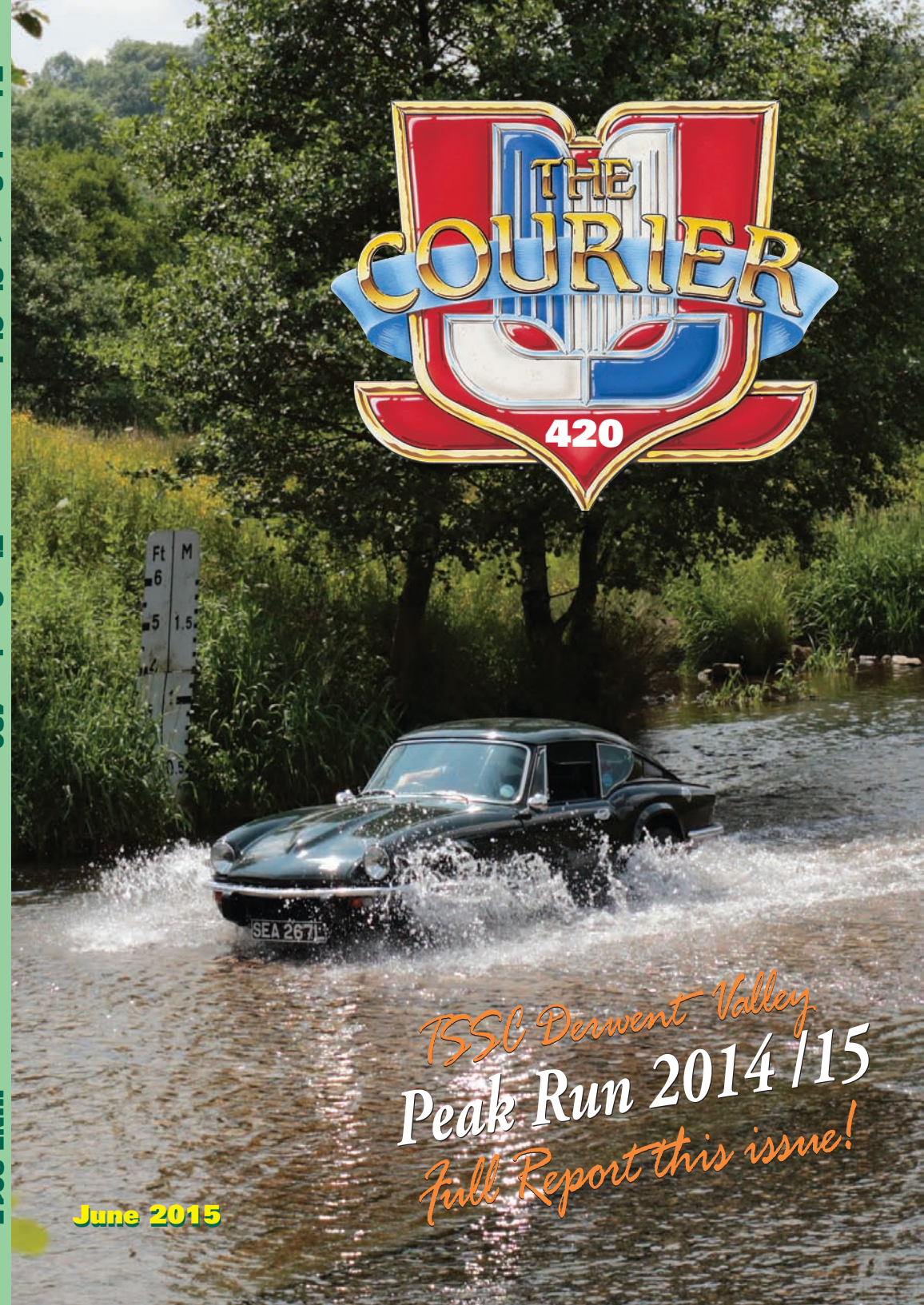
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Triumph Sports Six Club

The Courier 420

JUNE 2015



*TSSC Derwent Valley  
Peak Run 2014/15  
Full Report this issue!*

June 2015

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## THE TRIUMPH SPORTS SIX CLUB

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**ALL**  
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Enthusiasts

[www.tssc.org.uk](http://www.tssc.org.uk)  
01858 434424



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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
No.420 VOI 36. JUNE 2015  
Price £3.50 Free to Club Members.

## CLUB HEADQUARTERS

Sunderland Court, Main Street,  
Lubenham, Market Harborough,  
Leicestershire. LE16 9TF.

TEL: 01858 434424 H.O. FAX: 01858 431936  
H.O. e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

<http://www.tssc.org.uk>

Headquarters open 9am - 5pm Mon to Fri

## HONORARY PRESIDENT

Fuzz Townshend

## GENERAL SECRETARY

Ben Broadbent, 28 Forshaws Lane, Burtonwood  
Warrington, Cheshire. WA5 4ES  
email: [gensec@tssc.org.uk](mailto:gensec@tssc.org.uk)

## CHAIRMAN

Chris Gunby, The New Room, Church St,  
South Witham. Lincs. NG33 5PJ

Tel: 07843 435190 email: [chairman@tssc.org.uk](mailto:chairman@tssc.org.uk)

## VICE CHAIRMAN

Bill Bate, Ataraxia, 13 St Michaels Close, Madeley,  
Telford, Shropshire. TF7 5SD.

Tel: 01952 581391 email: [vicechairman@tssc.org.uk](mailto:vicechairman@tssc.org.uk)

## COMMERCIAL MANAGER

Bernard Robinson e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

## OFFICE MANAGER

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

## TSSC MEMBERSHIP

Angie Hill e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

## CLUB SHOP MANAGER

Garth Jupp e-mail: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

## COURIER EDITOR

Bernard Robinson

**Courier copy / Area News**

## COURIER PRODUCTION

Bernard Robinson

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## COUNCIL MEMBERS 2015

Bill Bate, Ben Broadbent,

David Embery, Chris Gunby,

Derek Holman, Simon Morgan, Jane Rowley,

Victor Thompson, Vivien Thompson.

## HONORARY MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox. Dave Glead.

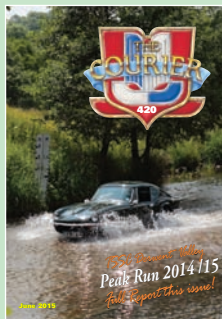
John & Pam Griffiths. Pip Flegel. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.

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

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THE PEAK RUN 2014

FULL REPORT THIS ISSUE

PLUS A SNEAKY 'PEAK'

FOR THIS MONTH

PIC SUPPLIED BY

COLIN WRIGHT

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# T.S.S.C. Events Calendar

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

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

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

## **NATIONAL & REGIONAL EVENTS**

See also further adverts in Courier

### **June 2015**

**THURS TO MON 11 TO 15 JUNE 2015**

**TSSC DERWENT VALLEY  
PEAK RUN**

CONTACT KIM & PAUL DALE  
01335 345784

**SUN 14 JUNE 2015**

**TSSC HQ OPEN DAY SUPPORTING  
LUBENHAM OPEN GARDENS  
10AM TO 4PM**

**SAT/SUN 13 14 JUNE 2015**

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

**FRI/SAT/SUN 19 20 21 JUNE 2015**

**TSSC NEWBURY AREA CAMPING  
WEEKEND - NEW FOREST  
CONTACT DAVE OR MARY  
01635 868640**

**FRI/SAT/SUN 26 27 28 JUNE 2015**

**TSSC CORNWALL AREA  
CAMPING WEEKEND - BODDINICK  
BOOKING ESSENTIAL  
CONTACT MIKE 01872 573763**

### **July 2015**

**SUN 5 JULY 2015**

**TSSC WEST YORKSHIRE DALES RUN  
YORKSHIRE DALES, BOLTON CASTLE &  
HAWES, WENSLEYDALE CREAMERY OPT  
CONTACT VICTOR 07800 5513653**

**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**

BOSTON BUBBLE CAR MUSEUM

CONTACT SIMON 07841 450715

[www.lincolnshiretriumphs.co.uk](http://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**

**NORFOLK TOTALLY TRIUMPHS  
FORMERLY MILE OF TRIUMPHS**

CONTACT MIKE 01502 476699

## **CLASSIC CAR SHOWS** (CLUB INVITED)

### **July 2015**

**SAT 18 JULY 2015**

**STANDARD TRIUMPH FORUM  
MARQUE DAY**

SHELSLEY WALSH

ADVANCE TICKETS

EMAIL [RACHEL@MAC1901.CO.UK](mailto:RACHEL@MAC1901.CO.UK)

**FRI/SAT/SUN 24 25 26 JULY 2015**

**SILVERSTONE CLASSIC**

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### **September 2015**

**SAT SUN 26 27 SEPTEMBER 2015**

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# CoMment

## The Future is Bright

BY SIMON MORGAN  
COUNCIL OF MANAGEMENT

**H**ello all, as the Summer is now upon us, it only seems right to look forward to the coming months of glorious long hot sunny days, but before we do that, I'd like to reflect on the strength of your Club and in particular how far we've come since last years AGM in April 2014.

Cast your minds back to that time when the Club had been without a Website, online shop and Forum since it all came crashing down on 22 December 2013.

These were trying times for all concerned but after many long days and late nights by Club HQ Staff, COM Members and other volunteers of scoping, purchasing, designing, head scratching, negotiating, installing, configuring, commissioning and so on, we ended up with a much more efficient Business solution.

I don't like the word solution, but we mustn't forget that the Club is a Business and we came up with a suite of solutions to bring it back into the black, so in this case I feel justified!

The benefits of all of this hard work on the Club IT Infrastructure was detailed by me at the AGM this year, but for those of you who were unable to make it this year there will be a summary published in The Courier.

In the meantime, here's a few Statistics.

### WEBSITE

Launched after AGM on 1 May 2014

**Website visitor Stats up to Wednesday 8 April 2015 From 54 Countries round the World**

	Page Views	Unique Visits	First Time Visits	Returning Visits
Overall Totals	302,552	126,599	94,795	31,804
Weekly Average	5,933	2,483	1,859	624

**Classifieds placed via website 215**

**Enquiries sent in from the website 751**

**Memberships (new and renewal) 884**

**Web shop sales (PayPal) Average £881.00 per month from 1 May 14 to 31 Mar 15 total £9698.00**

### SOCIAL MEDIA

**Twitter - launched 30 Jan - total 115 followers/338 tweets**

**Facebook page - launched Dec 2013 - 1391 'likes'**

**Facebook group - 1876 'members'**



### FORUM

**Launched July 2014**

**632 Members**

**3514 posts**

**Average 17 registrations per week**

**Average 92 posts per week**

**Average total topic views 2312 per week (12 topics total)**

All of this is pretty impressive stuff, but we're not sitting back on our laurels admiring our work, it's constantly evolving.

Your Club HQ Staff, COM Members and other volunteers are constantly striving to make things better for you, the Members.

If you have anything to add that may improve things further, shout up, step up and make your point.

After all, the future is bright and sunny!

*Do More with  
Your Triumph!*

**Bill Bate**

**TSSC Vice Chairman**

Congratulations to Bill Bate for Stepping up and Being voted in as TSSC Vice Chairman at the last CoM Meeting in May.



# NEWS REVIEW

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



### New TSSC Event for 2016

#### Five point Tour of UK

Drive it day is all about getting your car out and using it . The weekend of the 22nd to the 24th April 2016 we are proposing a Five Point Tour of England as Follows:

**Friday eve:** Start at the Bulls head Meridan Coventry the centre point of England.

Drive North to the Meadows Berwick on Tweed, the most Northerly point on the tour for approx midnight.

**Saturday** Down and Across to Lowestoft Ness Suffolk for approx 8 am the most Easterly point.

Across the country to the Lizard in Cornwall for the Southerly point for approx 6 pm, a hotel in the area for a social evening and a much needed refreshing sleep.

**Sunday Morn** 9.30 Start at Lands End the most Westerly point and drive up to TSSC HQ in Lubenham for approx 4 pm Sunday Finish Total mileage is 1500 miles in 48 hrs

This will be the ultimate drive it day challenge and we would like as many people to be involved as possible, if you feel the whole tour is too much why not join us for just one leg or two, the choice is totally yours.

The planning stage is moving forward and we need to know members level of interest?

Please email ASAP to register your interest to: [chrisgunby@btinternet.com](mailto:chrisgunby@btinternet.com) or call **07843 435190** for more information.

Cost will be approx £100 entry fee per car (to be confirmed) depending on numbers. Proceeds to Charity (to be Nominated).

Block hotel bookings will be done when we know numbers and obviously will be an additional charge.

The only criteria is

**YOU MUST BE A MEMBER OF THE TSSC.**

**Do More with YOUR Triumph!**

**Chris Gunby**

TSSC Chairman

### Langleybury Children's Farm Classic Car show

**Held on 16th August 2015 at:**

*Langleybury Children's Farm, Langleybury Lane, Hulton Bridge, Hertfordshire. WD4 8RN.* The times are from 11.00 am to 5.00 pm - arrival and departure times are flexible.

The entry fee is £5.00 and cover a car and up to 2 adults and 2 children. Public entry fee is £3.50 for adults and £2.00 for children. Telephone 01923 230453 to enquire.

**Mike Clarke**

Trustee of Langleybury Children's Farm (charity reg.1077869)

### TSSC HQ Open Day Supporting Lubenham Open Gardens June 14th

The TSSC HQ at Sunderland Court will pleased to throw open its doors to support **Lubenham Open Gardens on Sunday June 14th**. All the usual Attractions, Club Shop, Bar, Museum and a Barbecue on offer to all from 10am to 4pm.



# HQ OPENING TIMES

**JUNE - OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**TSSC HQ OPEN FOR LUBENHAM OPEN GARDENS DAY**

**SUNDAY JUNE 14TH 2015**

info@tssc.org.uk  
01858 434424  
www.tssc.org.uk



clubshop@tssc.org.uk  
01858 434424  
www.tssc.org.uk

**JULY - OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**NOTE: HQ Closed for TSSC TriumFest UK**

**Weds 8th July 2015 to Tues 14th July 2015**

**The Club Shop & TSSC HQ will be open for the**

**Lubenham Open Gardens Day**

**Sunday June 14th 2015 10am to 4.00pm**

**To ensure we have the parts you need just ring the Club Shop the week before.**

**Telephone. 01858 434424**



THE  
**TRIUMPH**  
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CLUB

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01858 434424  
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## Council of Management Meetings

**NEXT MEETING - 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 Forshaws Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.***

*or email: [gensec@tssc.org.uk](mailto:gensec@tssc.org.uk)*

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

## INSURANCE PANEL

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[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

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

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

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

## The Key Benefits on all TSSC Insurance Policies

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



e-mail.

[vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)



## Dave Rumens

# Soft Top - No Heater Part 2

**H**ello folks, don't forget next month is **TriumFest UK at Donington Park** please support this event. Now let's read part two of Adam and Peter's journey in their Vitesse down to Porte de Lima.

*Tessie now is up on the Meseta plateau, following the icy flow of the Rio Bernesega into Leon.*



**Picture 2. Ce Sera Sera**

*Through the outskirts, past the station and over the river. Tessie is soon in the historic centre, lost, searching for a chosen hostel in rush hour traffic and overheating. As she circles The Plaza Santo Domingo for the third time she pulls to the side of the busy road steaming. Tessie will not move and we open the bonnet to help her cool.*

*Can we park, wait here? Where is the hostel? Will she ever start again? Some of the questions that go through our minds as we try to persuade Sara at the Hotel Alfonso V to let Tessie stay where she has broken down outside the hotel and for a winter discount to take a room. We get both and a deal for breakfast. A number of Spanish passers-by stop to look and take photos of Tessie and her engine. Three, who run a hostel on the Camino de Santiago*



**Picture 1. Tessie in Leon.**



but here during the winter, kindly walk us through the backstreets to find Poverb a special restaurant serving delicious home cooking at a great price. Leon is renowned for its food including sweetbreads, black pudding, game dishes and garlic soup with trout. We walk back to take in the magnificent stained glassed cathedral and the Los Botines, Gaudi's version of Sleeping Beauty's castle.

The next morning after breakfast Mario and his reception staff insist that we reroute.

We must not go via Ponteferrada.



**Picture 3. Any Anti-Freeze?**

There is snow and more forecast so the pass roads will be blocked! Leon has 9 months of winter and three months of hell. So we take Mario's advice and drive south across the Meseta with the hood down and hats firmly on. The winter mid morning sun is out as we cross the wide, open expanse of scrubland that is the Spanish Meseta between 2,000 and 3,000 metres high it's the Iberian Wild West.

A straight road arrows towards the agricultural town of Benavente, on its outskirts



**Picture 4. Across the Meseta**

lies a beautifully sited Parador. Tessie turns west along the N525 (Spain's Route 66) driving through farmland, small hamlets with seemingly few facilities and people. Petrol running low we pull into a small but welcoming service station. We shake cold hands with a trio of Spanish motor cyclists and warm ourselves with dos cafe con leche and local tapas. Once again it is up into the mountains. It is getting colder, top still down, snow to the left and snow to the right but the road has been recently cleared well that is until we get up to the pass where abruptly the road is closed. There is no other traffic to take a lead from, no mobile signal up here so

Tessie makes a detour onto a potholed, sparsely tarmac'd side road, not on our Michelin road map which now billows in the sharp, penetrating wind. Our lips chaffing we are worried about the back axle as Tessie bumps along to find the frozen deserted hamlet of Lubon. We pass through. Then almost as quickly as we left we are back on the N525 heading down to Verrin in the late afternoon sun.

There Tessie catches a sign for the Portuguese border so with the hood still down in the late fading afternoon sun we cross the border 10

kilometres north of Chaves. Generally the roads seem worse than in Spain, petrol more expensive, cars older and more battered (tax is higher in Portugal on cars) but the houses bigger. A Roman spa town Chaves due to its strategic position has a rich and military history. There is a surviving Roman bridge, a medieval castle and 17th Century forts and attractive thermal springs.

Tessie rumbles over the ancient cobbles. Heading west you can see the hilltop Montalegue castle the town popular in summer for its cooler Mediterranean climate, Tessie twists with the turns of the road now following the Rio Cavado through the Peneda- Geres National Park. Soon the lights of the densely populated city of Braga famous for religion, it's where you come to pray we are told, but also a city with a rapidly expanding computer industry. Tessie headlights ablaze has a couple of goes getting through Braga, skirting the ancient market town on Barcelos until late at night, now in synch with UK hours, She pulls up the final steep hill to arrive at her new home in Poires.

We have made it over 800 miles in all the elements. We raise our hats, and drink a well



**Picture 5. Poires - Hats Off!**

deserved glass or two of the local brew Sagres. Over the next week Tessie gets used to the local roads and conditions visiting Porto, Viana do Castelo, the Costa Verde beaches, The Thursday market at Barcelos and a number of trips to the beautiful Ponte de Lima including a Saturday night concert at the refurbished Teatro Dioga Bernades.

One great local band and a young talented classical guitarist for 2 Euros.



On the final morning before flying back Easyjet from the modern airport at Porto we drop Tessie off, with manual, at Cruz Lux. Alfredo and team eyes gleam and we all laugh. We wait for the newly restored Tessie and new adventures in Hidden Portugal.

**Paul Morse**, a member of the TSSC, who I did the trip with has a villa, Casa Offley, in Poires near Ponte de Lima in North Portugal.



**Picture 7. Ponte de Lima**

If any members are interested the details can be found on [www.ownersdirect.co.uk/accommodation/p8119207](http://www.ownersdirect.co.uk/accommodation/p8119207) I look forward to reading The Courier. Once again many thanks,

**Adam Lang.**

Thank you both Adam and Peter for a superb story. Well that's it for this month, see you all next month.

Safe Driving & Keep Running On All Six

**David.**

# Welcome to NEW & RETURNING MEMBERS



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

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

Scott Mcallister  
Philip King  
Rob Jenner  
Andrew Taylor  
Richard Williams  
Nicholas Dando  
Ian Davies  
Robert Funnell  
James Mellor  
Nick Smith  
Thomas Scates  
Stuart Golding  
Steven Butler  
Sam Evans  
Katina & Brynmoor  
Goodwin  
Simon Gane  
David Royle  
Carl Windsor  
Steven James  
Nick Cahill  
Christopher  
Al Freimanis  
John Banks  
Stephen Holdsworth  
Andrew Scarlett  
David Hawkins  
David Streeter  
Lloyd Cheasley  
David Hampson  
Emily Skarratts  
Terry Wilson  
Brian Green

Aberdeenshire  
Beds  
Berwickshire  
Cheshire  
Cheshire  
Cornwall  
County Durham  
Derbys  
Derbys  
Dorset  
Essex  
Essex  
Essex  
Flintshire  
  
Flintshire  
Glos  
Glos  
Glos South  
Hants  
Hants  
Vickery Hants  
Herts  
Herts  
High Wycombe  
Isle Of Man  
Isle Of Wight  
Kent  
Kent  
Lancs  
Lancs  
Leics  
Leics

John Harry  
Diana Jackson  
Benedict Hymas  
Jow Galloway  
Suki Yamamoto  
Claudio Equizi  
Josh Hillier  
Brian Stalley  
Drew Mason  
Daniel Orford  
Ashni Mahay  
Paul Moran  
Kevin Cain  
Keith Gardner  
Ben Clark  
Michel Henri  
Raymond Charles  
Vin Poowassie &  
Carol Lamity  
George Blundell  
Terence Mchatton  
Richard Gane  
Hedley Hornby  
Tim & Helen Wilstead  
Richard Dredge  
Barrie Steward  
Garry Tuby

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Middx  
Norfolk  
Norfolk  
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Suffolk  
Surrey  
  
Surrey  
Warks  
Warks  
Warks  
West Mids  
Wilts  
Worcs  
Worcs  
Yorks North

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

# GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>  
e-mail. [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)



## Andy Cook

## Event season starts in earnest

**N**ow that Spring has arrived there are plenty of events to start getting out and about with your GT6 for the next few months. So I thought I'd start my ramblings this month with some pictures of GT6s out and about to spur you on to use your car. Local Breakfast Meet, White Lion Antiques, Hartney Wintney

There's a really nice classic car Sunday breakfast meet a couple of times a month near me at an antiques place "**White Lion Antiques Car Meet**" in **Hartney Wintney**, Hampshire run by an ex touring car racer,

and usually a few Triumphs.

Pictured first is the very tidy MK2 GT6 owned by one of our local members Tony McConnell. Tony also owns a very nice TR6 but talking to him he prefers the driving experience of the GT6 to his TR.

**TSSC Drive it Day 2015**  
**Haynes Museum**

Sunday 26th April was "Drive it Day" and the Devon TSSC area organised a



**My GT6 parked next to a rather nice Jasmine Yellow MK2.**



**Tony McConnell's MK 2**

Jerry Mahoney. Jerry owns a bit of a collection of classics himself so started off a breakfast meet a couple of years back which often attracts in excess of 200 classics. Always a good selection of cars

meet up at the Haynes Museum in Somerset. The turn out was great with 158 Triumphs lining up in the designated TSSC parking area. I got my GT6 out for this event, it's a nice run of 180 miles round trip so it was a good chance to give the car a shake down for the new season. There were also plenty of other GT6s there to look around. Thanks to Sue Franklin and the Devon area for organising this event. Sue had also negotiated discounted entry into the museum, it's

## GT6 Mk I - II - III Register



**White MK 1**

been about 10 years since I last visited and the museum has improved over the years and is well worth a visit if you are ever down that way. I understand they also hold a monthly classic car breakfast club there if you are local.



**White MK 2**

This car is owned by Frank and Kelly Lockwood. Frank has just recently finished a 2 year restoration of this car and the "Drive it Day" was one of it's first decent runs. I first met Frank and Kelly a couple of years back at the TSSC Midsummer Madness Camping weekend when they were just starting the restoration. The car was originally owned by Frank's Dad who gave it to a museum that never opened properly and the car had deteriorated somewhat over the years. Frank found it for sale on ebay so naturally he bought it!

Frank is in the picture standing behind his car with a chuffed smile now it's back on the road at last!



**Sapphire Blue MK 3**



**White MK 3**



**Red MK 3 arriving at event**



**Blue MK 3 Newly aquired by Ollie**



**Another Saffron MK3 to keep mine company.**

All in all a great day out and I'll certainly do it again next year if Sue organises another one.

**Isle of Wight Camping Weekend**

This event is a bit of an annual pilgrimage for me, now in it's 26th year and I've only missed about 3 of the events over the years. I had my kids for the weekend so had to leave my GT6 at home and use the Dolomite, however there were plenty of GT6s there for me to get my GT6 fix.



One of the IOW members who used to be part of the organising team back in the 90s was **Stuart Fordham**. Stuart was a GT6 owner and also a talented graphic artist. This window sticker picturing a GT6 was designed by Stuart and was given to attendees of the 5th Camping weekend back in 1994. Thanks to **Chris Tickner** who gave me an old sticker that had been recovered from a tired GT6. The sticker is showing it's age but I think that just makes it look even more interesting!



Jasmine Yellow MK2 on the campsite, looked familiar as it was also at Haynes Museum drive it day meet and parked next to me as per the previous picture!



**Pimento Red MK3**



Emerald Green MK3, Parked on the cliff top at Yaverton where we had a barbecue at the local yacht club.

The following Photo is of a Valencia MK2 owned by **Mike Titchen**. Mike has recently had a 1/2 size GT6 trailer made up in fibreglass, like a "mini-me" of his GT6 to use as a camping trailer. He didn't have it with him on the Island but I'm really hoping to see it at some Triumph events



later in the year and will take some pictures for this very column.

**Update on Miguel Do Valle's GT6 Racer**

You may remember the pictures I posted last month of Miguel's GT6 racer that had been imported back into the UK from



Europe. It was an ex UK registered car and Miguel was hoping to get it re-registered and road legal but had no details of the cars UK road history.

I received an email from a previous owner of the car,



**Pete Lambourne.** Pete originally modified the car into a racer in the mid 80s and raced it from then until the early 90s. Back then it was powered by a highly tuned 1300 small crank Spitfire engine with Cooper 'S' conrods and Mahle pistons fed by twin Webbers. The Engine put out an impressive 110BHP at the wheels on the dyno. Pete had sold the car on but thought he recognised the pictures of Miguel's car from the Courier last month. Miguel and Pete have now been in touch via email and confirmed it is the same car although it has been put back to a 6 cylinder engine now. The car looks like it's going to be re-exported now though as Miguel has agreed a sale to a Belgian owner who intends to use it for regularity rallies on the continent..

**From Cookie's Archives**

This months picture from my collection dates back to the early 90s.

I'm not sure which year but I seem to remember it was a petrol stop on an organised convoy run from a TSSC Anglia weekend event held at a Riding School in Meldreth, Cambridgeshire. I can see 4 GT6s in the picture including my Saffron MK3 in the foreground. The real interesting part of the photo is the petrol prices. I suspect the middle one is good old 4 star petrol and it's only 43.9 pence per litre, those were the days!

*Andy*

Enjoy and **USE** your Triumph!

# TRIUMFEST

UK

11<sup>TH</sup> 12<sup>TH</sup> JULY 2015

## A Celebration of Triumph!

**Donington**  
The heart of British motorsport

To be held at Donington Park on its Launch Pad site (which will include the opportunity to drive your Triumph on the Heritage Loop & the Main Circuit)

We have also exclusively booked the adjoining

Donington Park Farmhouse Campsite & Caravan park with its excellent facilities which include Showers and Campsite Bar for Food and Drink etc.

You can Camp from midday on **Friday 10th**.

**Events we hope to provide are :** Friday Eve Beer Festival, Hog Roast, A Trade & Members Autojumble Market, Saturday Eve Masked Ball with Live Band, Heritage Loop Laps, All Triumph Parades on Circuit. TSSC Show & Shine. Discounted entry Circuit & Museum etc.

**Sorry No Dogs - Live Race Circuit rules apply - Campsite only & Must be attended.**

More Details/Updates on [www.tssc.org.uk](http://www.tssc.org.uk)





# Advance Booking Form

11th & 12th July 2015

Camping from Friday 10th - Midday

at  **Donington**  
The heart of British motorsport

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**SATURDAY - DAY TICKET PRE BOOKED £10.00 PER PERSON**

**SUNDAY - DAY TICKET PRE BOOKED £8.00 PER PERSON**

**PAY ON THE DAY GATE PRICES £2.00 EXTRA PER PERSON**

Tickets required

## CAMPING & ENTRANCE PER PERSON

**£20.00 PER PITCH FOR 2 NIGHTS**

**PLUS EVENT ENTRANCE (INCLUDES SAT EVE ENTERTAINMENT)**

**£8.00 PER SHOW DAY PER PERSON (CAMPING ONLY NOT FRI OR MON)**

**EXTRA NIGHT £10.00 PER PITCH**

**SEPARATE PITCHES FOR UNDER 16's FREE!**

**Electric Hook Up £5 a night (50 available)**

**PRE BOOKINGS INCLUDE EVENT PLAQUE, STICKER & EAR PLUGS!**

**UNDER 16's FREE!!** ACCOMPANIED BY AN ADULT **Total £** .....

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**NAME (MR. MRS. MISS. MS.)** .....

**ADDRESS** .....

**POST CODE** ..... **Daytime Tel No** .....

**E-Mail** .....

**I am interested in Driving the Heritage Loop (£5 for 3 Laps - Pay on Day)**

**I am interested in the All Triumph Parade (On Main Circuit £5 per car Pay on Day)**

**Please Make Cheques payable to TSSC Ltd and Return Form to:**

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Main Street, Lubenham, Market Harborough. LE16 9TF

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**TELEPHONE BOOKINGS 01858 434424 FAX 01858 431936**

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**EXPIRY DATE** .....

**VALID FROM** .....

**SVN NO.** ..... (Last 3 digits above Signature)

**NAME ON CREDIT CARD** .....

**Payment by Cash**  **or Cheque**  **Total £** .....

**NOTE: DO NOT EMAIL FORM WITH CREDIT CARD DETAILS - IT'S UNSECURE!**

# SPITFIRE MkIV/1500 Register



e-mail.

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

**Derek Ford**



## The Last pages

**W**hen I started writing for the Courier along with my extremely knowledgeable friend **Hugh**

the benefit of their experiences.

I have thoroughly enjoyed writing for the Courier and have found it very rewarding, even using one of my articles to land myself an extra qualification.

To whoever takes over I wish the best of luck,

**Glossop.** I never dreamt that 5 years later I'd still be writing articles, to hopefully help you Spitfire owners with your mechanical maladies.

As you will know Hugh stopped writing due to personal reasons quite a while ago and the full load has been on my shoulders ever since. Well I have now decided that it is time for me to hand over the reins to some new blood, let someone else give you



Pic. 1

it's a great experience but do not go into this lightly, my car has been taken apart and put back together just for an article on so many occasions that it can now take itself apart. I've even had to use my Vitesse as the proverbial guinea pig to keep articles coming.

I hope nobody will mind but I'm going to use these last column inches to look back over 20 years of Spitfire ownership, and remind myself of how much



water has passed under the bridge. I'm older, greyer, a little fatter and hopefully a little bit wiser, but my Spitfire is cleaner, faster and more comfortable than ever before.

Maybe I'll just spend the next 5 years servicing myself this time?



**Thanks Derek from  
Myself, the Directors  
& TSSC Staff and the  
Membership of  
the TSSC.**

**I for one enjoyed your  
no nonsense Hands on  
approach and will  
miss your input  
greatly!**

**Bernard  
Courier Ed.**

Thanks to everyone at the Courier for all the support and thanks to you, the members, for reading.

Enjoy the pictures.

*Derek.*



# SPITFIRE I - II - III Register



e-mail. [spitfires@cadley.org](mailto:spitfires@cadley.org).

**Suzie Singleton**



## MoT Testing, Part 5

I'll cover some more aspects of the modern MoT this month but first, harking back to the section on lights in April's article I queried the snippet "on buses first used before 1 October 1969 are only required to be fitted with one headlamp and, where two are fitted, neither the main or dipped beams are required to form a matched pair."

Some clarification on this point came from **Dave from Southern Area** when we met at the Popham Auto/Aero show on Monday as he told us that back in the 1960s he drove a 1946 Leyland bus which had two non-matching head-lights. When dipping was required one would dip and the other would just go out. I had seen this description in the MoT tester's manual and it did seem an unlikely set up, but I now know that this really was the case. However, Dave did also mention the dark foggy evening when he had his lights dipped, and saw a car heading straight for him – presumably thinking he was only a bike with one headlight. Luckily the car driver realised his mistake and moved over before they collided!

We're now up to the **Body, Structure and General Items** of my overview of the MoT.

The vehicle will be assessed to ascertain which type of body structure it has, ie whether it's based on a chassis – as most of our cars are – or is of monocoque construction and then the main load-bearing parts – as highlighted in the diagrams – will be inspected for



## Driver & Vehicle Standards Agency

'excessive corrosion, damage, fracture or inadequate repair'.

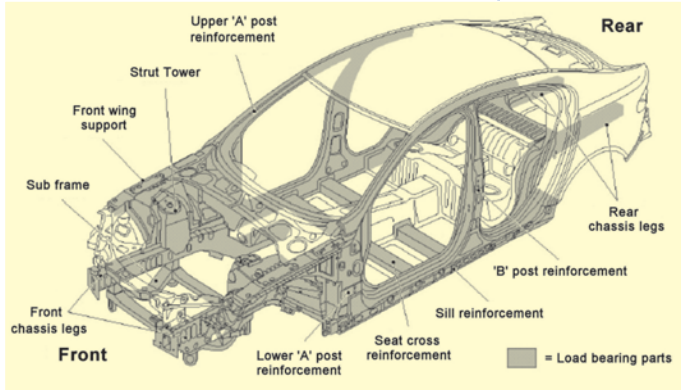
### **Body**

The inspection of body condition applies to all vehicles and includes body components such as bumpers, spoilers and mirror housings. Also checked are:

- **Engine mountings:** must be present and in good condition
- **Seats:** must be secure and the driver's seat must be adjustable forwards and backwards and capable of being secured in position. If a seat is folded forward – such as in the rear of the Bond Equipe 2+2 where there is no boot, these should be raised to check that they can be secured. However, the tester is not obliged to do so 'where it would be unreasonable, such as due to the presence of heavy, fragile or numerous passenger effects or other articles'. *[Please note – this is NOT an excuse to try to hide a damaged seat catch, better to repair any such faults and clear the car out as much as possible before the MoT test.]*
- **Doors:** All doors must latch securely in the closed position. Drivers and front passenger doors must be capable of being opened from

inside and outside the vehicle and any other passenger doors must be capable of being

might lead to loss of control of the vehicle when driven, or be a danger to other road users.



There must be no dangerous sharp edges or projections caused by corrosion or damage which is dangerous to other road users including pedestrians

## Seat Belts

Seat Belt Requirements for vehicles first used on or after 1st January 1965, and before 1st April 1981:

opened from outside the vehicle. A lack of doors or door handles because of original design characteristics or specialist modification is not a Reason or Refection. *[This presumably allows for those cars where the owner has*

§ **For driver and front passenger:** a belt which restrains the upper part of the body (but needs not include a lap belt) for each seat.

§ **Rear and centre front:** no seat belt requirements

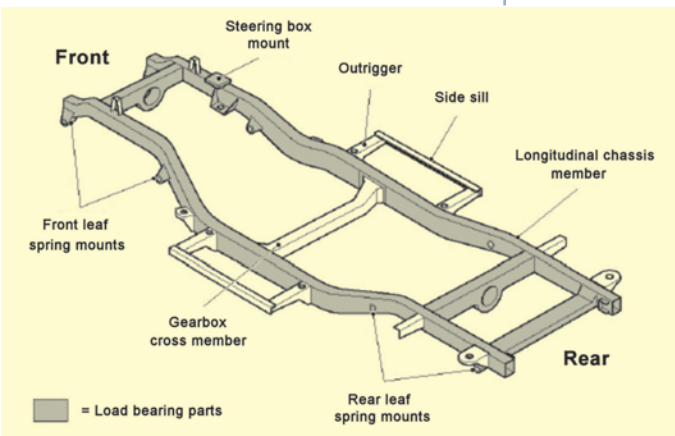
For vehicles first used after 31st March 1981 and before 1st April 1987:

§ **For driver and front passenger:** a 3 point (lap/diagonal) belt for each of these seats.

§ **Rear and centre front:** no seat belt requirements

For vehicles first used on or after 1st April 1987:

§ **For driver and front passenger:** a 3 point (lap/diagonal) belt for each



*removed all door handles and fitted an electronic lock – although to my mind that still seems a bit dodgy – what if you have a flat battery??]*

- **Bonnet:** can be secured in the closed position.

- **Bootlid or tailgate:** can be secured in the closed position.

- **Spare Wheel and Carrier:** any externally fitted spare wheel and/or carrier is securely attached to the vehicle

For vehicles with a separate body, the body must not be so insecure or displaced so that it

of these seats.

§ **Rear seats** (for vehicles with no more than 2 rear seats): either:

§ a 3 point inertia reel belt for at least one seat or

§ a 3 point belt, lap belt or disabled person's belt on both seats.

§ **Rear seats** (for vehicles with more than 2 rear seats):

§ a 3 point belt lap, disabled person or child belt to each seat, ie at least 1 inertia seat belt

or all must have seat belts.

The inspection applies to all seat belts fitted including child seats/restraints etc. However, the reasons for rejection should only be applied to those permanently attached to the vehicle, ie. secured by nuts, bolts etc.

If a belt is fitted, but there is no corresponding seat, it is not considered to be a seat belt for the purposes of this inspection.

Vehicles after 1965 must have seat belts. Irrespective of that requirement, all seat belts fitted to any vehicle must be inspected for:

- Security of seat belt mountings and locking stalks
- Security and operation of the locking/release mechanism
- Condition of webbing
- Retraction of the belt (it is allowed to manually feed it in)
- A seat belt load limiter or pre-tensioner must not be missing or obviously deployed

For technical reasons the inertia locking mechanism is not checked. On some vehicles the belt is attached to the seat, in which case the security of the seat to the vehicle would also constitute part of the seat belt check.

### **More Next time.**

You will remember that last month I'd had a query from **Dr Yves Pierre** about how to fix the spare wire wheel for his car into the boot. I was pleased to hear from **John Cocks** the other day on this matter. He told me that about a week earlier he saw the exact item required on ebay. John recognised it as he had the correct set up on a Spitfire some years ago.



*"I know the item that Dr Yves requires but can't find any information on it. However I will try to describe what item/ procedure as best I*

*can as follows:*

*The wire wheel is placed outer side up in the same place as a steel wheel.*

*The outer wheel hub is 3 inches across the diameter and a metal plate, much the same shape as a jam jar lid with rounded off edges,*



*about 1/4 inch arc, is placed over it. I guess the metal thickness is about 2mm. This cap is drilled out, offset to one side, to take a long hollow tube bolt about 2 inches or so long and which is tapped out to the same thread as the normal spare wheel attachment bolt attached to the floor bracket. This hollow bolt head I believe is the same size as a normal steel wheel nut. A different board without any fixing but with 3 small rubber grommets is placed over the wheel before the black canvas wheel cover is fitted.*

*I had a Mk3 in 1969 with wire wheels and know what I had at the time. Unfortunately my present Mk3 also with wire wheels has lost its fixing for the spare otherwise I would photograph it for you. There is nothing in the spares book/optional extras to show you.*

*I realise the part needed is rare but I guess a "replacement" could be fabricated."*

Coincidentally Guy had a call the other day from **Kevin Seymour** on a different matter, but it turned out that he has these parts in stock and sells them on ebay on listing [www.ebay.co.uk/itm/251042970086](http://www.ebay.co.uk/itm/251042970086). You can also contact Kevin on **07554 419208**.

Apparently the original parts numbers are 617993 for the cap and 617992 for the retaining bolt. Although they are not illustrated in the original parts manual, i did find them

## SPITFIRE I - II - III Register

### BODY AND FITTINGS

Part No.	Description	Plate No.	No. per Unit	Remarks
<b>NAMEPLATE DETAILS</b>				
703862	T	A541	1	
703863	R	A542	1	
703864	I	A543	1	
703865	U	A544	1	
703866	H	A545	1	
703867	P	A546	1	
703868	H	A547	1	
814006	Plate, fix, letters to trunk lid	A548	14	Fitted up to Body No. 2639FC
814006	Bush, friction, letters to trunk lid	A548	14	Fitted from Body No. 2640FC and future
613296	Plate, name, "Spitfire 4"	A549	1	
814012	Plate, fix, nameplate	A550	3	
618242	Medallion, "Pls. 2"		1	Fitted from Comm. No. FC30001 and future
614006	Bush, friction, medallion to trunk lid		2	
<b>SPARE WHEEL MOUNTING DETAILS</b>				
113087	Nut, wheel (wheel flang)	A551	1	
706807	Flange, cover, spare wheel	A552	1	
588476	Cover, spare wheel	A553	1	
113087	Nut, wheel, (cover flang)	A554	1	
571467	Cover, spare wheel		1	
617992	Bolt		1	Wires wheels only.
617993	Cap		1	Fitted to special order

itemised in our early copy.

Thanks to both John & Kevin for helping to solve Yves' problem.

We had a lovely day out for Drive it Day joining many other Triumphs at the Haynes Motor Museum at Sparkford, near Yeovil. Not many Spitfires in attendance, but then it was a

bit chilly, though thankfully, mainly dry. We went in Baby Blue, my Mk3 Spitfire, to give her a nice run out and did spot one other early Spitfire amongst the 100+ cars parked up outside the museum.

I was rather pleased with myself as we were leaving as Baby Blue was misbehaving and I identified the problem – before Guy! As we had arrived and parked up she had cut out but we hadn't worried too much. But then, when we were ready to

leave she just didn't want to start. Guy tried a few times but the engine just kept cutting out. The bonnet came up and he had a nosy under there, couldn't see any problems. Then, no idea why it came to mind, but I knew when Guy had parked up he'd reversed up to the bank behind us which was rather overgrown. I asked him if



the exhaust could be right up against the earth so choking it. Right enough, he pushed her away from the bank and she started right up, good as gold. And there, you all thought I wasn't at all technically minded!

We found one other inside the Museum, a Mk3 in their Red Hall, and two other slightly smaller





cars that I particularly enjoyed,

And finally, this month's 'alternative Triumph' is a Leyland Triumph Coach, sent to me by **Paul Watson**, albeit a diecast one. I wonder if this coach may have been one of the 'one light dipped, one light off' variety?

*Suzie*



#### **Weymann Fanfare (Leyland) - Triumph Coaches.**

Triumph Coaches was a subsidiary of Sussex Motor Services Ltd and operated from their Portsmouth base. In 1957, Triumph Coaches were taken over by Southdown.

Our model is a replica of the Triumph Coaches Weymann Fanfare on a Leyland chassis and decorated in their bright blue and cream livery, with dark blue skirt. Registered 8147 CD, there is a wealth of silver masking to the bodywork and the winged logo of the coach company is printed on both sides of the coach.

Weymann Fanfare - Triumph Coaches	SCALE 1:76	PRICE £14.95	NEW





# **TSSC Headquarters Supporting Lubenham Open Gardens Day**

**Sunday June 14th 10am to 4pm**

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



**Colin Lindsay**

## Steeling Away

I've always loved the original Herald steel wheels; they suit the period of the car and that lovely, solid family-friendly image that to me speaks of quiet Saturdays washing and polishing your pride and joy, after the lawn has been cut and the children despatched off to the local park. Not for me, the aggression of Minilites or Cosmics and the image of boy-racers, loud stereos and the re-runs of *The Professionals*. *Carlos Fandango*, eh? Give me the solid, reassuring chrome hubcap and maybe a little bling in the form of an aftermarket wheel-embellisher, [\(pic 1\)](#) reflecting the tartan rug of a family picnic on the canal-side grass... mmm I can just smell the ham sandwiches.

Actually this one is just reflecting a big pair of dirty knees care of my garage floor, but it's the thought that counts.

Early Heralds came with 13 inch pressed-steel disc wheels; the centre was machine pressed then spot-welded into the outer band. Note from the photograph how large the four gaps between rim and centre are [\(pic 2\)](#). These lasted until around 1964 when they were replaced with narrow slot wheels, where the gap between centre and rim is



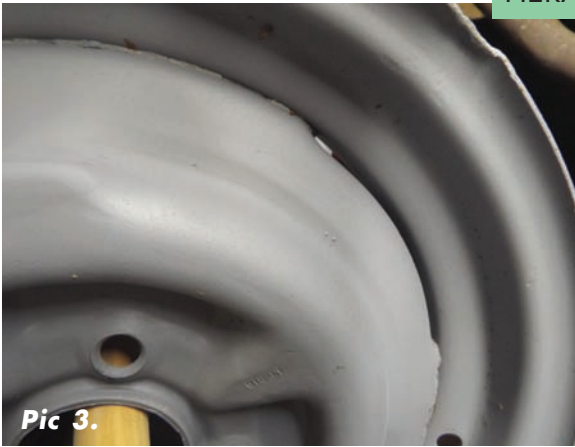
**Pic 1.**

noticeably narrower [\(pic 3\)](#).

I'd guess this was for safety reasons as it was probably more expensive due to using more metal;



**Pic 2.**



Pic 3.

drawn measurements in the photo. (pic 4) This is the inner face where the tyre sits and consequently if you've got tyres fitted you can't go by the measurement of the outside edge of the wheel, nor can you see the bead seat. If you're buying tyre-less wheels, at an autojumble for example, measure from the inside bead seat across, NOT the outer edge, otherwise you'll think you're buying 4.5J when you're actually getting 3.5J... confusing, isn't it? However if you're lucky and there's not too much corrosion, you'll be able to see the wheel size written around the outside of the rim where the tube would

were the wide-slot wheels more prone to damage, or did the larger slots allow more road dirt around the brakes? Possibly the narrower slot left more metal to metal contact between the slots for stronger welds and thereby made for a stronger wheel. Was it just styling?

**Any ideas?**

The original Herald wheel was 3.5J; this confusingly means that it measures almost 4.5 inches from rim to rim. Later cars received the 4.5J version, meaning a width increase of an inch to almost 5.5 inches. This is because the true width of the wheel is from rim to rim, but



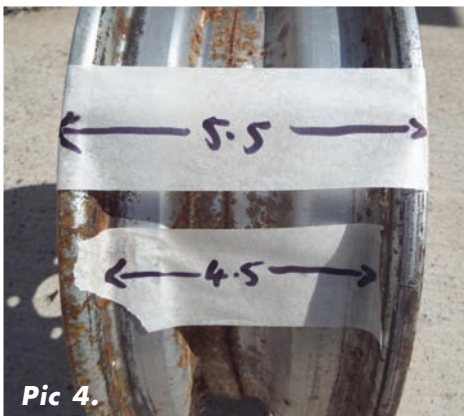
Pic 5.

normally lie when fitted. (pic 5) Incidentally the 'J' does NOT stand for 'junk' as some alloy wheel aficionados would have us believe; it refers to the shape of the rim; on other vehicles you can find JJ, K, JK, B P and D, for example, but we'll just stick with J. It makes more sense if you turn it upside down and you can see how it resembles the wheel rim.

The letter, not the wheel.

If you don't have a tape measure to hand, or if the wheel you want to check has a tyre fitted and so you can't confirm the rim-to-rim length, here's an easy method of measuring a wheel to determine if it's 3.5J or wider – depending on how skint you are...

Get a 10p piece or if you're really skint, a 2p piece. Lay it across the wider, flat part of the wheel touching the edge where it starts to flare to the vertical. On the narrower 3.5J wheel it



Pic 4.

the measured width, as quoted by the manufacturer, is from bead seat to bead seat and almost an inch narrower. Compare the

will overhang the outer edge, (pic 6) but on the wider wheel eg 4.5J it will comfortably lie flat

Even wider wheels were available in 5.5J or even 6J; wider steel wheels in the original Herald pattern were an aftermarket fitment, and highly sought-after today. You'll see them at Donington on some member's cars and to an experienced eye they're quite easy to spot; the width of the outer rim stands out to anyone used to the more familiar width (pic 8). Anyone who can afford a set of these can confirm the width with a £2 coin. Just give it to me and I'll guess the width for you...



Pic 6.

on the surface. (pic 7) As 2p pieces are all the same size, no matter the value of the



Pic 7.

pound in your pocket, you can see at a glance what wheels you're looking at even if the tyres distort the width.

The 10p piece being smaller will lie full length across the 3.5J but will have a noticeable gap at the outer edge on anything wider.



Pic 8.

Speaking of Donington, sadly the date has clashed with events at work this year and so I can't make it. Just as well, I still haven't fitted – in fact not even unwrapped – some of the purchases from last year. I may end up keeping them to Christmas and open them then... only 204 days to go. Woo hoo!!

See you before then... I hope

Colin



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## In the June issue...

In your latest packed issue: we visit Alan Davies and his **Triumph Courier** daily driver. We give you the latest on Danny's **Triumph 2000** and Nigel Clark's **GT6**, along with 24 pages of technical filth. **PLUS:** We reveal Britain's favourite classics: the results of the **PC/Footman James** Survey are in.



e-mail.

[herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

**Phil Willson**



## Heavy Steering?

**D**oes it feel heavy? Is driving your Herald hard work? It's at least 44 years old and it's all a bit much. I'm talking about heavy steering on your Herald. There can be several causes, but some may be self-inflicted!

I am very aware that, car-wise, we are getting a bit soft these days. I don't think you can buy a modern car that doesn't have power steering and servo-assisted, antilock brakes. Not that I'm complaining, mind. However, the knock-on effect for classic owners is that old cars can feel a bit heavy and rather hard work. For most of us, I'm sure, that is part of their charm and it certainly makes them a lot less complicated to work on.

However, if the steering on your Herald, Vitesse, Spitfire or GT6 is feeling a bit heavy these days then is it because you are getting tired and weak or is there something not quite right with the car? Certainly, in their day, Heralds were one of the lightest cars to drive and were used by driving schools throughout the UK (Pic 1).



**Pic 1.** A model driving school car

There are some simple checks you can do to make sure that all is well, but I will start with some items that may have appeared on your

car which won't help in this department. Please note, though, that I am not being critical or prescriptive here - I have done some of these things myself. It's just that modifications can have unintentional consequences as well as (hopefully) the benefits you intended.

The effect of modifications

**Accessory steering wheels:** The original wheel on a Herald has a diameter of 16 inches (40.5 cm). Personally, I find this too large and run mine with a 15 inch Vitesse MkII wheel. This small change increases the effort required by 6.25%. Commonly fitted aftermarket wheels from Mountney, Moto Lita etc. can be 15, 14 or even 13 inch diameter.

Note, though, that for every inch you go down, you increase the effort required by a further 6.25%, so going from original right

down to a 13 inch wheel means a massive 18.75% increase in effort. The plus side will be a more direct feel as the distance you move the

rim for the same steering movement is also 6.25% per inch less. It's a matter of choice.

**Wide wheels and tyres:** A Herald usually has 3.5 inch wide wheels which lend themselves to 135 or 145 section radial tyres. 13/60 Estate cars and Courier vans have 4.5 inch rims for which the usual fitment would be 155 section tyres. These will give you the lightest steering for the model.

In the olden days, Heralds were originally specified with crossply tyres: 5.20 width on 3.5" wheels and 5.60 width on 4.5". These are still available if you really want them and they do result in the lightest steering. If originality is important then fine, but they have inferior grip and, in my experience, tend to cause the car to follow ruts in the road. My Estate car had them on the front when I bought it in 1985 and it was dreadful.

**(N.B. Crossply front, radial rear is legal. The other way around is not.)**

Up to a point, wide tyres do give better grip in most circumstances. This is mainly due to a greater area of contact with the road. However, the greater this so-called contact patch, the more effort is required to steer. So fitting 165, 175 or 185 width tyres will give progressively heavier steering. As a good example of this, the Jaguar E-type series 1 had 6.40 width crossplies back in 1961. The series 2 went to the equivalent 185 width radials. Only with the advent of power steering in the series 3 version did the width go up to 205. These had been available earlier but it was felt that the steering would have been too heavy.

Tyre pressures also have an effect. Too low will cause premature wear to the outsides of the tread, heavy steering (larger contact patch) and likely failure if driven for too long and too fast due to overheating. If the pressure is too high you will certainly get lighter steering (smaller contact patch) but you will also get increased wear at the centre of the tread, reduced grip and poorer suspension. So stick to the pressures in the handbook although a couple of pounds higher for radials would probably be beneficial. The pressures quoted in the 13/60 handbook are for crossply tyres.

Not strictly relevant here but to be born mind,

wider tyres reduce wheelarch clearance. They will also increase the unsprung weight, especially if you use steel rims, which can adversely affect the suspension and handling if not compensated for.

Messing with these things does require a certain amount of knowledge and experience that most of us probably don't have.

**Steering racks:** Heralds, Spitfires and early Viteses had a rack that required 3.75 full turns of the steering wheel to go from lock to lock. GT6s and 2 litre Viteses had a rack that gave about 4.25 turns lock to lock in order to compensate for the heavier engine.

So, you could make your Herald steering lighter by fitting a Vitesse rack.

Conversely, if you are a Vitesse or GT6 owner reading this, and your steering is a bit heavy, just check that you have the 4.25 rack fitted and not a 3.75 Herald one! On the other hand, racers may like the 2.5 turn rack that is available from some of our regular suppliers - but don't forget to sign up for some weightlifting sessions to prepare you!!

Modern cars all have wider tyres than the Herald. My Ford is on 205 section rubber, but the increase in effort is more than taken care of by the power steering system.

### Possible Faults

Assuming that you are happy with your steering wheel and road wheels then it is relatively easy to do a basic check to see if your steering gear is stiff in some way. All you need to do is to raise the front of the car onto axle stands so that the wheels are clear of the ground. Then rotate the steering wheel gradually from lock to lock. If it moves freely and evenly across the whole range then all should be ok. If it feels stiff or is uneven, however, then you will need to find out which part of the system is causing the problem.

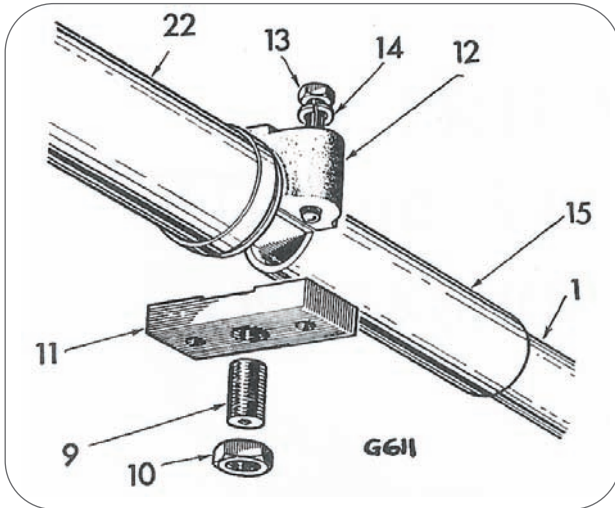
Firstly, though, perform the regular maintenance on the various components. The main bits that can become a bit stiff are:

#### 1) Upper steering column

You should be able to hear if this is causing a problem. There will be a distinct rubbing sound as you turn the steering. This can be checked in

more depth by removing the impact clamp (Pic 2) by undoing the two bolts and spring

the action usually becomes freer with time as the column bushes wear. If this is OK then replace the clamp ensuring that the nylon washer is between it and the bottom of the outer column tube. Set the gap between the wheel centre and the top of the outer column so that it doesn't rub and tighten the clamp bolts to 6-8 lbft.



**2) Vertical link top ball joints (Pic 3)**

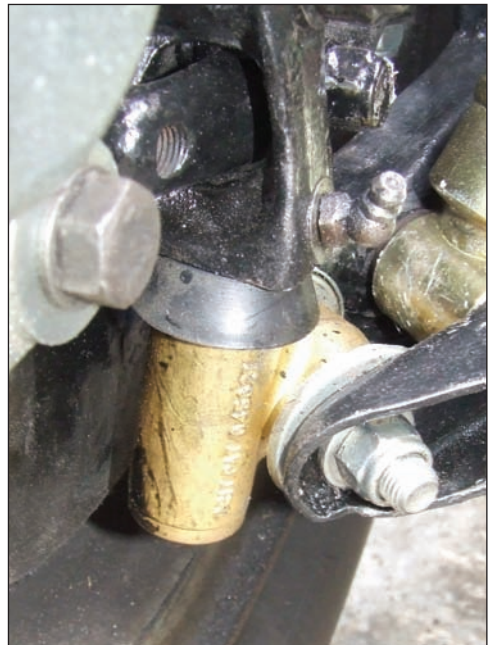
This is a pin that should be able to spin within a grease-filled socket. Some have grease nipples but if a shot of grease doesn't free them off then replace. These and the trunnions (below) are best checked by disconnecting the track rod ends from the tie rod and then rotating the vertical link by hand. It should rotate quite freely and be about equal on both sides of the car.

**Picture 2: Impact Clamp Mechanism**

washers 13 & 14. This will separate the upper and lower inner columns so that you can turn the steering wheel and upper column on their own. This action should be very free. In fact,



**Picture 3: Top Ball Joint**



**Picture 4: Trunnions**

**3) Trunnions (Pic 4)**

As with (2), this should rotate quite freely. You have, of course, lubricated it with **90EP oil**, haven't you? If it has been greased then it should be taken apart and cleaned out. Just



injecting oil will not push all the grease out.

#### 4) Track rod ends (Pic 5)



**Picture 5:** Track rod ends

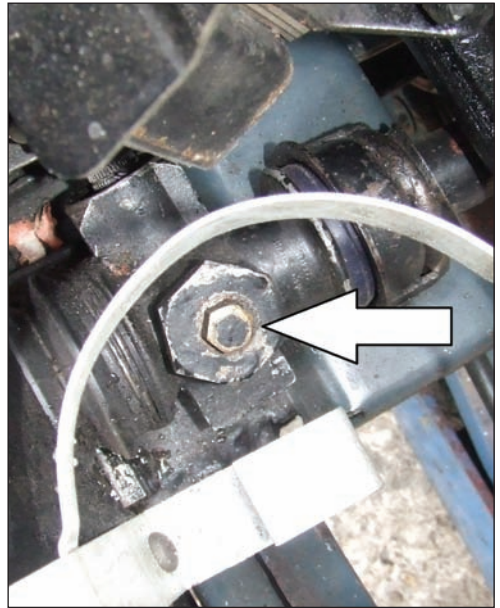
Again, this is a pin in a socket and should not resist rotation too much.

Some types are greasable.

#### 5) Steering rack (Pic 6)

This should have been greased as per handbook instructions, usually 2 or 3 shots.

To check if this is stiff then, having checked the upper column is free and with the track rod ends disconnected, you should be able to spin the steering wheel with relatively little resistance.



**Picture 6:** Steering rack grease point

Hopefully the foregoing will help you identify and cure any problem you may have with the steering on your car. Alternatively, if you have made any modifications, it will enable you to understand what their effect may have been.

Just a quick reminder of the unofficial TSSC motto: **"Oil Your Trunnions"**

Now for the monthly groan:

**Q.** *Where would you go to bulletproof your car?*

**A.** *Armagh.*



*Sir Stirling Moss OBE*



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Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
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## TR6

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## Trevor Collett

# From US to NZ

**I**n my unstinting effort to bring you obscure Triumph-connected vehicles you know that I routinely scour the planet. Last month found us just about as far away from the UK as it's possible to get – New Zealand. This month... we're staying in New Zealand, very carbon-efficient of me.

Although last month's featured vehicle was a New Zealand-based Lynx, there was a likelihood that the kit originated in Australia. This month's car is also New Zealand-based, but we know for sure that the original supplier was an American company.

The name of the kit manufacturer is **Fiberfab**, and the model is a Jamaican. Before we explore the engineering of the underpinnings let's just look at it - how would you really describe that shape? Some sources say that it was inspired by the Lamborghini Miura – I can see that. You can also see some similarity with some of the TVR range; got to agree though, it's a thing of beauty.

Fiberfab was one of biggest kit car manufacturers in America in the 1960s, based in California; the company was founded by **Warren "Bud" Goodwin** in 1964. They had one and two page ads in Road & Track for

a while and even had a road test of the Jamaican in that magazine in March 1969. Fiberfab first started making the Jamaican in 1968, it was designed by **Chris Bebee**. It was a front-engined, fibreglass sports coupe and it came in many forms, depending on the donor car. One version used the VW Beetle platform, and then there was series of three that used MG, Triumph (TR3/TR4) and Austin-Healey chassis. Lastly, there was one called the Jamaican II V8 with a chassis made by Fiberfab. It had a Corvette independent rear suspension and front suspension made of various GM parts.

One estimate puts the total production figure



**The Fiberfab Jamaican**

at 250 to 300 Jamaicans, but it is thought that many never reached a roadworthy state. The Jamaican had a Corvette windshield, Porsche 911 rear window, and Karman Ghia door windows and window regulators. The windshield wiper motor was the Lucas unit from the



British donor car. Most of them had Ford Maverick-Pinto taillights because they looked a little like the Miura units.

The Jamaicans apparently had their own set of personal quirks. The doors didn't fit the car, and had to be reworked extensively by the

between the lower hinge and door. Then the trailing edge of the door skin had to be "adjusted" with a grinder so the door would close. The door curvature was different from the body of the car, which would be prohibitively difficult to fix.



home builder. The factory just bolted the doors on and left it to the buyer-builder to finish them. The doors had to be raised, usually by making a U-shaped shim and inserting it

Then the builder would notice that the shape of the top of the door window is different than the window frame. A custom window could be made by a glass shop, or the frame



reshaped. The body was made of “*chopper gun*” fibreglass, which is cheaper, but it is heavier and less strong than hand-laid fibreglass cloth. The front end tilts, a la Herald, making the engine, front suspension, etc. easier to work on, even more so if you remove it completely. There was no opening boot lid in the as-supplied body, although one could be fabricated.

The particular yellow Jamaican pictured here is fitted with Triumph 2500 six cylinder engine and has Toyota Supra gearbox. It is thought to

be the only example in New Zealand.

It was built on a TR4a chassis in 1969 and imported to NZ in 1999. It was broken up for parts, but rebuilt in 2007, using the original chassis and body but not much else. It is built as club sports car but is fully road legal.

The car was offered for sale in October 2014, with an asking price of 20,000 NZ dollars, which is around £10,000; I don't know if it achieved this price, but seems to me a pretty reasonable price for such a rare and beautiful motor car.



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**Bernard Littlewood**



## Easter Weekend and My TR Travels

**T**wo weeks before Easter I thought that I had better change the engine oil, oil filter and fit the new clutch slave cylinder that I had bought as a spare to take with me to Le Mans the previous year as although there didn't appear to be a loss of clutch fluid the actuating rod appeared to be slightly damp. I had also bought a repair kit so that I could rebuild the old cylinder and keep it as a spare, I may even get it sleeved with stainless steel. With the Stag Saloon having been my main Classic car over the winter months due to giving lifts to members who were using those months to carry out work on their cars I was appalled to note that I had only covered 510 miles in my 4A since the end of October!

I drove my TR out onto my driveway and let the engine warm up, jacked the car up and placed stands underneath it then dropped the engine oil and renewed the oil filter (first checking that the anti drain back valve was operating, I had previously found that a few of the reputable makes of oil filter that I bought had what appeared to be anti drain valves in them as you can view the "ring" through the holes on the mating face, but that they didn't actually work). I then took the new clutch slave cylinder out of the previ-



**Beautiful TR5 at Weston-Super-Mare**

ously sealed box to find that although the correct part number was on the box it was the wrong cylinder, I'll check the next time I buy a part for future installation! With a new slave cylinder ordered the car was as ready as it could be for the coming runs.

Easter Sunday dawned and as promised by our S. Wales AO, a very handsome and modest man (this has been endorsed by **Herr Goeckler** with witnesses present), the sun was shining brilliantly, so with Al in the passenger seat we headed off to meet up with the S. Wales area for the 56 mile journey to Weston Super Mare. With the lack of attention that the TR had received over the previous months it was a lot to





**TR2 , TR4 and TR4A at Coleford**

expect it to perform without issues, but it did. With the overdrive clicking in and out on the button, the 4 cylinder wet liner engine pulled like a train, effortlessly covering the miles along the M4 & M5. **I LOVE THIS CAR!**

We parked up on the lawns along the promenade and spent a great day looking at all the cars, a great variety with quite a few TR's (if anyone recognises an image of one of the cars printed I would welcome a bit of history about it so that it can be "immortalised in this magazine). At the end of the day and with the sun still shining we headed back to Wales with the S. Wales area getting appreciative waves from other road users as we passed them or they passed us, I even received a few e mails from TSSC members who saw us en route from their modern cars, very nice of them to do so, thank you. For an Easter Sunday we had a clear run along the M4 and M5 and my TR was purring like a kitten, what a great day out.

The next day the TSSC S. Wales were attending the Coleford show, due to a previous heavy schedule and lack of sleep I woke up feeling not too eager to attend, but the lure of taking the TR out on the motorways, A & B roads around Monmouthshire proved too great a lure, so flying solo I jumped into my 4A and as soon as that engine fired up I was so glad to have made the effort. The sun was shining brightly but

we hit some very cold mist patches along the A449, but the frozen chickens that our AO had bought the previous day in Weston had not been sacrificed in vain because as soon as we drove through the town of Monmouth the mist disappeared and we were treated to as good a day of sunshine that you could wish for. There were quite a few TR's present and if you do recognise any please send me a few details for the magazine, some of the examples were absolutely stunning, there was one very nice one there (certainly not up there with the best) which I took a photo of, only to realise when I got home and uploaded the images onto my PC that it was mine! I had walked around the town and had approached my car from a different direction.

Well the day flew by and it was soon past 4pm and time to leave. The few miles to Monmouth were heavily congested but my 4A behaved impeccably, then it was on to the A449 where we were able to travel along at the legal speed limit until we hit the M4 heading west. The first few miles were fine, but the bank holiday traffic caused problems before and at the Tunnels and so we had to trundle along at around 40mph, then as soon as we were through the Tunnels the road cleared and we were able to travel the last few miles at the national speed limit. As I pulled off at junction 30 and waved to the others who were continuing along the

M4 the TR settled down to the speed limit of 50mph, but it seemed to be willing me to put my foot down and release the low down torque that makes this 4 cylinder wet liner engine such an absolute joy to drive, I just wanted to turn back onto the M4 and take a trip to Tenby or Pendine, just for the sake of driving, but I resisted the temptation, just, what a car a TR is and what a great couple of days I had just had with the TSSC S. WALES. Whether 6 cylinders or 4 a TR is more!

### NATIONAL DRIVE IT DAY TR's

At the Haynes museum on National Drive it Day I was lucky enough to find some beautiful TR's with their owners on hand to give me some information on their fantastic cars. A big thank you to those people for taking the time to talk to me and allow me to have a good look both inside and out, each car is a credit to their owner (or should that be each owner is a credit to their car).

First off is **Tony Howard's** TR5 VMX 223G with a genuine Surrey top, Tony has owned this car for 5 years and in that time he has rebuilt the engine and suspension, Tony lives in the Burnham on Sea area so please look out for him and if you are lucky enough to find his car stationary take the opportunity to check it out.



**Tony Howard and his fantastic TR5**

Second is **David Gatrill-Smith's** beautiful TR4A, complete with narrow fan belt conver-



**David Gatrill-Smith's modified TR4A**



sion and vents in the front wings to aid engine cooling, David bought this ex competition car in its current state of tune and condition, but has had to rebuild the cylinder head, it is equipped with a roll bar and race harness.

Thirdly we have **Mario Hickley & Helen Baxter's** TR6 (with a very appropriate registration). It is a beautiful Jasmine colour

which makes it stand out, it is a Californian import which they bought two years ago. In

this time Mario has fitted a reconditioned engine and converted the car to right hand drive. Last, but certainly not least we have from the Yeovil area **Lorna Hooper's** TR4A EFW 682C, a stunning example which Lorna has owned for 5 years, it is a former USA car which has been converted to right hand drive and has had a Kenlowe fan installed, been converted to narrow fan



**Mario, Helen & TR6**

Once again, thank you to these lovely people who took time out of their day to have a chat, you really do meet the nicest people in a Triumph.

Whether 6 cylinders or 4  
a TR is more.

*Bern*



**Lorna Hooper Looking Proud of her TR4A**

belt, has stainless steel 4 branch manifold, alternator conversion, remote brake servo and electronic ignition, all really very sensible upgrades for everyday or frequent motoring. Lorna is quite rightly very proud of her car so if you see her at any shows please take the time to have a chat.



# TR7/8 Register

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**Paul Lewis**



## New Forest Run

**W**hen you agree to take part in a road run that is 180 miles away from your home one way, you

drive to the start line at Avon Heath Country Park near Ringwood.

The car chosen for the run was the faithful white 1976 FHC that I am using for road runs at the moment. Also I needed to get some miles under its belt prior to taking it to the SPA

expect the co-driver to share a reasonable amount of the driving. This year my nephew Jamie wanted to come along as he has always helped out with my cars and I thought it would be a nice way to repay him. Two weeks ago he fell near his house and broke his elbow so now cannot drive. He still wanted to attend the event as I had told him how good it has been in previous years so at 0600hrs with a one armed nephew we set out on the 180 mile



Classic in May. Again the one armed man is booked in for that trip as well.



The car was running well but at 66mph (GPS reading) as the speedo under reads, a funny noise comes from the front of the engine, or that's where it seems to be coming from. But at 65 or 67 the noise disappears, when I get to the bottom of the fault I will let you know. Apart from the odd rumble of bearings that need a bit more lubrication due to standing since September all was good.

Arriving on time at the start line we were met by a mass of

Triumphs in the car park. It always amazes me how well attended this event is and such a credit to the organisers **Trevor Carlyle and Keith Cox** plus a host of other volunteers.

The weather was fabulous during the day and the run initially taking us through the New Forest to the halfway point where we stopped for



coffee and a chat with fellow enthusiasts. The second half of the journey took us through more glorious countryside finally getting to Highcliffe castle near Bournemouth mid-afternoon. The grounds and location of the final destination were likened to a flash back to previous centuries gone by. Such a stunning place. After a



brief stay I bid my good byes and travelled back on the boring A roads and motorways home. In total over 500 miles clocked up on the under reading speedo. It was well worth

the travelling and was organised so well. I will be there again next year, with or without the one armed man.

*Paul*



**NFR Organiser Trevor Carlyle's TR at Highcliffe Castle**



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## Guy Singleton



# Bonds on Show



**W**e have just returned from the South of England meet - and those with a calendar will realise that I am cutting Bernie's deadline very fine indeed - or more accurately somewhat over it. I was good to see many friends and cars. This year in terms of Equipes it was an all 2 litre Convertible year - with 4 cars on show **Nigel McDonnell**



also came along with his Mk D Minicar (which won the Best Bond trophy in 2009, nice to see them back again), which helped to swell the numbers slightly (well it is a MINI car!).

Congratulations to **Martin & Ben Cook**

Just a couple of weeks ago we went to the Haynes Museum in Suzie's Mk3 Spitfire. A bit of a shame not to get a Bond there but we did spot one to keep



who won Best Bond and to **Bob Buckby** who came in as runner up.

the Bond side up, a white 4S. I'm not sure who owns it now but I last knew of it living in



Knebworth.

Moving on a slightly familiar story - I have been in touch with the owner of a 2+2 which was originally registered as TRN 5 but unfortu-



nately has lost its number, which now resides on a 1994 Mercedes! This is a very early car -

the 13th built so a real shame to lose the number. The car is Preston registered but not I think it was an original press car, I have not seen that number in articles or photos - but as ever someone out there might know better - if so please let me know. The car is currently, as I write this, on ebay at £400.00 but with the reserve not met, it is in need of a complete rebuild and is missing the original dash board and steering wheel. I hope someone is able to buy the car and give it the



love and attention it deserves.

Next, at the other extreme of condition, is another car on ebay - a 4S - DAX 413C. Looking at the photos of the engine I see that



it is fitted with carbs from a MK 1 Spitfire, this made me check my records as I knew that early 4S had MK 1 engines, this is correct for this car – the first Mk II Spitfire engines were installed in February 65 and this car was built in December 1964.

Now I thought I might say a little of my latest endeavours on the Equipe front - and encouraged by the lovely early spring we had, I have finally managed to fit the 1500 engine I had waiting for it, into my 2+2 GMT. The original engine was no longer with the car so I did not really have any qualms in removing the MK IV Spitfire engine which was fitted, I also removed the twin silencer system I had on the car - looked nice but it made the car more noisy inside and one could not really enjoy the sound from the outside, so drivability overrode looks! There is not a lot to say about switching the engines over, I took the bonnet off the car which makes it much easier although a bit fiddly to refit singlehanded. The only major thing to remember is that you need the clutch

plate from an American Mk IV which was fitted with a 1500 engine and used the 3 rail gearbox. All done and so far it has been going well.

I then moved on to another job I had been putting off - the replacement of a rotoreflex coupling on my convertible, this has been split for some time and with the new season upon us it needed doing, I'm afraid that as is too often my way I got on and did the job rather than stopping to take photo's etc to show you how to do it.

I have done the job many times over the years. I have had the car for 24 years now, and have always removed the whole driveshaft assembly from the car but this time I decided to see if I could do the work without removing the whole assembly. I started with undoing the nut on the end of the shaft before jacking up the car - it should be very tight so a long lever on the racket is called for. I jacked up the car, removed the wheel, disconnected the driveshaft from the diff and undid the 6 bolts which go through the coupling. I did remember to spray them with WD 40 a day or so earlier, but even so again they were tight. (Oh for finishing the installation of my 'new' toy - a 1950's 4 post ramp!)

Once the bolts were off it was possible to remove the old coupling and with a bit of fiddling around I managed to get the inner section of the driveshaft out.

I then used a hub puller to push the outer shaft out of the hub, removed the bearing retainer from the shaft (taking care not to lose the spacer) and then fitted the new coupling over the outer shaft re-fitting the spacer and bearing retainers as before and then put the shaft back into the hub and pushed it through - it is important to get the shaft through the hub and not to use the nut to pull it though until all the threads are holding as otherwise you risk stripping the threads.

Now back on the home straight and under the car yet again, and reattached the inner shaft to the diff and bolted on the coupling, and all back together and up and running.

Once the wheel was reattached and on the ground the nut needed re-torquing to 110 lbf ft.

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## by Garth Jupp

### New Products 2015

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# Young Member's Co-ordinator



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## Dan Chudleigh

### Building my way up

**T**he past few months have kept me very busy, I have changed jobs. This has come as a bit of a shock, my last job was in a secondary school which gave me all the school holidays off. Plenty of time to tinker with the Triumphs; the new job does not give me anywhere near as much time off! This has had a dramatic effect on my fleet of cars, and now I am down to just one running Triumph and 2 sat on the drive waiting to be fixed. This is a story for another day tho'!

Before I gave up the job with the school, I was after a sideline for making a bit of extra money. This led me down the route of using my skills with classic cars and having a go at trading up. Finding a cheap car that needs some work, doing the work and then hopefully selling it for a profit. Then buying something else and doing it all over again, each time buying a little better. The hardest part of this venture is finding the right car at the right price.

The hunt for the first car led me to Somerset, to view a 1962, 4 door

Morris Minor, the car was owned by a friend of a friend. She had bought the car, driven it home put it in her garage and then left it for 4 years, never once even starting it. I went to see the car in the dark (never a good idea), managed to get the thing started and was satisfied it would be a good car to start on. I agreed a good price and towed it home.

On first glance, the car was good. I replaced the full ignition system, gave the engine a full service, replaced all the brakes and got the old thing running rather nicely. The body work was acceptable and not something I wanted to really do much with. The floors and sills looked intact and not half bad for a Morris.





I presented the car for test, only to be told to just come and take it away as its totally rotten! This was a bit of a shock to me as I thought it was all good. I got the grinder out

fiberglass and very thick underseal. I was too far in to do anything other than weld it up. Many evening and weekends went into patching it up from front to back.



and started to clean it all up. It soon became apparent that the car was patched up with

After 8 months of work, I managed to get an MOT on the old girl, I used it for a few trips

around Devon and actually enjoyed driving it, now for the challenge of selling it. I took it to a few local Morris events and tried the rather optimistic price of £2995 ono. This of course had no one interested. After a month or so it found its way on ebay for £1500. I soon had a very Irish man interested, asking for my bank details so he could send me the full asking price. I wasn't born yesterday and as soon as he started phoning me on a number that was based in Ghana, my suspicion was confirmed. I refused to answer the phone to him and then became rather short with him over email. Told him in no uncertain terms its cash on collection and the advertised price only. I as good as accused him of being a scammer. 10 days later his nephew came with all the cash and drove the car back to Minehead! Whoever would have thought it.

I left no time at all between selling the Morris and lining up the next project. I thought I would stick with what I know and found a rather tasty little 1200 Herald convertible. She had been laid up in a garage for some 5 years. It was the right price and the right time. I got the car back to my workshop, it wouldn't run and was in need of some TLC. I determined that it will need a new roof before I sold it. Firstly I got the thing running right, again a full engine service and all new ignition. Rebuilt the carbs and bought a new full width radiator, and so on. The car had had some rather interesting bodes from its DIY owners in the past. The bonnet had lost its stays and springs, the doors needed rehangng correctly. The good thing with buying a Herald is that I have most the bits I needed in stock.

I opted to have the roof professionally fitted and I bought a super Vinyl roof in bright white with zip out rear window. I ordered this from a company that sell on ebay from time to time. When I presented this new roof to my trimmer he was cursing me, as he hates fitting white roofs saying they are impossible to keep clean. He set too fitting it and all was going well until he got to the doors and the roof was just too big. The normal problems for Herald / Vitesse roofs is that they are to small at this point. The centre panel on my roof was cut square and not shaped as the original pattern would have been. The trimmer had to remove the gutters from the new roof, cut an inch off each side, and then reattach the gutters about 2 inches further back. All this work cost me a bit more than what I wanted to spend but it finished the car off very well. The white really did look nice and only worked because of the white flash down the side of the car.

Unlike the Morris, this car was very easy to sell, the first people that came to see it agreed to buy it. I put this down the the fact it was convertible and just looked nice. Thankfully the new owners are already in the Club and only live a few miles up the road, so I get to see them enjoying my hard work as well.

The new job has put an end to my trading up but after my 18 months of doing it, I had made a nice little sum of money but nothing considering the work and time that I had put into it. On the plus side I enjoyed the cars I bought and I have been pleased with my finished products, there are now another 2 cars put back on the road, being enjoyed!

*Dan*



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**Mark Blease**



## A 2500 Update

**J**une is here, which means the season of TSSC events is in full swing! I hope you are all enjoying driving your Big Six saloons and estates, and attending TSSC gatherings around the country. I hope to catch up with some of you at Triumphfest UK, where I'm looking forward to a good showing of Big Sixes in the concours. More on that next month.

You may recall that back in December TSSC member **Bill Reed** introduced us to his rather rare 2500 saloon. The story continued in January's Courier and my thanks go once again to Bill, who continues the story this month...

### **My Father's cars**



*"I ended my January article with a comparison of the two 2000s my father owned, and I have now found some more details on the first one, TWT 829F. Evidently he did his homework before buying it, ordering a 1964 AA report on the model. The photo-*

TWT 829 F	Triumph 2000 Mk 1	Colour	Odometer reading	Purchase price/ Trade-in allowance
First reg.	1/1/68	Gunmetal		
Bought	8/3/69		Not recorded	£1125.00
Sold	22/5/73		79,810	£426.01
Traded in for	Renault 16TL	White		



graph shows me helping my father, on the left, investigate a broken exhaust during a camping holiday in the Dordogne, in 1970.

## Manufacturing History of the 2000/2500 series

Since my first article I have done a bit of homework, and I stand corrected on the matter of power steering. According to Graham Robson, this was available as an option on my 1974 2500 model. In his 1995 book, "Triumph 2000 and 2.5PI - The

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## ROAD TEST REPORT

on the

Triumph 2000

November  
1964

### General description

This is a four-door, four/five seater, steel-panelled saloon styled by Michelotti, with reclinable front seats. The upholstery is in soft simulated leather and the floor coverings and boot furnishings are of good quality pile carpet. Walnut wood cappings are fitted to each door and the nearside of the fascia; the black synthetic material used on the upper surface of the latter is a good non-reflecting surface.

All doors are fitted with child-proof locks and, although they can be locked internally by lift buttons on each door capping, only the rear ones can be shut and locked from the outside without the use of the ignition key; this means that the driver cannot lock himself out. The redesigned front and rear suspension gives excellent stability and a comfortable ride, and the overdrive fitted to the test car did much to reduce strain on long journeys.

Price: Basic: £905. Purchase tax: £190. Total: £1,095.  
De Normanville Overdrive: £54.

### Special features

A fresh-air heating system ensures the maximum degree of comfort to both front and rear passengers; this, together with a windscreen washer, permanent attachments for front and rear safety harnesses, a cigar lighter, and inbuilt reversing lights, is standard equipment.

### Optional extras include:

Borg Warner Automatic transmission; Laycock de Normanville overdrive functioning on third and top gears; Dunlop SP 175 x 13 tyres; Smith's Radiomobile; Seat Belts.  
Bodywork colours are offered in eleven two-colour and eleven single-colour finishes.

### Mechanical specification

The two-litre engine with 6 cylinders of 2.94in (74.7mm) bore and 2.992in (76mm) stroke, gives a capacity of 1998cc with a compression ratio of 8.5 to 1. Maximum bhp is 90 at 5,000 rpm and maximum torque, at 2,900 rpm is 117.1lb/ft. (16.037 kgm).

Complete Story", Robson also writes "Even though British Leyland plunged into near bankruptcy in 1975, when the then British Government moved in with a rescue and subsequent nationalisation, plans laid for the 2000 / 2500 range in 1973 - 74 went ahead." He adds, "with hindsight, the 2500TC should have been developed years earlier; Triumph could have sold more cars." The smoothness of the straight-six engine and the refined interior were a clear advantage for the 2000 series: a 1975 "What Car" comparative review put the Triumph 2000 ahead of the livelier, but less refined, Chrysler 2-litre and Vauxhall VX 4/90. But the Triumph was by then also up against the more powerful 4-cylinder Rover 2000, and it seems remarkable now that BL developed the two cars in parallel.

The build date of my non-

TC-badged 2500 was 4 June 1974. Andy Roberts has produced some interesting figures showing dates and numbers built of each 2000/2500 model, indicating that the end of production of the series my car belongs to was May 1975. However it is not clear when production of this series began, and there does seem to be an overlap with the TC-badged series. Export models further confuse the issue: I have a copy of a road test of the Triumph 2500TC published in the Australian magazine "Modern Motor" in June 1973, while Andy Roberts shows this model as available (in the UK, presumably) from 1975. So the series my car belongs to fits somewhere between 1973 and 1975, but I have so far been unable to find out how many were built.

### RUJ at Stoneleigh

I was privileged to be on the TSSC stand at the **Stoneleigh MG & Triumph Spares Day on Sunday March 1st.**

Stand manager Bernard Robinson kindly waited for me to arrive from a rather wet two-hour drive from Bath at 6pm on the Saturday, when all the stands were already in place – it was a tight squeeze to get the car through. Early on the Sunday morning I

cleaned the car with waterless cleaner, glass cleaner and tyre dressing, and displayed the Courier articles on the rear parcel shelf. During the day I had a series of interesting visitors and some kind comments on the car, particularly regarding its originality.

**Fuzz Townshend** called by too. I was also able to resolve some long-standing minor problems, finding an offside rear bumper section to replace mine, which is rusty on the underside; and working out why my driver's door mirror has always been completely useless: the wedge section of the mounting is missing. More news of these matters when I have time to deal with them.

Meanwhile, I have heard from **Roger Pearce**, whose father owned RUJ.

He tells me that he didn't tow a caravan, only a light trailer. He still owns the Mini his mother drove, so one day I hope to be able to arrange with him to bring the two cars together again."

Many thanks to Bill once again.

If you have any tales to tell of big six ownership, please email me at [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk) Until next month!

**Mark**



**RUJ on TSSC Stand**

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# Area Showtime



e-mail.

[courier@tssc.org.uk](mailto:courier@tssc.org.uk)

**Bern Robinson**

*All Show Reports to the Editor please*



## Drive It Day at Haynes Museum - Devon

By Sue & John Franklin (Devon Area)

**A** truly amazing turnout of 158 Triumphs on the track at Haynes International Motor Museum for the Devon Area organised Drive it Day event.

We sailed past last year's total, and not counting a couple of Triumphs with other clubs on the track, another couple on the forecourt, and of course all those INSIDE the museum. Big cars on the right, smaller ones on the left and all lined up on the track, with the late comers having to park on the grass. Apart from a huge turnout of Devon cars, we were



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**Haynes Museum 2015**



Just Some of the 158



Triumphs as Far as you can see

And there were Still More To come



The weather stayed dry if a bit chilly, and the sight of so many Triumphs was nothing short of a – TRIUMPH.

Virtually every model on display, from a Bond to an early Mk1 2000 estate and **Jane Rowley** was kept so busy doing Club valuations she, like us, had no chance to view the museum.

**Sue & John**

Wales and 4 cars from the Isle of Wight. Apologies if we have missed anyone.

us, had no chance to view the museum.

## New Forest Run 2015 - Wessex

By Martin Berry (Wessex Area)

**T**he New Forest Run, one of the best ever! The weather was brilliant, the venue with it's views was great and a 139 Triumphs out of 152 classics enjoyed a day not to be forgot! Trevor was turning applicants away in the final weeks, which proves what a popular event this has become, also I think the forecast of good weather played it's part! Everybody

arrived in good time at Avon Park, where we dominated the area. I hope the locals enjoyed their own personal car show! Apparently we only upset one person who had been sleeping on site and was still trying to get some shut eye, when we all decided to turn up and set up Jerry's classic caravan as our command post!

After many years off the road, the run was lead by Jerry's Herald Coupe, you could say "The Phoenix Has Risen!" taking in the beauty



Highcliffe Castle

spots of Dorset and Hampshire's New Forest. The first half took in places, such as Gussage All Saints, Wimborne St. Giles and Cranborne. Halfway point was Potterne Park, which allowed plenty of opportunity to show off the cars in three long rows (not quite as far as the eye can see, but almost!)

Like Avon Park, Potterne did not seem to grasp the magnitude of people coming and I must apologise for the queues for the catering and toilets!

The second half took us through the New Forest, including Alderholt, Fordingbridge, Boldrewood and Stoney Cross, our finishing point was Highcliffe Castle. I think all will agree, although it was a bit of a tight squeeze, it was well worth it for the spectacular views of the Needles, with the back drop of Highcliffe Castle! A good photo opportunity for some!

Everyone had a good opportunity to peruse the cars and make their vote count for their choice of best in class. It has been suggested that voting could be done at the halfway halt, so as the prize giving could be held earlier. This has been noted as a good idea and will be considered

for next year. I would like to thank all entrants for their good humour, politeness and general patience with us and other entrants when it came to parking etc., it proved that all were out to enjoy themselves, relax, and soak up the sun on such a glorious day! Also thanks to the marshals who manned the junctions to keep everyone on the right track, along with the signs that we put out, it allows all



on the run to relax knowing that they will be guided through the whole event and not left entirely to rely on the route directions supplied if they do not wish to do so!

Which is a major appeal of The New Forest Run! Roll on next year!

**Martin Berry**



# Trunnion Oiling - Carrickfergus

By Paul & Jaqui Robinson (Northern Ireland Area)

**C**ome to Carrickfergus and get your trunnions oiled! Carrickfergus, located on the northern shore of Belfast lough, is famed for it's Norman castle. Built in 1177 by John De Courcy it has over the years been besieged by the Scots, Irish, English and French and, on **Saturday 11 April, the Triumph Sports Six Club!**



Many years ago our area decided to have an event late march/early April where members could bring their car along and get the trunnions oiled. It was mainly to encourage people to get their car back on the road after the winter but it also serves as good publicity for the club.

In recent years we have been very fortunate to be able to get permission from Carrickfergus Council to be able to use an area right beside the Norman castle.

Our very own Frank Bell makes all the arrangements with the council and also books a nearby hostelry for lunch afterwards.

As you would expect we had a good turnout of members from Carrickfergus but people also came from as far away as Donaghadee and Dungannon. Most wanted their trunnions oiled, some were seeking advice on other mechanical issues and all wanted to catch up with all friends. Jaqui took the opportunity to get people to complete applications for our own

Totally Triumph Classic Car Show in Wallace Park, Lisburn on 9th May. Meanwhile Alan (French) and I, ably assisted by Michael, got on with the actual trunnion oiling itself.

I managed to pick up a pair of overalls with Standard Triumph Competition Department on



the back (it seemed like a good idea at the time) and put them to good use on the day.

We were lucky to get a very bright day although there was little in the way of heat. In the end 14 club cars came along plus some members came along minus their Triumphs to say hello. Most stayed on for lunch afterwards in a nearby Wetherspoons. It was a pretty good result for an event that costs almost nothing to run and helps promote our local area and the club - and we didn't get any complaints from any Normans!

**Paul & Jaqui**

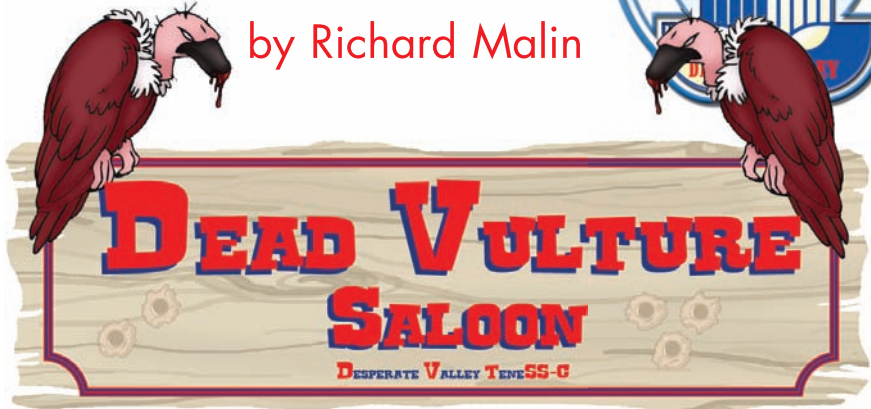


# THE PEAK RUN

## 2014 & 2015



by Richard Malin



**A**s always the Derwent Valley guys and girls like to have a theme to our weekend's entertainment, and this year was no different!! **Going back to the Wild Wild West!**

The whole weekend started off at our main base of the Peak Gateway Campsite with people arriving on the Thursday onwards, getting themselves set up and settled in to see what the week end would have in store, having a bit of a social gathering on the Friday night, easing themselves in gently.

Early on the Saturday morning whispers soon grew and built up into cries of "there be gold in them thar hills" which lead many excited explorers of into the surrounding wildlife in search to see if those rumours were indeed true.

Unfortunately some were soon side tracked from their expedition by the sight of a local saloon and came back much worse for wear, some of the intrepid prospectors came back with all

kinds of booty, but very little gold, although some did come back loaded!!!!

Later on there was a gunfight in the woods with some interesting results, and then as the sun began to set and the shadows started to grow the prospectors driving skills were put to the test and taken to the limit in the "TRUMPS Challenge"

After a long day on the trail the "Cannon", "Cartwright" and "Clampett" clans all gathered in the Dead Vulture Saloon in search of showgirls and a good time. The saloon contained a number of Wanted Posters





## The Peak Run



on hand to make arrests and ensure that everyone had a good time.

As the night descended into lawlessness we



were subjected to displays of cattle rustling and a very good re-enactment of Custards Last



Strand.



depicting various local characters which were supplied by the Sheriff Twins who were



Soon the up-chuck wagon appeared and signalled that chow was ready when a member of each of the clans raced to the table to sample a selection of trail foods and Dead Vulture Saloon house delicacies. Everyone watched with envy and relief as the chosen three clan members consumed all of the delights with gusto. (The delight is still clear to see on the DV website)



plastic cups were injured, thanks it has to be said to the sheriff twins.

A shout of **"GOLD"** had some of the weirdest prospectors racing to the same spot where some actually found Gold, FOOLS!

To release all the pent up tensions, music was played when most cowboys collected their chosen saloon girl (no monies changed hands) and then danced the night away.



Inevitably, with so much drink, food and saloon girl flesh available, trouble was not long in coming.

Pistols were drawn and shots rang out but only

**Sunday began** with bright sunshine to greet all the Peak Runners as they began to assemble in Belper, in and around the market place and local car park. Its always pleasing



catch up with old faces or maybe meeting a few new ones whilst starting the day off with a bacon butty and a cuppa. All too soon it was time to gather the runners and riders for the briefing and start them on their way for a tour of the local countryside for the 26th Peak Run.

For this run we decided to re-introduce the idea of an organised lunch time stopping point so that all the drivers could get together and have a chat and compare notes on the route so far or simply stretch their legs. This year we stopped at The Bull l'th thorn on the outskirts of the market town of Buxton, that offered a lovely delicious carvery or just the chance to sit outside with a picnic and a drink and watch the world go by.

After lunch it was a fairly short trip to our final destination of Carsington Water, where we had a lovely large area overlooking the reservoir for all the runners to gather, then go

to see a good turnout of familiar returning faces, particularly when you have been involved with an event for a number of years such as I have, not to mention seeing a varied mix of cars, including a lovely Orange Bond Bug which was for me a delight to see.

All of the runners soon made themselves at home on the car park, taking the opportunity to





Brian Watkins, celebrating and marking his love of modernising and altering his classic cars. This went to Mr G Bingham and his gorgeous Spitfire.

The afternoon was concluded with a raffle then it was time to pack up everything and wave goodbye to another fantastic event as all the runners (and committee members and helpers) headed off home to recover ready to do it all again next year.

## 2015 Peak Run 12th to 14th June 2015

off and make their selections for the winners of the people's choice awards or just go and have a wander and explore the locale.

We had a total of 7 winners on the day, with



the car of the show being selected as a fantastic TR3a owned by **Jez Cox**, The best

For **2015** we will be digging out our flares and maybe just a bit of double denim and long hair and getting ready to rock through out the ages.

We would love to see you at the **27th Peak Run** happening between **12 - 14 June** where you will get a very warm welcome from the whole of the Derwent Valley area, if you haven't been to an event weekend then why not try something new, there is something for everyone and you can do as little or as much as you want so look for the advert in the Courier (Opposite) or check out the Derwent Valley Website or Facebook group, and just drop us a line.



Triumph selected by all the runners was **Chris Gunby** in his Vitesse, and the best non Triumph was a stunning HMC V8 owned by **Chris & Jenny Cadman**.

This year we also introduced a new trophy in memory of one of our Peak Run stalwarts and active members who passed away recently,

On behalf of the whole team (there are far to many to mention or single out individually) that get together to make this event I would like to say thanks very much for all your support for making this such an enjoyable event. I look forward to seeing you all soon

## Derwent Valley's 27<sup>TH</sup> Peak Run on Sunday 14<sup>th</sup> June 2015 and camping weekend ~ 11<sup>th</sup> to 15<sup>th</sup> 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 14<sup>th</sup> June is the day of the 27<sup>th</sup> Peak Run—a scenic drive through the breath-taking Derbyshire Peak District.

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**ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!**

# CARS WANTED

**GT6 Mk3 WANTED.** Must be fully sorted and ready to go, it does not need to be concours or totally original, any colour considered. Private cash buyer waiting. 07561 155079. Howard Warburton (North West) 07561 155079.

**SPITFIRE 1500 WANTED.** In Condition 1 (Concours) if possible, must be a UK RHD model, other earlier models also considered. n/a Dave Webb (Fareham Hants) Tel:07531 059959.

**GT6 MK III WANTED** In Condition 1 (concours) if possible, must be a UK RHD model, overdrive preferred, other earlier models also considered. Dave Webb (Fareham Hants) Tel:07531 059959.

**NORWAY.** Met some guys at Heathrow July 2012 with blue Spitfire. Told me to buy off a member. Will arrange shipping or pickup. 2,500 - 3,000 Ole-reidar Anda (Stavanger Norway) +47 98221233.

**TRIUMPH TR6 WANTED, ANY CONDITION CONSIDERED, PRIVATE BUYER.** TR6 wanted, anything considered, thank you. Mark Sadler (UK) 01653 669895.

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# PARTS 4 SALE

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**RECONDITIONED STEERING RACKS,** new master cylinders, used parts. See [www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts](http://www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts) but e-mail [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) for direct prices! (trade)

**ROLL-OVER BAR** for Spit Mk4/1500. Good condition and complete with all fittings and bolts. £70. Best to collect West Kent. Del Holman (West Kent) 01732 743747 [delandwen@btinternet.com](mailto:delandwen@btinternet.com)

**FUEL TANK FOR SPIT Mk4/1500.** No leaks, no visible internal rust. Just needs clean up and re-paint. £25. Best to collect, West Kent. Del Holman (West Kent) 01732 743747 [delandwen@btinternet.com](mailto:delandwen@btinternet.com)

**VITESSE SPARES** Various Vitesse spares, Rotoflex Rear Suspension, N.O.S. Door Window Seals, Accelerator Cable, Distributor Cap & Voltage Regulator plus some other secondhand parts. £1 Gary Flinn (Derby) 07825 269136.

**5 ALLOYS** in Black Nearly new. Very good condition. Triumph Decals and nuts. With Tyres. Buyer collects. £250 ONO Graham Mcpherson (Devon) 01822 853917.

**13/60 BONNET** Requires attention to bottom front ends, both sides. can supply photographs. Offers. Text first please. Iain Fender (South West) 07977 907877.

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

**13/60 PARTS** 13/60 Convertible abandoned restoration. Bulkhead and chassis restored. Spitfire Engine. O/D Gearbox plus almost all other parts. £300 the lot. Patrick Rogers (Cornwall) 01208 813426.

**TAX DISKS** Triumph personalised Tax Disks, this vintage novelty item looks perfect in your Triumph windscreen. On ebay (VWRETROPARTS). £5.50 Richard Dane (Notts) e-mail. [rdane@uk2.net](mailto:rdane@uk2.net)

## MICK DOLPHIN CLASSIC TRIUMPH SPARES

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**MKIV GLASSFIBRE BONNET** Ready to fit. Complete with genuine Bonnet Irons and genuine die cast Headlamp covers. £150. Mick Moore (Lancs) 07939 203468.

**TR5/6 C.P. ENGINE** Stage 2. SAH Head and rocker cover. Fully rebuilt. 18,000 from new with injection system. Suit show car. £3,500. Neil Spencer (Coalville, Leics) 07530 307371.

**STAG WIND DEFLECTOR** Rimmers part no RS1657 and storage bag RS1658. Cost over £200, in as new condition. Surplus to requirements open to offers, buyer collects. Stephen (Surrey) 07860 357600.

# PARTS WANTED

**WANTED Herald 948 Body/Bonnet.** Part restored, 1960 Herald 948 saloon requires replacement Body and Bonnet. Dave Coombs (Hampshire) 07900 597473.

**VITESSE PARTS WANTED.** Vitesse Mark 2 camshaft, part number 308788, ideally new (would consider re profiled), & lucas distributor for Vitesse mark 2, part number 41273. Alex Back (UK) 01330825601.

**GT6 MKII GEARBOX** Wanted gearbox case ,serial number KC75000+ any condition even damaged/broken etc. Will consider whole gearbox dependent on price or swap good case. Kevin Hagger (London/Essex) 07946 700004.

**WORKSHOP MANUAL WANTED.** British Leyland Workshop Manual for a 1972

Triumph 1500 fwd (Saloon) Kynaston Leech (Sutton Coldfield, West Midlands) 0121 354 4056 or 07941 411685.

**USA DOORS WANTED** After a pair of unmolested heavy USA style doors with side impact bars for restoration, alignment and maybe to use. Don't mind driving a fair bit to collect. Richard Baines (West Yorkshire) 07821 695790.

**WANTED REAR LEAF SPRING** My 13/60 based Midge is too low at the back. Need to add leaves to the rear spring. Don't mind the condition. WHY? Mike Bambridge (S.Glos., N.Bristol.) 01454 851015.

**VITESSE PARTS WANTED** Vitesse Mk1 Instrument Panel wanted. Could use MK2 if compatible. Also after SAH/ Triumph tune

Rocker Boxes For Herald & Six Cyl Engines. Simon Canham (Cumbria) 07901 842248.

**O/D GEARBOX & PROPSHAFT** Wanted, Overdrive Gearbox plus Propshaft in good condition as want to upgrade my Vitesse MK 2. Located in Scotland preferably to save costs. Gordon Corbett (Scotland) 01349 864742.

**BACK ISSUE WANTED** February 1987 Courier Magazine wanted. Issue Number 80. Required for widow of article writer. Joe Grundy (Morpeth) 07831 097659.

**STAG HEADLIGHTS** Wanted. Original Lucas Halogen Headlights wanted for Stag Mk2. Singles or complete set of 4. Many thanks. Brian Stalley (Heathrow area.) 01784 242822 or 07777 660043.

## INSURANCE PANEL

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

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

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

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

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

# TRIUMPH TRADE SERVICES

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**Tel/Fax 01666 822476**

MALMESBURY, WILTS

[www.westcountrytriumph.com](http://www.westcountrytriumph.com)

e-mail: [raybrown@westcountrytriumph.co.uk](mailto:raybrown@westcountrytriumph.co.uk)

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The Courier is the best and most cost effective medium for selling your Triumph, and there's now an added bonus. For **ONLY** an extra £15.00, you can reach an additional 1.3 Million classic car enthusiasts. Your advertisement can appear in a special TSSC section in Classic Car Weekly and in Colour in Practical Classics magazine (Add £5.00 to total advert cost for full colour photograph in Practical Classics), the best selling practical car magazines on sale today (**published in the next available issue**). **NOTE:- PC publications deadlines differ to Courier.** Simply complete the form below indicating clearly whether you want your advertisement to appear in The Courier AND Practical Classics/Classics Car Weekly, or The Courier only.

**ADVERTISING RATES (inc. VAT)**

Tick as appropriate.

**PLEASE ADD £5 TO TOTAL OF PRACTICAL CLASSICS ADVERTS IF SUPPLYING COLOUR PHOTO.**

- THE COURIER & 2 ABOVE MAGAZINES**
- Triumphs for Sale/Wanted: ..... Members..... **£15.00**
- ..... Non Members ..... **£37.70**
- Spare for Sale/Wanted:** ..... Members ..... **£10.00**
- ..... Non Members ..... **£22.75**
- THE COURIER (ONLY)**
- Triumphs for Sale: ..... Members..... **FREE**
- ..... Non Members ..... **£18.20**
- Spare for Sale(Non Trade) Members 25 words only Free**
- I advert per issue with current membership number**
- Spare/Triumphs Wanted:** Members..... **FREE**
- Spare for Sale/Wanted:** Non Members ..... **£3.25**
- Triumphs Wanted** Non Members ..... **£3.25**

**All advertisements are limited to 25 words.**

Adverts can be sent by  
EMAIL - POST OR FAX  
TSSC Main St Lubenham, Leics. LE16 9TF  
e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)  
Fax: (01858) 431936

**METHOD OF PAYMENT**

Tick as appropriate.

Cheques/Postal Orders (Payable to TSSC Ltd.) or your Visa/Mastercard/Maestro must accompany your ad.



- Cheque/ Postal Order (Value £.....)
- Visa/Mastercard/Maestro (Value £.....)
- Card Number \_\_\_\_\_
- Expiry Date \_\_\_\_\_ Valid From \_\_\_\_\_ Issue No. \_\_\_\_\_
- Sig Ver.No. \_\_\_\_\_ (last 3 digits on Signature Strip)
- Cardholder Name/Address \_\_\_\_\_

**DAY TEL NO. (STD)**

Membership No \_\_\_\_\_ (if applicable)

MODEL + MK

Contact Name	Location	Tel: (STD)

**Send completed form with remittance to: Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TF.**

**PLEASE NOTE:** The T.S.S.C. reserves the right to refuse or withdraw any advertisement at its discretion and **cannot be held responsible for printing errors**, although every care is taken to avoid mistakes. Advertisements received too late for a particular issue will automatically be inserted in the following issue. **Adverts placed CANNOT be cancelled.** Non members wishing to receive a copy of The Courier, add £2.50 to total.

# TSSC Services & Officers

## CLUB HEADQUARTERS

The following services are available from the Club headquarters.

### TSSC MEMBERSHIP

£46.00 UK £49.00 EUROPE £55.00 OVERSEAS  
Young Member £24.25 (Age 17 to 25)

### RENEWALS

£46.00 UK £49.00 EUROPE £55.00 OVERSEAS  
**Direct Debit Membership & Renewal UK £41.00**  
**Young Member £20.50** (Age 17 to 25)

Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

### TSSC MEMBERSHIP INFORMATION PACK

TSSC - Sunderland Court Main Street,  
Lubenham, Market Harborough, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**  
**e-mail: info@tssc.org.uk**  
**http://www.tssc.org.uk**

### TSSC INSURANCE

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**FJ Breakdown Recovery - 0800 132 278**

PETER JAMES LIMITED  
**Tel: 0121 506 6040 Fax: 0845 2233 020**

LANCASTER INSURANCE  
**Tel: 0800 013 0080**

HERITAGE CLASSIC CAR INSURANCE  
**Tel: 0121 248 9280**

PETER BEST INSURANCE SERVICES  
**Tel: 01621 840400 / 01376 573033**

### VALUATION SERVICE

TSSC HQ, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF  
**TEL: 01858 434424 Fax: 01858 431936**

### TSSC LIBRARY

TSSC HQ, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

### CLUB SHOP e-mail: clubshop@tssc.org.uk

TSSC HQ, Sunderland Court  
Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

### MAGAZINE COPY DATE

All magazine material must be received  
**BEFORE 8<sup>th</sup>** of each month prior to the  
month of publication.

**DEFINITION OF DEADLINE** - Last date by which  
copy can be included in the publication,  
assuming space is still available. Always try  
and work well in advance of the deadline.

TSSC, Sunderland Court  
Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**  
**e-mail: courier@tssc.org.uk**

### TSSC ACCOUNTS e-mail: accounts@tssc.org.uk

Trudi Prettyjohns  
TSSC, Main Street, Lubenham, Leics LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

### SHOW CAR REGISTER e-mail: info@tssc.org.uk

TSSC HQ, Sunderland Court  
Main Street, Lubenham, Leics LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

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.

### HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,  
Northern Ireland. BT62 2DU.

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

### HERALD 1360

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

**Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk**

### SPITFIRE Mk I/II/III

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

**Tel: 01672 514241 e-mail: spittfires@cadley.org.**

### SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton Warks. CV11 6YJ.

**Tel: 07792 987353 (6 to 7pm) e-mail: spittfireIV-1500@tssc.org.uk**

### VITESSE 1600/ Mk I / II

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**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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**Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk**

### TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA

**Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk**

### TRIUMPH ACCLAIM

Chris Gunby, The New Room, Church St, Stch Witham. Lincs. NG33 5PJ

**Tel: 07843 435190 e-mail: acclaim@tssc.org.uk**

### STAG

TBC

**Tel: e-mail: stag@tssc.org.uk**

### TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaw Lane, Burtonwood, Warrington  
Cheshire. WA5 4ES.

**Tel: 07875 944541 e-mail: archive@tssc.org.uk**

### AMPHICAR

David Chapman, e-mail: ampicar@tssc.org.uk

**Tel: 01684 592985**

### INTERNATIONAL LIAISON SECRETARY

Rob Newton-Allen, 4 Ash Tree Crescent,  
Burnham-on-Sea, Somerset. TA8 2JY

**Tel: 07768 340121 e-mail: robnhen@breathe.com**

### YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: chrisbaker\_7@hotmail.com

Dan Chudleigh 1 Cottey Meadow, Kingsington, Newton Abbot, Devon, TQ12 3GB.

**Tel: 07962 956362 e-mail: triumph-dan@hotmail.co.uk**

### TSSC TRIUMFEST UK EVENT MANAGERS

TSSC HQ, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF

**Tel: 01858 434424 e-mail: info@tssc.org.uk**

### CONCOURS ORGANISER 2014

Tony Simpson, Paddock View, 116 Nottingham Road, Codnor,  
Ripley, Derbyshire. DE5 9RL.

**Tel: 07827 891471 e-mail: concours@tssc.org.uk**

### AREA LIAISON OFFICERS

Di Allen & Nigel Hill. Notts.

**Tel: 07976 163006 e-mail: alo@tssc.org.uk**

### TSSC PUBLIC RELATIONS OFFICER

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

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

### CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**

Julie Hazell **Tel: 07813 589799**

June 2015



# TSSC

## Area News Review

# Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

Triumph Sports Six Club Children's Television Manchester Area's  
**TSSCCTV** Holiday Weekend  
 5th - 7th June 2015

**WHY DON'T YOU JUST SWITCH OFF YOUR TELEVISION SET AND GO DO SOMETHING LESS BORING INSTEAD?**

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:**  
 Piethorne 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.

Item	Rate	Please Tick
Camping / Caravan Package <i>This includes Saturday night camp fire, entry for one car to TSSCCTV. Electric Hook Ups are limited, and will be provided on a first come - first served basis. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	£38.00	
Additional Car <i>(for families lucky enough to have more than one Triumph!)</i>	£3.00	
Run Only (No Camping)	£10.00	
<b>Total</b>		

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Postcode: \_\_\_\_\_  
 Phone No: \_\_\_\_\_ Email: \_\_\_\_\_  
 Car Make: \_\_\_\_\_ Model: \_\_\_\_\_  
 Registration Number: \_\_\_\_\_ TSSC Membership Number: \_\_\_\_\_

**For more details:**  
 Contact Pip & Frank on 01524 791607, email pip@legal2009@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 Fiegel, Wyreside Lodge, Chipping Road, Dolphinhole, 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 OMB Zuccheros.
- 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.

**25th Anniversary**

Use the official club booking code:  
**C1525008**  
 Advance ticket savings end 31st May

Tickets: **0871 231 0849** (Calls cost 15p per minute plus network charges)

Tickets & Info at [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

Official Partners: 



# AREA DIRECTORY

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

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

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

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

## SCOTTISH AREAS

<b>CENTRAL &amp; WEST</b>	<b>Gregor Graham: 0141 952 4624</b>	<b>Lochinch Sports Club - GLASGOW G41 4SN</b>	<b>1st Wed. 7.30pm</b>
<b>NORTH EAST</b>	<b>Danny Stroud: 01224 742315</b>	<b>Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.tb">www.brmmbrmm.com/grampiantr.tb</a></b>	<b>Last Thurs. Eves.</b>

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones: 01625 425845</b>	<b>Cock &amp; Pheasant - BOLLINGTON CROSS SK10 5EJ</b>	<b>1st Thurs.8.30pm</b>
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	<b>Advertised in Cumbria News &amp; Website</b>	<b>Last Sun.12 midday</b>
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607</b>	<b>The Boundary Inn MANCHESTER M34 5HD</b>	<b>1st Tues. 8pm.</b>
	<b>Pip Flegel: 01524 791607</b>		
<b>NORTH EAST</b>	<b>Deryck Beadling: 07939 068976</b>	<b>The Dunn Cow, Primrose Hill.</b>	<b>1st Sun.</b>
	<b>Geoff Dent : 07773 440201</b>	<b>BOURMOOR DH5 6DY.</b>	<b>8.30pm.</b>
<b>LIVERPOOL</b>	<b>Alex Cain: 0151 222 2366</b>	<b>Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL</b>	<b>1st Tues. 8pm.</b>
<b>LANCASHIRE</b>	<b>Kevin Makin: 07980 604021</b>	<b>Canberra Club (BAE systems) Balderstone BB2 7LF</b>	<b>Last Tues. 8pm.</b>
	<b>Dennis Petty: 07951 727747</b>		
<b>WIRRAL</b>	<b>Andy Todd: 0151 339 4150</b>	<b>Cottage Loaf - THURSTASTON</b>	<b>1st Tues. Eves.</b>
<b>NORTH YORKS</b>	<b>Richard Briscoe: 0776 6354449</b>	<b>The Cross Keys - STILLINGFLEET</b>	<b>2nd Mon. 7.45pm</b>
<b>SOUTH YORKS</b>	<b>Alistair Brisco: 01302 771628</b>	<b>The Crown - Barnburgh, DONCASTER DN5 7JQ</b>	<b>1st &amp; 3rd Tues Eves</b>
<b>WEST YORKS</b>	<b>Victor Thompson: 01484 541185</b>	<b>The Arkle, 105 Springfield Ave, MORLEY, LS27 9PP</b>	<b>2nd Tues. 8pm.</b>

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	<b>The Bull &amp; Butcher - CORLEY MOOR CV7 8AQ</b>	<b>1st Tues. 7.30pm.</b>
<b>DERWENT VALLEY</b>	<b>Richard Malin: 07813 397731</b>	<b>Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY</b>	<b>1st Tues. 8.00pm.</b>
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer: 07530 307371</b>	<b>Beedles Lake Golf Centre - EAST GOSTCOTE LE7 3WQ</b>	<b>1st Tues 7.30.pm</b>
<b>LINCOLNSHIRE</b>	<b>Simon Oliver: 07841 450715</b>	<b>Swan Holme - Doddington Rd LINCOLN LN6 3RX</b>	<b>1st Wed. 8.00pm.</b>
<b>NOTTS</b>	<b>Adrian Hadfield: 07837 110325</b>	<b>The Nags Head - WOODBOROUGH NG 14 6DD</b>	<b>2nd Mon 7.30pm</b>
	<b>Nigel Hill: 07976 163006</b>		
<b>NORTHANTS</b>	<b>Nigel Hawes: 07879 491778</b>	<b>Overstone Manor - SYWELL. NN6 0BB</b>	<b>2nd Weds. 8.30pm.</b>
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507</b>	<b>Red Lion - 48 King St. WEST DEEPING. PE6 9HP</b>	<b>2nd Mon. 8pm.</b>
	<b>Paul Lumsdon: 01780 470358</b>		
<b>SHROPSHIRE</b>	<b>David Embery: 01952 371783</b>	<b>The Huntsman - Little Wenlock, TELFORD,TF6 5BH</b>	<b>3rd Wed. 7.30pm.</b>
	<b>Bill Bate: 01952 581391</b>		
<b>NORTH STAFFS</b>	<b>David Woodward: 07939 603061</b>	<b>George &amp; Dragon - MEAFORD Nr STONE ST15 0PX</b>	<b>Last Wed 8pm.</b>
<b>WEST MIDLANDS</b>	<b>Roger Haywood: 07969 024999</b>	<b>Drakes Drum GREAT BARR BIRMINGHAM B44 8TR</b>	<b>1st Tues. 7.30pm.</b>
	<b>Chris Allen: 07505 110922</b>	<b>May to Sept New Venue being sought - Contact AO's</b>	<b>3rd Tues. 7.30pm.</b>
<b>WORCESTER</b>	<b>Vicky Kitchen: 01527 894125</b>	<b>Pear Tree - LOWER SMITE Worcs WR3 8SY</b>	<b>1st Mon. 7.30pm</b>

## WELSH AREAS

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

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Kevin Rochfort: 07764 324345</b>	<b>The Plough - FEN DITTON. CB5 8SX.</b>	<b>1st Mon. 8pm.</b>
<b>ESSEX</b>	<b>Allan &amp; Janet Jannaway: 01375 672072</b>	<b>The Halfway House - (A127) BRENTWOOD CM13 3LL</b>	<b>2nd Sun. 12 Noon</b>
<b>M25 EAST</b>	<b>John Hill: 07938 526324</b>	<b>The Good Intent - HORNCHURCH</b>	<b>4th Sun. 12 Noon</b>
	<b>(Venue Swaps Monthly)</b>	<b>The Wharf - DARTFORD</b>	<b>April to October</b>
<b>NORFOLK</b>	<b>Mike Carroll: 01502 476699</b>	<b>The Bird in Hand WRENNINGHAM NR16 1BJ</b>	<b>2nd Mon. 8pm.</b>
<b>SUFFOLK</b>	<b>Colin Wake: 01206 250360</b>	<b>Sorrel Horse - Barham IPSWICH. IP6 OPG</b>	<b>1st Tues. 8pm.</b>

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Paul &amp; Jacqui Robinson: 028 9029 2722</b>	<b>Nortel Social &amp; Athletic Club - NEWTOWNABBEY</b>	<b>1st Wed. 8pm.</b>
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Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - 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	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 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.

<b>SOUTH WESTERN AREAS</b>			
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. 8.pm
		The Star Inn - LIVERTON 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

<b>OVERSEAS Contacts</b>			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2T0.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@fiscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Grote Sloot 78, 1754 JH - BURGERBRUG	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd.,KelstoN - AUCKLAND.	
		Bjerkelundgata 6 B0553 Oslo NORWAY.	
PORTUGAL	Carlos Camacho: 00 351 962721862	president@tssc-norway.org www.tssc-norway.org	
SWEDEN	Odd Hedberg: 00 46 173 17131	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Pomonagatan 4S - 742 36 OSTHAMMAR.	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



## ANDOVER / NORTH WILTS AVON . . . EAST BERKS

### TSSC AREA NEWS

## ANDOVER

Tel. 01672 514241

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

Meetings Cover Swindon/North Wilts area



Bruce has his own way of doing things and Frank wasn't listening properly. It was all very well Frank making decisions on when to take Bruce out for a run, but he wasn't taking Bruce's feelings on the matter into consideration.

Bruce had no intention of making his first expedition into the big wide world on any old meeting night, oh no, he had something much bigger in mind – Drive it Day!

Congratulations to Frank and Bruce for getting to the Haynes Motor Museum at Sparkford! Now that Bruce has had his own way, Frank might get to choose the next outing.

#### Events

**7th June - SHVPS Show at Queen Elizabeth Park  
13th & 14th June - Wiltshire Steam and Vintage Rally at Oare**

**10th to 12th July - TriumFest UK at Donington**

**12th July - Classics Car show and run out at the Atwell Wilson Motor museum in Calne.**

**18th - 19th July - Standard Marquee Day at Shelsey Walsh  
20th July - Durrington Show**

Please contact us if you would like an application form or contact details for any of the above events.

*Guy & Suzie*

## AVON

Tel. 01454 327059

Almost halfway through the year and events are starting to come thick and fast. We went to the Jet age museum on Drive it day followed by a great drive towards Lydney and a good pub with excellent food. We had 6 cars in all and the museum made us very welcome. Thankfully they have a good cafe which provided us with a welcome hot drink as it was a bit cool to start the day and the chap at reception couldn't have been more welcoming. The museum is small but has some great exhibits - highlight of the day was climbing into the Vulcan cockpit. Can highly recommend it for a visit, the staff are very friendly and knowledgeable and you simply make a donation for your visit.

We then left the museum after a couple of hours and caused a bit of a stir getting out of Gloucester as there was a charity walk taking place and the cars caused a bit of interest. We made our way down a great driving route towards the White Hart at Lydney. Great pub and food at good prices followed by a drive home in the sunshine. Hope all enjoyed it.

The club meeting on Bank holiday Monday was well attended. Looking forward to June and July there are a number of shows we will attend listed below. We have 2 main Avon Area events in **June - Brean on 5/6/7 June and Castle Combe Action day club stand for 20 June** (date was incorrect last month). For Brean, just book as individuals for Field 5 and I will have passes for Castle Combe so please contact me if interested.

Other shows we will be attending are :-

**21 June - Berkeley castle show.** Worth attending even if you

can't book as exhibitor as visitor parking right on show ground. Tel 01454 202638

**11-12 July - Sedgemoor vintage club** - too late for entries but can attend as visitors

**12 July is Atwell Wilson museum show day**([www.atwellwilson.org.uk](http://www.atwellwilson.org.uk)) and Lyster Tyndale rally(email [jenny.wytchard@btinternet.com](mailto:jenny.wytchard@btinternet.com)). Both good local shows

**1-2 August** we will have a club stand at **South Glos show.** Just phone up and ask to book into club stand giving your car details and payment ( a lot cheaper than paying on the gate!) Contact 01454 222959 [www.southglosshow.co.uk](http://www.southglosshow.co.uk)

**Next club meeting on 1st June.** See you there

*June*

## EAST BERKS

Tel. 07989 104324

[www.freewebs.com/eastberkstss/index.htm](http://www.freewebs.com/eastberkstss/index.htm)  
e-mail: [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk)

An absolutely brilliant turnout this month at East Berks - after a packed field at Leatherhead over the weekend for the South of England Meet, we had lucky thirteen of us (possibly more - there were so many I didn't manage to check if everyone had signed the book), but more to the point we had 8 Triumphs!! The attached picture is evidence! There you go, you can see (from left to right, and going backwards) John's mk1 Vitesse 2litre convertible, my



Spit 1500 (Bob), Doug's late GT6 mk3, Mickey and Julie's Vitesse mk2 convertible, Colin and Jess's Spit mkIV, Richard's Spitfire 2.5pi (with electric power steering!), David's Herald 1360 convertible, and last but by no means least, Andy's early GT6 mk3. I don't think we've had so many cars at an East Berks meeting in (my) living memory, not since the glory days of the 90s when I started coming to these meetings. Things, as the say, are definitely on the up!

As mentioned, the South of England meet at Leatherhead was very well attended, and back to full strength with a field full of cars. Congratulations to Mickey and Julie for organising, and I noticed John and George were helping out too. I turned up in Bob the Spit 1500, with a big for sale notice on the windscreen and left him to sit looking pretty while I went off round the auto-jumble. Not sure, I may or may not have sold him.. Anyway, cars of note (to me at least) were the pair of big saloons with mechanics looking over the engines. The "mechanics" were looking a bit tired to be honest, in fact positively skeletal in their decrepitness. Luckily nobody had told them and they continued to adjust the tappets for the rest of the show. I also met Chris Povey there with his nice dark blue mk2 GT6. Then there were two nicely modified six-pots - a metallic blue gt6 with inboard suspension springs and full engine management, coils on plugs etc. Very very well executed, although personally I didn't see the advantage of the suspension mods. Can't knock it though. Then there was a yellow Spitfire with a similar engine setup. Coils on plugs seem to be a sensible way to go for me with Dog the Spit when I eventually get him running on Megasquirt. It'll avoid having to mount a big coil on the bulkhead and move everything around for that, and it just means a bit of extra wiring to make up. The auto-jumble was pretty good as always, and I had a long discussion with Rarebits4classics about the quality of rubber parts these days. He agrees that the quality is often lacking, personally tests the stuff he sells, and advises in cases where the only available parts are lacking. I think that's fair - if there's no alternative then you have to sell it, just so long as you tell the customer what they're getting. I know that Garth in the club shop makes similar efforts to ensure the quality of everything he sells. If only all sup-

## TSSC AREA NEWS

pliers were the same.

As I said, I took Bob to the SEM, having got him a new MOT the day before. The emissions were a little high as usual until I tweaked the carbs to set them correctly. All good now, and he seems to be happier on it. Aside from that there were no advisories, and the MOT lady was pleased with the work that's been done on him to bring him up to top standard. Jane valued him (£7500) too, at the SEM, and I was pleasantly surprised to see that the valuation fee has come down to only £12 for two years. That's much better I think, and the club automatically sends the paperwork off to your insurer for you. Very good. Going back to Bob, the great thing about having an original style radio is that it doesn't draw any power when the car is laid up. The day before the MOT I went over to see him, and having been laid up since Duxford (September), and basically not looked at since then (time pressure from having a 1 year-old son!), I turned the key with the choke full out and after filling the float chambers he started up just fine like nothing had happened. Didn't need to charge the battery or use jump leads! Great car, and will be sad to see him go, but he's better off now, having been a bit of a heap when I bought him and now looking resplendent in new paint, new hood, lovely interior and great looking engine bay. I have two other Triumphs to look after you see - Dog the Spit (2.5) and George the GT6 mk3, and I really want to get them out this year to play. Then there's the Vitesse mk2 saloon I've had my eye on...

Doug mentioned that he's been having trouble with his brakes locking on since fitting a servo. We wondered if it might be the master cylinder failing to return all the way. He said he'd refurbished it with new seals, and I learned something new, that the late mk3 GT6 with the servo as standard has a 0.75 inch master cylinder bore, whereas the earlier GT6s had a 0.70 inch bore. I was confused and said to him that I thought the Spitfires have 0.75 inch bore too, but I see now that I was wrong - Spitfires use 5/8 inch bore. If it ain't the master cylinder I'm afraid I'm out of ideas - if anybody else can help please email me with your suggestions and I'll pass them on!

So then, more events: there's the Chiltern Hills Rally next weekend as I write (17 May), and I hope to be attending that - it's been a good show in the past. Then there's **TriumFest UK at Donington on 10-12 July**. Check out Thames Area news too for more local events - Mickey and Julie are always on top of the local events and we regularly attend the same events. I know that's a bit of a cop out on my part, but I certainly appreciate their efforts for the club.

Just to make sure we all know, next area meeting is **Tuesday 9 June 2015 at the Shire Horse** pub as usual, on the A4 to Reading just outside Maidenhead. Hope to see you all then! Cheers,

*Mark*

**SOUTH BUCKS** Tel. 07788 436167

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

Hi. Firstly, apologies for missing last month's report. I have been uber busy at home and work in the last few weeks so I simply ran out of time.

The work load hasn't reduced much, but I was determined to make it this month!!

Tues 14th April Dan very kindly picked me up in his Rolls Royce! I had managed to damage my wrist in a badminton tournament, and my 2000 has TR6 wheels and no power steering. This is great for straight roads, but requires a high level of grip if you want to turn it! It was almost like a summer night, and many people had decided to bring their car out for its first run since last year. The car park was packed, and we couldn't even get in. Not caused just by the sheer size of the RR either. Many different marques were represented and TSSC South Bucks members Simon and Tracey were there, so to was Ken in his very smart Herald convertible.

The following evening was the South Bucks TSSC meet which was one of the largest collection of cars and members I have seen for a while, which was really great to see. We had Austin in his Mk2 Spitfire, for the first time, so a warm welcome! Keith in

his Mk4 Spitfire which he has owned from new for the first time, so again, a warm welcome. We also had Jack who attended for the first time, not in a Triumph, but hopefully when his Spit is ready for the road, he will be in that. So again, a warm welcome. Great to see new members and hope you can make it a regular date! We also saw Robin in his Mk2 Spit, Phil in his Hurricane, Dan in his RR as the Stag is deep in restoration. Rob and his son, Paul & Liz and the sheep, and myself were also in attendance for a great evening. My thanks to all that came along to make it happen.

My 2000 and BMW 540 somehow are due their MOT's within a week of each other. This causes many issues for me, but less than Paul at Merrits MOT centre (01494 711727) as he has to test them! Thanks again to Paul as he supports the MOT requirements for majority of cars within the South Bucks group, both classic and modern. We take Land Rovers for MOT's and still comes back to the monthly meet! However, the thought of trying to squeeze Dan's RR onto the ramp for its MOT does now look the biggest challenge to that!!!!

Ok, as we are now heading for summer (fingers crossed) here a few events you may want to try...

**Sat 6th June is the Holyport fair.** 13.00 hrs start. This is a nice local village event with a few classic cars. Holyport is on the road from Maidenhead out to Bracknell. George on the Green is just off the road is usually a good point to go and see where the classic cars are.

**Tues 9th Ace cafe classic car night. We may have a run to the Harte and Magpie pub which is on the road from Beaconsfield to Amersham as they have a classic / USA classic car night.**

**Sat 13th Wrasbury fair** TW19 5NA. Its a big gathering and maybe through the Uxbridge classic car club, so check first.

**Wed 17th South Bucks TSSC meet at the Squirrel pub.**

**Sun 28th Leighton Buzzard railway classic car show.** LU7 4TN. I haven't been to it yet, but her it's quite a good show. Hope to see you at event or club meet soon! Take care.

*Carl.*

**CHESHIRE**

Tel. 01625 425845

[www.tssccheshire.webspace.virginmedia.com](http://www.tssccheshire.webspace.virginmedia.com)

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

Last month I neglected to mention that Totally Triumph are still in business, despite the front door being locked when a Cheshire member 'dropped by'. I still need to talk to Chris and establish what he is (and equally important, isn't) doing.

Dave and I travelled to HQ for the AGM, Dave driving what he calls a modern car but is old enough to have several electrical problems. And despite it being a diesel, it doesn't approach Blitz the Vectra's economy figures, despite Dave being in fifth gear almost all the time and never exceeding the speed limit (by much). Anyway, there were no issues to resolve at the AGM (unlike last year), although we have a new Chairman of COM, and two other COM people have resigned their positions. Chris Gunby is proposing a 5 point tour in April 2016, covering 1500 miles in 48 hours! You should have had an email on this, there should be more details on the TSSC web site.

April 19th brought the first Show of the Year, the Sandbach Festival of Transport. I found a few Triumphs around the place, including the Acclaim owned by the man who sprayed his Vitesse (to a very high standard - no pun intended) with 24 spray cans. Sadly he has now had his Vitesse sprayed professionally so I can't carry on with the spray can reference. It was rather cold (10°C most of the day) until the sun came out at 3 in the afternoon, when I was able to take my scarf off!

And so to Drive It Day. With 4 days to go, the weather forecast looked quite poor, thunder in the morning and showers in the afternoon in Matlock. Pleading with the elves seemed to have some effect, as by Sunday morning the forecast had changed to





# CHESHIRE CORNWALL . . . COVENTRY

## TSSC AREA NEWS

### Cheshire Continues

sunshine all day, although it was still rather cool. Seven cars gathered at Leek, six of them wearing Triumph badges, and one honorary Triumph (it really is time that Vitesse got done....). We had an excellent drive through The Derbyshire countryside, a pleasant lunch at Carsington Water, another pleasant drive to Crich and an interesting afternoon at the Tramway Museum. Then the remaining stalwarts headed to Rowsley and some dinner at the Grouse and Claret. On the way, we observed what appeared to be an arrest of someone travelling the other way (handcuffs were seen!) and one of the largest traffic queues imaginable on the A6 as a result (fortunately, in the opposite direction to ourselves). We managed with the roof down all day, although we were a tad cool by the end of the journey.

Gawsworth Hall was stunningly well attended! So many cars, so many people to talk to, probably all because of the excellent weather. I was parked between a Brough Superior (car) and an MGB, and just had a wonderful day, as did all who attended.

And so to our meeting and related matters. We welcomed Steve, who I met at Gawsworth and has a Vitesse saloon, albeit with fuel pipework issues at the moment. I brought some bits for Jack and Richard, and managed to offload my collection of car CDs (to a very welcoming home!). I've had communication from a lady with a Herald convertible with 'knocking noises from the back', which are most likely a UJ on its way out. I gave her the Totally Triumph numbers and she found Chris had too much work on, so Chris put her in touch with Triumph Nuts. There is also an old car fettle on the Chelford Road, and another near Strines. Curiously Jack was also complaining of knocking noises from the back of his Herald.

I took a straw poll of who visits the TSSC web site. Not many hands went up, and voice was heard to say 'I can't use the web site because I haven't got a login'. To put the record straight, you can use the web site with or without a login – the login allows you to see the phone numbers in the classifieds and to see the club shop discounted prices, but ALL aspects of the website are available whether or not you login. And, the website is where I put details of things like Drive It Day, and any info about the runs out (see below). Please go and have a browse.

Our next meeting is on **Thursday 4th June at the Cock and Pheasant**. This is the first run out of the year, so the time to gather is 7:30 for 8. We'll be doing the run to the **Swettenham Arms**, maybe by the same short route we employed last year, maybe a slightly longer one. As ever, the details will be on the TSSC web site (tssc.org.uk) and are available to all, with or without a login.

*Henry*

**CORNWALL** Tel. 01872 573763  
[www./autos.groups.yahoo.com/group/cornwalltriumphs/](http://www./autos.groups.yahoo.com/group/cornwalltriumphs/)  
 e-mail: [cornwall@tssc.org.uk](mailto:cornwall@tssc.org.uk)

Things have started getting busy and our Triumphs have been out in strength. As a follow on to the Lands End Trial, Team TR; Phil Tucker, Neil Christie and Mike Warnes, won the team prize! They were the only team to finish in tact after a very gruelling event. Only one member of Team Forever 21 (us) finished.

Drive it Day turned out nice after a showery start. Unfortunately Carol broke down on the way to Sparkford and never made it, but a good crowd of us went south to Porthleven for the Food and Music Fair. Unfortunately we missed most of the food, because the main day was the Saturday, but we still had a very nice lunch and heard some great music. We also had some very nice compliments about our cars.

The other BIG event was Malcolm and Claire's wedding. Malcolm finally tied Claire down at The Tregenna Castle Hotel, St Ives and we all went along in our cars. They looked beautiful as the backdrop to the photos, just as they had asked. The day was

very nice and great fun, the party band got most of us up on the dance floor for quite a time. Thanks Malcolm and Claire and congratulations.

Meetings have gradually got bigger as more of you are coming out for the lighter evenings, but there's still room for plenty more of you.

This month's big event is our Camping Weekend at Bodinnick. We all tend to arrive through Friday afternoon and evening and meet up for a drink in the pub by the ferry. Saturday we have a scenic drive out and return for a barbecue in the evening, which is always great fun. On Sunday we head for lunch and then home. It's always a fun low key weekend and it's great to meet up with our friends from across the Tamar. If you want to come, please let me know.

#### Diary Dates:

#### JUNE

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

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

**Mike Crewes & Sally-Ann Quick**

#### JULY

**Fri 3rd – Sun 5th TSSC Devon Camping Weekend, Martock – Sue Franklin**

**Thursday 9th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Fri 10th – Sun 12th TriumFest UK, Donington Park  
 Saturday 18th Standard Triumph Marque Day, Shelsley Walsh**

Looks like I'll be putting a few miles on the Stag over the next couple of months.

*Mike*

**COVENTRY** Tel. 02476 457487  
 e-mail: [phillyncovtssc@yahoo.co.uk](mailto:phillyncovtssc@yahoo.co.uk)

Hi Everyone. We are now well and truly into the events season, on Sunday the 12th of April our group was split up with 3 different events, Rikk & Jeanette attended the Daffodil Sunday at Monks Kirby and the report back was a very enjoyable day with lots going on, a good selection of quality classic cars on show in beautiful surroundings they really enjoyed the day, also it was the Heart of England meet at the Griff in Bedworth which had it's normal good turnout where a number of the clan turned out on a nice sunny Sunday.

We jumped into the "Smiffy Spitty" and off to the Area organisers Seminar and the AGM at Lubenham, sad to see Pip & Frank resigning as National Organisers, they have done a great job, no doubt our paths will still cross on a number of occasions, we wish them all the best for the future. With the new website up and functional it was a lot more positive meeting and we offer the new chairman Chris Gunby our support for the future.

Sunday 27th National Drive it Day was also our Dalos Day Run in which we incorporated a St Georges Day theme, we were joined by the Armstrong Siddley Owners Club Central Area which was our best turnout yet with



27 for lunch in 12 vehicles comprising of 2 spitfires, 1 Herald Convertible, a MX5, an Audi TT Convertible, an Austin

Cambridge, Jaguar XJS, Fiat 500, a Porsche and 3 Armstrong Siddleys. An excellent convoy of classics travelling through the country lanes and villages of central / western Warwickshire which

## DERWENT VALLEY



### TSSC AREA NEWS

- 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 04448 564541
- 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.com hsh@hotmail.co.uk. Allen Eaton 01604 505422 Mob 07802 570590
- Saturday 18th July** Rainsbrook Valley Railway Drive & Picnic Day with ASOC. Meet at Jet Station on A45 Toll Bar Island 1.00pm
- Saturday 18th July** Standard Triumph Marquee Day, Shelsey Walsh rachel@mac1901.co.uk
- 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. anbremer@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.

concluded at the Tipperary Inn, Honiley, Nr Kenilworth for lunch. The meal was very good value and delicious, Phil presented all the fellas with chocolate Bunnies, the reason being its normally

the ladies who get the goodies and it was about time the fellas got something. When he saw the ladies reactions he quickly presented them with not only a chocolate Bunnies each but also a Red Rose for St Georges Day. Definitely super creep of the month. We would like to thank all who made the effort with St Georges Day. Dress and Regalia, it really added to the fun of the day and as always the Sun shined on our Dalos Day.



The next outing was to the Rushden Cavalcade on Saturday 2nd May a first for us, we met up Steve & Sharon and Mike & Sam with their 3 lads to travel in convoy to the Cavalcade where we were joined by Paul & Joan who camped the weekend, the

show was very big with over 30 traction engines and hundreds of commercial vehicles on show, a very enjoyable day although a bit cold.



We didn't go on the Sunday as the heavens opened in Coventry but Paul & Joan stayed the whole weekend and on the Monday the weather was fine and the show had the best attended day.

Then it was our monthly meeting at the Bull & Butcher, Corley Moor and typically of a Tuesday evening the weather was atrocious so we were not able to use the paddocks to display our cars, so after an enjoyable meal in the restaurant it was into the snug for the meeting which considering the awful weather was well attended. A special welcome to Steve & Tracy Lynch who joined us for the first time.

The Spring Rally is our next event this being our 2nd year and the response is very encouraging so its all systems go, everything has been arranged and the price of the supper on the social evening is now only £10 per couple.

**The Heart of England meets are now on the 2nd & 4th Tuesday of the month from 7.00pm.**

Swadlincote Festival of Transport on Sunday 17th May, we will meet at the Redgate Inn on the A5 Nuneaton at 9.00am.

Dalos Day on Sunday 24th May to be devised by Keith & Trish we will meet in layby on A444 between Bedworth & Nuneaton just before Amids Palace at 12.15pm ready to leave at 12.30pm. Most know numbers by Wednesday 20th.

**Sunday 31st May Woolaton Hall meet up at The Redgate Inn A5 Nuneaton 9.00am**

The Coventry Festival is looking to be back on with a run round Coventry and is likely to be based at Stoneleigh again, more details to follow. To show your interest email [phil@covfest.com](mailto:phil@covfest.com) Let's hope for better weather for our June monthly meeting

Regards

*Phil & Lyn*

#### Forthcoming Events :-

**Weekend 29th/30th 31st May Coventry Motorfest. Book in online we will be going on Saturday**

**Sunday 31st May Autokarna Woolaton**

**Hall [www.pwa7c.co.uk](http://www.pwa7c.co.uk) or call Gerald Mulford 01159**

**143581. Meet at Redgate Inn on A5 Nuneaton at 9.00am**

**Saturday 6th June Woodford Halse, Farndon Mill**

**Northants. Just turn up**

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

**See Courier.**

## DERWENT VALLEY Tel. 07813 397731

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

e-mail: [richard.malin318@gmail.com](mailto:richard.malin318@gmail.com)

Hello everyone, well all too quickly summer is upon us (although at the time of writing I am starting to wonder if that is the case)

I hope that you are all making the most of the "season" and getting out enjoying your cars and getting them in tip top condition. Hopefully my old girl will have passed her annual inspection and get a clean (ish) bill of health for another years motoring. Even after so many years of ownership (21 and counting with my first triumph) it never ceases to amaze me the reactions I still get from members of the public, on one occasion, whilst sat in traffic a chap stuck his head through my window and said lovely car mate and then he was gone.

Our May meeting was a small and quiet affair, possibly due to following hot on the heels of the Bank holiday, with some of our members getting back from a busy Isle of White weekend only a few hours earlier.

There was entertainment on offer which unsurprisingly raised a few eyebrows and plenty of laughs. I put together a quiz where I gave a number of clues to something, an example being, I hardly ever pull out in time, I penetrate dark tunnels, when I'm coming I blow. The answer is of course a train, what else could it have been????? It certainly was very telling to some of the reactions and responses that were offered.

Onto other things, preparations are in full swing for the **Peak Run on the weekend of 12-14 June** with lots of entertainment and something for everyone including a drive through the heart of the country taking in some stunning scenery and landmarks.

I look forward to seeing some of you there at some point in the weekend.

For those of you that maybe fancy something different there is also a weekend planned by those good folk in the **Manchester area (5-7 June)**. They always manage to come up with something different and put together a cracking weekend so if you are in that area do please try and support them.

Back into Derwent valley we will be having our now **annual fish and chip run**, at the moment this will be for the **July meeting**, Starting at our base in Smalley and probably heading towards



# DERWENT VALLEY DEVON . . . DEVON NORTH

## TSSC AREA NEWS

### Derwent Valley Continues

Matlock Bath. More details will be on the website/Facebook group in the coming weeks and also in the **July Courier**. Well that's if from me for now

*Richard*

**DEVON** Tel. 01548 821348  
 www. www.tssc-devon.org.uk  
 e-mail: sueandjohn@tssc-devon.org.uk  
 https://www.facebook.com/groups/134271493433942/

Spring had arrived in time for April Club Night at the Star Inn, bringing out a total of 10 Triumphs to play. Spitfires of Peter, Mike and John L, Colin's 2000 estate, Maurice's 1500 TC, Jackie's 13/60 estate, Mark's 2.5pi, our 13/60 convertible and, Keith's TR 4 were joined by TR Register member Roger's TR4A. The evening was spent planning for various events, hearing a bit about the recent Club AGM, nattering in general and looking at the cars in the car park. At the end of the evening we were privileged to see the International Space Station going over too.

Drive it Day – well what can we say? We were supported by members and non members from far and wide. Cars came from the Isle of Wight, Cornwall, Surrey, Essex, Hampshire, Glos, Worcs, even Leics, together with the great gang from South Wales. A huge group met up at Exeter Services though they were slightly eclipsed by a group of Aston Martins, and the roads must have been full of Triumphs from all points of the compass. Helped by the boys from Essex and Leics, the huge TSSC banner flags were erected on the track at Haynes International Motor Museum and shortly after cars started streaming in. With 'big' cars parked to the right and littlies on the left, the 150 allocated spaces were exceeded, and the later comers were parked on the grass. Amazingly, the total was 158 Triumphs which we are sure is a record we will not break. Just about every model produced was there, from Guy & Susie's Bond to an early Mk1 2000 estate and a lovely coupe from Somerset. We know of a couple which did not make it there, and at least one who was AA'd home, but a huge thank you to you all. The discounted entry at the museum was well received, and the weather was kind if cold.

The following weekend saw 3 Triumphs and 2 moderns make the trip to the Isle of Wight. The site was bursting at the seams with Triumphs once again and we had a simply brilliant time. Huge thanks to Tracy & Elaine for organising the weekend, if not the weather, and it was lovely to catch up again with the many Triumph friends we have made over the years. Roll on next year – the dates are 29 April to 2 May. We think Ian M was the only one to escape unscathed this time, apart from the 2 which decided not to play, we lost the Stag's overdrive big time and Allan came home on 4 out of 6 cylinders!

You will see from Darren's first North Devon report that the inaugural meeting at the Crealock Arms was a huge success. Hats off to Mike who drove Spitty from Brixham and Neil who proved Edith can do it and it was good to see the support for the new Area. Some other lovely cars there including Malcolm's great 1500 Spit and some smashing TRs. The North Devon meetings will continue on the first Thursday monthly and we can thoroughly recommend not only the venue and the food but the company too.

#### WHAT'S NEXT

**North Devon Area will meet again at the Crealock Arms, Littleham on Thursday 4 June.**

**Sunday 7 June sees the return of the popular Trains & Triumphs event at the South Devon Railway at Buckfastleigh, this will be an informal turn-up event but it would be helpful if you could give us a heads up if you are coming along.**

**Devon Club Night at the Star Inn will be Wednesday 17 June** – virtually midsummer already!

**Powderham on 11 and 12 July** looks to be as big as ever, and

we have a number of Somerset members joining us once again, as well as our regulars from Monmouth. Passes will be issued in early June and will be sent on to everyone who has entered our given out at June's Club Night.

Almost finally – we thoroughly recommend having a Club valuation of your pride and joy – providing you are insured through one of the Club's panel insurers, a Club valuation will always be backed up by the Club in the event of the unthinkable. Free for the first 1 year valuation, we recommend having a valuation undertaken every two years to maintain the Agreed Value cover or else you risk being insured only at Market Value – beware!

If you have not come along to one of our meetings, do give us a try – we are a very friendly group of enthusiasts and you can be assured of a warm welcome at any of our events.

#### DEVON DIARY

- Thursday 4 June North Devon Meeting at the Crealock Arms Littleham EX39 5HN**
- Sunday 7 June Trains & Triumphs at South Devon Railway, Buckfastleigh**
- Wednesday 17 June Club Night at the Star Inn, Liverton TQ12 6EZ**
- End of June Cornwall Camping weekend – contact Mike Crewes**
- 3 – 5 July Martock Retro-Fundraising event**
- 11 & 12 July Devon Area stand at Powderham Show**

*Sue & John*

**DEVON NORTH** Tel. 07806 351499  
 e-mail: darren@tssc-devon.org.uk

**Date: Thursday 7th May 2015.**  
**Venue: Crealock Arms, Littleham. EX39 5HN.**



Well, what a fantastic start to the new North Devon club nights. After my initial fear that nobody would turn up, we were pleased to see John & Sue Franklin already at the pub and with their food ordered when we arrived. Shortly after we heard the familiar sound of a Herald, it was good to see Neil Vaughan arrive in Edith after his fuel problems had prevented him from making it to Sparkford on Drive it Day, then Mike Hadley arrived in his Spitfire MKIV all the way from Brixham.



We were pleased to welcome a group of local TR owners from Barnstaple, plus ex-member Malcolm Huxtable and new Triumph

Herald owner Laurence Horwood both of whom were interested in joining the TSSC, so already the new group was encouraging new members. By 8.30pm we had a healthy contingent of 16 people and 9 cars, what was I worried about! The venue proved to be a great success, those that had food enjoyed their meals and a separate room was made available for us to spill into as the numbers grew.

A big thank you to Sue & John for their support in getting the North Devon area up & running, for the box of literature and the flag & pole!

Date of next meeting: **Thursday 4th June.**

*Darren*

ESSEX

Tel. 01375 672072

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

Hi, all the Triumphs from Essex have been out all over the place getting up to all sorts and enjoying their cars

**The big news is as from this month June we are changing our club day to the second Sunday in the month at the same venue the Halfway house A127/A128 June 14th**

**My office** - I have been busy but not successful this month, the Stag is still fighting me and at the moment it is winning, the Rover v8 water pump needs changing all but two bolts have come out, all be it that one snapped and one has stripped (but I can get to them) but TWO 8 inch long bolts are refusing to move and I don't want to snap them as they are too long to drill out, I will get there somehow but as yet I don't know how!

KiKi the Toledo is fighting me as well but with her it is the clutch, all the bits have been replaced and she still won't work, I have now made up a small sleeve to extend the arm that goes in to the slave cylinder - to see if that gives me clutch movement.

But on a good note Tallulah my Spitfire just done 450 miles over the weekend without missing a beat but I don't want to say too much as she is going to the Isle of Wight at the end of the week and I don't want to jinx her.

**Out and about - AGM** I took Janet away for the weekend to Market Harborough a nice romantic weekend, oh dear it just happened to coincide with the club AGM, it would have been a shame to have missed it so we went to HQ spent some money in the shop and chatted and drank coffee and I nearly forgot we had an AO meeting and an AGM. I did take Janet for a nice evening meal at the Premier Inn and a bit of shopping during Saturday though for brownie points.

**Club day** - we had a good mix of cars this month: 2 Spitfires, 2 Toledo's, 2 Heralds, 1 GT6, 1 TR5, 1 TR7, 1 2.5, plus Lightning. We had a lot of new people ,making us up to 22, sorry I did not get all your names but welcome to Grant & Sandra, Stuart & Emma, Colin and wife. We had lunches, then a good look around all the new cars, a very nice pair of TR's from different times but both very nice. And we have been promised a Herald this month as its brakes were binding last month.

There was also the conversation about **changing the Club Day** and it was 100% agreed to change to the **SECOND Sunday**, same time and place, starting **June 14th**. This has mainly come about due to another club (modern) meeting the same time as us for the past year or so and there are so many modern MG's on the road we just can't get into the car park. So decision made and we will see how it goes.

**Wessex Run** - 2 cars on this run through the New Forest with lunch and a car show, lots of pictures posted on the internet and a good time was had by all, Lesley reckoned the Italian restaurant food was to die for. Apparently there were about 138 cars.

**Drive it day**  
we had 4 cars from Essex go down to this event at Sparkford, we left on the Saturday and visited the fleet air arm



where Janet once lived for 3 years in another life.

Then on to the Travel lodge where we met up with Sue from Devon and other Triumph minded people for dinner in the Little Chef and lots of nattering.

Saturday night 3 of us (in a Herald) went in to Yeovil to see Fast and Furious 7, not the best of the bunch but ok .

Sunday morning I found myself leading a convoy of 8 Triumphs to Haynes museum, then it was park up banners and flags out as the rest of the cars started to arrive, 158 in total. We looked around the museum and chatted to friends old and new, drank Coffee and the day just seemed to disappear.

Then back to the travel lodge for showers and out for a nice meal at the Podimore pub. Again an old haunt for Janet from the past and it has been refurbished but still very much a great country pub.

Monday off to Street to go shopping in the Clarks village then some of us departed for home and some took a detour to collect Triumph bits in Bournemouth and a nice food stop.

I got a very nice set of wheels for KIKI, Kirk got a spoiler for Kermit and Tom Got lots of bits for his Herald. All of which went in to Kermit for the trip home. Thanks Kirk.

**Isle of Wight weekend plus** - Three cars at Thurrock services early Friday morning ready for the off. We started early expect-



ing traffic on the Dartford bridge but we made good time to the A3 so we had a more leisurely coffee stop and still made it to the ferry an hour early, they let us on as we were only small Two spits and a GT6. (Lightning McQueen)

Godshill for lunch and a look around then to base camp, 3 caravans at Appuldurcombe. We unpacked then the rest of the family arrived and the weekend started ,meet and greet in the bar, any excuse for a drink. Saturday morning me and the grandson Jack uncovered the car, wiped her down and checked her over for the days fun, he even got a ride down to the marshalling area in Tallulah (he loves the Spit and at 3 he has already claimed her for his car) 11:00am set off to the wild life park via some very interesting roads



,met the family there and spent the day answering the quiz sheet and feeding ducks. Dinner down the sea front in Shanklin and then the arcade, and back to base from some more time in the bar. There was a very good band playing and a bit of dancing was done.

Sunday, Jack was on duty with car uncovering and cleaning down again then another interesting drive and on to the BBQ at the yacht club, we did not take part in the sand castle event but went to Amazon World to meet up with the rest of the family, good old Tesco's vouchers, got in with those. Then in the evening, back to the sea front for dinner and on to the club house for games, then a quiz and guess the object in the bag which was very good fun. Mike did the eat the pile of crackers with no hands but missed all the crumbs.

Monday, Jack on car duties, then off to the Dairyman's Daughter for lunch and goodbyes' we went with the kids to Cowes to wave them off as we were staying the rest of the week as were the other two cars from Essex, making a holiday of it.

We all explored the islands delights separately (things like, book shops, coffee breaks, cream teas, ice creams, and looking at boats, pub lunches and exploring country roads) but met up in the evening for dinner (you guessed it) down the sea front at



# ESSEX . . . GLOUCESTER HERTS & BEDS . . . ISLE OF WIGHT

## TSSC AREA NEWS

### Essex Continues

Shanklin. It all came to end quickly and we were soon saying goodbye to the island (we are back in 5 weeks but that's another story).

We had a quick trip to Bembridge lifeboat station and a coffee looking out to sea, very nice. Soon on to the ferry and on our way home, tired, but enjoyed it.

Many thanks to Elaine and Tracy from the isle of Wight area for all the organisation of a great weekend. We will be back.

#### Up and coming June

**Sat 6th camping overnight to test out all the new camping stuff for Donington and Silverstone, let me know if you want a pitch.**

**Sat 13 Ace Cafe run**

**Sun 14th Club day Halfway House  
July**

**Sun 5th Maldon classic car show**

**Fri 10th -Sun 12th TriumFest UK Donington**

**Sunday 12th Club day Halfway House numbers will be limited as most people will be at Donington**

**Wed 15th Classics on the common Galleywood**

Happy birthday to Jean on the 14th, Wes on the 19th Janet on the 20th.

A big welcome to Norman Brooks hope to see you at club  
Regards

*Allan & Janet*

## GLOUCESTER Tel. 01452 790126 www.tssc.org.uk/gloucester

Ok here I go with a roundup of this months movements (people and cars.....Not popup).

Prescott breakfast club is getting more popular and a good breakfast is a really good way to entice us out although I didn't have one and those that did took full advantage of telling me how good it was.

Classic cars, classic bikes and bacon and eggs mmmmm.

We had a fantastic turnout at the area meeting loads of lovely cars and some of the people weren't too bad either, and a nice surprise visit by Tracy Cleaver obviously made the evening more enjoyable.

Drive it day next and we gathered at the Air balloon pub to venture southward into Somerset to join up with an eye watering 158 other triumph owners and guests to enjoy the Haynes museum and all it has to offer, we had a great day out with a lovely drive there and back, it was drive it day after all. Don't worry Brian I won't mention the wayward spoiler. Thanks to Sue and John for the invite.

The Old Fleece inn was the lucky recipient of the next trip out and a small but select group turned out to sample what the hostelry had to offer.

Then the Isle of Wight, what a great weekend we had, the event, the people, the cars, the food and a little drink too. Tracy and Elaine did a great job with the activities over the weekend and the sand castle competition was really good fun. I can't remember the last time I did that and we came second.

Jane won an award too her Spitfire 4 was voted the car they would most like to keep on the island, that'll be in the trophy cabinet now too.

Thanks to everyone that came along and of course to Tracy and Elaine and all their helpers for a fun packed weekend.

A busy month and May is even more full on lots of us of to Spa and people are busy getting cars prepped and ready to go, more on all that next time.

Keep busy and enjoy your car and we will see you out and about soon.

*Andy*

#### Events.

**Sat-Sun 6th-7th June** the Cotswold motoring festival at Stow rugby club.

**Sat-Sun 13th-14th June** the Footman James Bristol classic car show at Shepton Mallet.

**Mon 15th June** Area meeting at the Swan Coombe hill 8pm onwards.

**Sat 20th June** The Summer Solstice at Shelsley Walsh hill climb.

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

Hi, with the sunshine recently its been getting busy, washing, oiling and whatever. Drive it day managed 15 members and a 45mile drive around some lost countryside and ended in Buckingham Garden Centre. Some drifted off after a good wander, and 9 ended up at the Three Locks for some Fodder watching the narrow boats go up...and down

We will have a **Club pitch at the Luton Festival of Transport June 12th**, anyone needs a free pass, please contact me PDQ.

There's a planned run to **Broughton Castle Nr Banbury for Guided tour. This has been slotted in on May 31st**, we start from the A6 A421 roundabout services just south of Bedford at around 9.30am. This is £9 ea.

The move to the Crown has been really good, room to talk sit and entertain, Monday had 30 members visit for one of Jo's famous surprise lucky dip raffle, we managed some clean answers to a questionnaire about what & where to go, and I managed a quick talk on the wonders of synchromesh, and Jo got a ribbing for the Quiz and a couple of contentious questions...well why not, nice to see Ken, & Marilyn, Christopher and Yvonne, with apologies from Linda & Phil who have just bought the White Vitesse from Club HQ, this was one of the founder member cars and belonged to Bill Sunderland's wife, and sold to make sure it got used and some TLC from an enthusiast.

An honest car with only 26k on the clock. We await its arrival.

I have been helping Ray with a rework of his spare overdrive box to fit in the Coupe, and as usual the mainshaft tip is worn out. This is the weakest part of the old Standard 8 carry over design. Which spurned the talk and display at the pub.

If you are attending **TriumFest UK July 11 /12th** booking forms are in the Courier or download off the website

If you are attending **Kimbolton charity Classic July 12th** I have some passes so let me know.

The next **Pub meeting is at the Crown, Shillington, May 25th, June 22nd and July 27th**

**Duxford All Triumph day is September 13th 2015**

Regards

*Pete*

## ISLE OF WIGHT e-mail: isleofwight@tssc.org.uk www.facebook.com/groups/786750551371248/

Wow, wow, wow, what wonderful feedback we've received about the 26th Isle of Wight Triumph Weekend. Thank you to everybody who supported this event, Facebook has been buzzing with photos, videos and posts, so if you haven't already joined then you can do so at the Isle of Wight Triumph Sports Six Club page and have a look.



The weekend started off with everybody collecting their goody bags from us in the onsite clubhouse and by the end of Friday evening we had over 60 cars with over 160 people registered. Everybody was in good spirits or was that having good spirits in the bar!! It was good to catch up on everyone's news

## WEST KENT . . . LANCASHIRE

and tales of journeys to the Island.

A few more people arrived on Saturday morning and by the time the convoy set off there were over 70 beautiful classic cars lined up for our drive out to Seaview Wildlife Encounter. The trail quiz was handed out and participants headed in to the park to find the clues to win their prize. That evening a local Isle of Wight band, Groove Union, provided the music and soon the dance floor had moves going on on it that hadn't been seen for decades!!!

Sunday morning dawned with rainy skies, but thankfully it stopped, so tops went down and off we convoyed to Yaverland sailing club where they provided us with very respectable BBQed delights. After a quick ice cream it was time to head down to the beach to start creating masterpieces in the sand. The highlight of the afternoon was the air sea rescue demonstration in Sandown bay.

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After a quick ice cream it was time to head down to the beach to start creating masterpieces in the sand. First prize went to Chris and Maria with Arundel Castle, second to the Gloucester Area with Gloucester Castle and third to Adam for his ploughed field, thanks to the Commodore for judging them for us. The highlight of the afternoon was the air sea rescue demonstration in Sandown bay, very impressive and even the sun show.

Sunday evening was a new take on the quiz night and the reformatted evening proved to be a success, at least it's safe to say that everybody had a good laugh especially at the Appuldurcombe steeplechase, well done to Martin the winning jockey.

This year's prize for the car that she would most like to keep on the Island was awarded by Cherry from Appuldurcombe to Jane Rowley for her Spitfire.

All good things have to come to an end and so on Monday we convoyed to Arretton Barns for a pub lunch before everyone went their separate ways, or at least until next year. The campsite have already taken 26 bookings for the caravans so only 14 left, if you don't fancy sleeping under canvas then give them a call pretty damn quick.

Anyway back to Island matters, the brunch runs are growing in popularity and we had a record number of attendees when we visited the café at the Garlic Farm so be sure to check your Courier each month for the date of the next one.

Look forward to seeing you out in your Triumph as more and more come out of hibernation, they love the sunshine.

Happy Motoring

*Tracy and Elaine*

**IW Triumph Club meet at the Woodman Arms,  
Monday 15 June 8pm  
Brunch Run – Sunday 21 June, 10am, Newport  
Joe Ellis car show – Sunday 27 June, Havenstreet**



## TSSC AREA NEWS

### WEST KENT

Tel. Colin 07810 102525

Tel. Del 01732 743747

e-mail: [colin@tssc-southeast.org](mailto:colin@tssc-southeast.org)

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

Nice full month this time. AGM really enjoyed the day and visiting HQ. Glorious building and to sit at the bar with a beer in one hand and a burger in the other, that's an AGM for me. So to local news. Big event for me was drive it day. Was expecting a nightmare weather situation but it was rather pleasant. Total 7 cars, 6 left the start line and headed for the first comfort stop. Opps since my visit earlier it had changed from a teasoph (with loos) to a farm shop without. So short break and onto the Ashdown Forest centre (loos). Then short hop to meet up with Phillips glorious Sprint and onto the Bluebell Railway. In all a very successful day, and a My new claim to fame was driving my Sprint round and round and



round and (well you get the idea) Brands Hatch for a Classic Cars photo shoot. Me and 4 other 'track cars that made it into production'. Article out I hope in July.

Other news, really nice meeting. Joined this time by Ruth and Erminio. Ruth has a GT6 that I'm looking forward to seeing SEM this weekend. Did a small mailshot of members and got a nice response although anyone who is local, please pop over or email me for details. Runs so far, Eastbourne on the 2nd was a nice show, but Sunday we abandoned due to rain.

Upcoming run. **On the 19th July** I'm organising a club run out to **Polesden Lacey**. A NT house with a very obliging car park. The place is dog friendly and the idea is bring the family have a picnic enjoy the company. **Meet Cock Horse 10am, Grasshopper 10.45.**

*Colin*

### LANCASHIRE

Tel. 07980 604021

07951 727747

[www.tssclancashire.yolasite.com/](http://www.tssclancashire.yolasite.com/)

e-mail: [kev.makin@hotmail.co.uk](mailto:kev.makin@hotmail.co.uk)

e-mail: [jdpetty@talktalk.net](mailto:jdpetty@talktalk.net)

Facebook: TSSC Lancashire Triumph Sports Six

Well, Having missed a review last month (mainly as there wasn't anything to report!!) this month was a little better.

Sunday 26th April was the national drive-it-day and four of us from the Lanc's area joined up with the Pilling car club for a very decent run that Paul Wilson had organised. The weather was spot on for the 100 mile route from Garstang to Malham and back to Garstang over a variety of roads from motorway to single track country lanes. Thanks to Paul for his time and effort in planning the route.

Tuesday 28th was our monthly meeting at the Canberra club BAE systems. Around a dozen of us turned up for a chat and a beer, top marks to Andy who was the only one to come in a Triumph, my excuse was the weather.

Sunday May 3rd Ripon Spring classic. Although I hadn't chosen to go to the club meeting in the Vitesse due to it raining 'slightly', Sunday morning it was absolutely throwing it down, so defying logic I meet up with four others and drive over the Blubber Houses into Yorkshire, hood up of course!!!. The Ripon show on a good weather day can get a 1000 cars turning up, unfortunately for the organisers the weather pegged it back to around 150 vehicles. But, true to the British weather around 2pm the sun



## LANCASHIRE . . . LEICESTER & RUTLAND LIVERPOOL . . . M25 EAST

### TSSC AREA NEWS

## Lancashire Continues

appeared so that we could all dry out and drive home with the tops down.

Next weekend will be the North Yorkshire Triumph weekend let's hope the weather improves for that.

That's all for now....

*Kevin*

## LEICS & RUTLAND Tel. 07530 307371

Hi all. The L&R gang have now moved our monthly meeting to a new time and place.

The Red Lion served us well for a few years but we had a problem with the car park as it just wasn't car club friendly. Everything else was superb and we will be going back to the Red Lion for our Christmas dinner in December.

**Our new venue is BEEDES LAKE GOLF CENTRE, BROOME LANE, EAST GOSCOTE, LEICESTERSHIRE, LE7 3WQ. ON THE SECOND TUESDAY OF THE MONTH.**

We will have had our first meeting there by the time this goes to press so hopefully we had a good turnout and it went well. It was a very difficult decision to make as we set the bar high. As a classic car club we needed somewhere that was suitable for everyone to attend in their classic car and be able to stand and chat around their cars as well as having all the other necessary facilities. This new venue is ideal for that and it has a lovely lakeside setting with a patio area and bar/restaurant. Being a golf club it is all immaculate too.

We are not the only car club to use this venue as the Leicester area of the Jaguar Enthusiasts Club meet here on the third Tuesday of the month.

We would love to invite some of our other TSSC members to come and join us any second Tuesday. There is no shortage of space for cars or people.

Drive-it-day was popular for most of our regulars. Chris (GT6), Howard and Jenny (TR6) and me (2000) drove down to Somerset to meet up with several other groups at the Haynes Car Museum. Sue Franklin was the contact on this one and she managed to gather 158 Triumphs in our area of the car park. Well done Sue. The museum itself is a much improved venue since the complete rebuild a couple of years ago. An immaculate and very well put together venue that we would thoroughly recommend to anyone. The majority of the gang went to the National Arboretum in Staffordshire on drive-it-day that is a very special and moving place dedicated to all our fallen heroes.

5 cars made it to the Isle-Of-Wight bash and none of us had done this event before. John Edwards in his Battle of Britain Spitfire 1500. Dave Smith in his TR7. Chris Edmonds in his Mk2 GT6. Steve and Pat Goddard in their Mk3 GT6 and me in the 2000. No problems with cars at all. It was a great weekend but somehow we managed to miss most of the evening events because we were out eating somewhere. We will be more organised next year.

By now a group of us will have returned from our trip to Spa and Bruges on 20th-29th May. Dave Smith (TR7), John & Jan (Vitesse), John Edwards (Spitfire 1500), Steve & Pat (GT6), Chris Edmonds (GT6) and me (Stag) will be going and hopefully all returning without incident or breakdown. More on that next month.

**Our Sunshine rally in Rutland on 7-9th August** is coming along with several bookings now coming in.

Thanks to Steve & Pat we have our Rutland drive-round for Saturday all mapped out. Still a few things to sort out but we are getting there.

Keep running on 4/6/8.

*Neil.*

### IMPORTANT NOTE

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

## LIVERPOOL

Tel. 0151 5491267

<http://www.triumphliverpool.com>

e-mail: [triumphliverpool@gmail.com](mailto:triumphliverpool@gmail.com)

Hi Folks. There's not been much to report recently, hence the lack of news, but we've had our usual well attended, interesting and informative meetings. Here's a quick summary of the Events we'll definitely be attending this spring/summer. By the time this is published we'll have had the TSSC Inter-Area Meet-Up at the Wheatsheaf, Raby, Wirral. It's an excellent venue and meeting, providing us with a chance to have a good drive out, so there'll no doubt be a report next time up?

We'll be joining **North West Casual Classics at their annual event taking place at the Hale Carnival on Saturday June 13th.** Hopefully the weather will be a lot better than last years thunder-fest?

The following day we are off to the **Blakemere Craft Centre in Cheshire**, a small event myself and Lee attended last year.

We can heartily recommend the breakfasts available at the restaurant!

We'll be vigorously defending our "**Best Club Stand**" at the **Woodvale Show on the weekend of June 20/21st**, at least if we don't win, we'll have to give back the rather over-sized trophy none of us seem to want around the house for more than a week (maybe that's why we won?).

It's the **Lydiate Classic Car & Bike Show on July 5th**, although one or two of us may not be attending due to our possible entry into the **Classic Car Cavalcade around Liverpool City Centre.**

Obviously there's the **TSSC TriumFest UK weekend of July 11th-13th**, swiftly followed by the **Speke Hall Show the weekend of July 19th-20th.**

There's the **Ormskirk Motorfest on August 30th**, but after last year's debacle, at this stage we are undecided as to our participation. There will be one or two more events that will pop-up, so please check our website - [triumphliverpool.com](http://triumphliverpool.com)

Cheers,

*Alex*

## M25 EAST

Tel. 07938 526324

e-mail: [herald1360@virginmedia.com](mailto:herald1360@virginmedia.com)

[www.tsscm25east.webs.com](http://www.tsscm25east.webs.com)

Hi all, well here we are already in June. We've been up to quite a bit over the last month - firstly there was a big attendance for 'Vince's Breakfast Run' back at the beginning of April. We had 7



cars in total, all with their roofs down as well. Vince and Amanda were out for the first time in their new Vitesse. Vince did report he was having trouble with the throttle sticking and as sure as eggs are eggs it stuck a couple of hundred yards away from the breakfast destination. Once again cable ties came to the rescue (as they normally do ha ha) and we were soon on our way.

We went to the Toby Carvery in Southend for their 'eat all you can' breakfast. I must say it's very good value for money and tasty too, quite a few return trips for seconds ha ha. When we were all fit to burst we headed back to the cars for a drive and some posing along the sea front. As it was so nice it would have been rude not to stop at Rossi's for a seaside ice cream before heading off home.

The weekend after was the Colne Valley Railway Show - Brian and Jean flew solo on the Saturday, we were meant to go Sunday but unfortunately Donna was poorly and so I had to be her nurse for the weekend ha ha. It was a shame as this could be the last year of this show as the land owner is selling the land and the Railway has to leave.

One of the shows I really look forward to is the Drive it Day Run we normally do with the Chelmer Valley Car Meet. This year was

**TSSC AREA NEWS**

no exception - a nice run through the countryside, finishing with a car show in the grounds of Colchester Castle. Unfortunately (again) the bug Donna had the week before had now got me. On the day itself I no longer felt ill, but I daren't leave the house, if you know what I mean ha ha. So, it's over to Colin for a little report of the day - The drive it day was very much a 'should we or shouldn't we go' thing. As first thing in the morning it was raining, heavier than forecast, but with the promise of drier weather later in the day. In the end 3 cars from our area braved the weather, with 2-3 deciding to stay home at the last minute. Despite the weather 150 of the 200 registered cars turned out, so that the car park at the start was completely full. As usual the cars set off in threes so we waited about 90mins in the drizzle for our turn. The run itself was very good, up to Thaxted, around to Halstead and down to West Bergholt and into Colchester. All through the villages and lanes, causing some surprise to 1 man stood transfixed in his drive wondering what was going on as classic car after classic car drove by. The route was probably a bit harder than previous years with a good number of cars taking wrong turns, we waded to a few going in the opposite direction. The destination was Colchester Castle, where the grounds are really well turned out, with all the spring flowers in bloom. By then the rain had stopped so we all gathered together for tea, sandwiches and car talk, before walking into town to see the St George's Day Parade - thanks for that Col.



The weekend after saw the weather improve a lot and the show we went to at Cranham was bathed in sunshine all day. There was a good turn out for us 7 Triumphs plus the MG and a Moggy Minor of Graeme and his brother. We had a new face with us - Karl with his 3.5 V8 Spitfire, yes you did read that correctly. A hell of a lot of work has gone into it and it sounds gorgeous. With about 200bhp and a 0 - 60mph time of about 5 or so seconds it goes just as well as it sounds. We also saw for the first time Keith's re-formed wheels, very tasty and they finish the car off just right. This was the first show this year that I have been able to get my legs out, they're pasty white at the mo but with a few more days like this they should tan up nicely. Now we've had a decent day let's hope it continues for the rest of the summer.



Later

*John*

- June Events**  
**Saturday 6th - Aldham Old Time Rally**  
**Sunday 7th - Bromley Pageant (Clubstand)**  
**Saturday 13th/Sunday 14th - Wrotham Rally**  
**Sunday 21st - Audley End Show**  
**Sunday 28th - Hanworth Classic**

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

First things First Congratulations to "The Kids" Chris & Chris on expecting their first baby! 23 members attended Mays very lively meeting it was good to see one or two old faces. We would like to thank Pete n Janet for taking the April Meeting it was very much appreciated. We discussed several events that will be happening over the next few months.

First up is our very own **Manchester Areas 'TSSC CTV'** at

**Piethorne Valley camping Site, Huddersfield Road, Rochdale, OL16 3TA.** Please if you haven't already booked do it now!!!!

There are a few spaces left, Just bring yourselves, a car some booze, and just come along and enjoy yourselves. We can guarantee a full weekend of laughs, entertainment and some fantastic scenery. There is also a Premier Inn 3 minutes away by car if you don't want to camp!!! See website, FB, Courier for details.

Other events coming very soon is **The Peak Weekend, Townley Park Burnley (new event) 2nd Tatton Park, Event City, The Area BBQ TBA**, and plenty of other TSSC events throughout the country. All you have to do is Support your local Area by relaxing have a good time and drink responsibly??

We are unable to book our Wales holiday due to members unable to get dates that are convenient for everyone this year, so we will start thinking about our 2016 holiday and where you would like to go? have a think about Wales, Scotland, Southern Ireland or Northumberland or any other ideas and we will discuss them over our next few meetings.

Congratulations to Mark & Tracy who have just completed "The Great Manchester Run" beating last year's "Personal Best".

Well Done Guys!!!!

Paul Cottrell will be purchasing an area gas BBQ and gazebo lights for our Area within the next few weeks.

Our events are coming thick and fast now so our Area News should be pretty full.

Don't forget see you at the **Manchester Weekend 5/7th June**  
 Cheers

*Pip n Frank*

**NEWBURY** Tel. 01635 868640  
 e-mail: [dave.rumens@btinternet.com](mailto:dave.rumens@btinternet.com)  
 e-mail: [mary.rumens@btinternet.com](mailto:mary.rumens@btinternet.com)

Our meeting at the end of April took place at the Starting Gate in Newbury as the Berkshire Arms was closed for refurbishment. Most of the regulars were there and we welcomed Eric who lives locally and is restoring a 1200 Herald convertible. The raffle was popular as there were Easter chocolate goodies on offer!

The lunchtime meeting at the Cottage Inn was held on the last Saturday of April. The weather wasn't too good but there about 10 cars there. Lloyd came in Spitfire, Dave & I in second TR7. Malcolm and Josie popped in for while in GT6, but they left to go home and finish packing for the Isle of Wight as they were having a few days there before the main event.

The Isle of Wight weekend was great. Malcolm and Josie were in their GT6 and stayed in a local cottage. Andy in Bond and Dave & I in Vitessse were camping. In hindsight I think Malc and Josie had the right idea as it was none too warm or dry in a tent! Andy did not wear his shorts so that was an indication of the weather. The site was great with good shower block and well-kept grounds. We found a pub in the village which served decent food at a reasonable price so we went there to eat every evening. The tents stood up well in the very strong winds during Friday night although we got a bit worried at one point! Unfortunately there was a lot of traffic around on the Saturday for the run to Seaview Wildlife Encounter. It was an enjoyable venue with a lot to see. Sunday's weather was grotty with lots of fog and gloom. Dave and I went to see the Needles but it was like looking for them in the proverbial haystack as there was too much fog to actually see them properly!! Still on our way back to the campsite the sun came out for a while. There was an excellent games event organised for the evening on Sunday. Another windy night on Sunday but it was sunny on Monday morning to dry the tents out. We had a good convoy to the Dairyman's Daughter where most people had lunch. Dave and I came back on a packed ferry late afternoon, and Andy caught a later one. Malcolm and Josie had come back on Sunday. We must thank Tracy and Elaine for organising a splen-





# NEWBURY . . . NORFOLK . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND

## TSSC AREA NEWS

### Newbury Continues

did event. Though Dave had been many times before it was Mary's first trip to the Island and apart from the weather was a very pleasant experience.

Roy went to the Lambourn show over the same weekend and reports that the Midge got so messy he had to wash it down when he got home! The next day Popham show was attended by Lloyd and Roy and they both report it was a good event with great weather for a change.

We understand Andover stand had a good turnout.

#### Meetings

**Wednesdays 10th and 24th June at The Berkshire Arms starting about 7.30 p.m.**

#### Events

**19-21 June Newbury Area camping**

**28 June Classic Cars at Henwick Field, Thatcham**

Keep 'em flying

*Mary and Dave R.*

**NORFOLK** Tel. 01502 476699  
e-mail: [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com)  
[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

It would be nice to say that Summer has arrived but although mainly dry in East Anglia the temperature is still on the chilly side however there have been some bright days where top down motoring has been the order of the day. Hopefully many of you enjoyed 'Drive it Day' and have managed to put some miles on your Triumph this year.

Personal work commitments have meant that many of my weekends have been tied up therefore I have not been able to attend many of the early events something that I hope to address in the coming months. For **June and July we have a run to Sandringham Estate on Saturday 27th June** where we have free entry to display our cars and watch the **Sandringham Carriage Driving Event** and in **July** we shall be having another **Friday night Fish And Chip run to Cromer**. See the events page on the main TSSC website for details. For those that have updated me with their email address you will receive details via the Newsletter.

#### Dates for June.

**Monday 8th monthly meet at the Bird In Hand, Wrenningham. 20:00 start.**

**Saturday 27th Sandringham Carriage Driving Event.**

Regards,

*Mike.*

**NORTH EAST** Tel. 07917 738091  
e-mail: [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk)  
<http://tssc-northeast.blogspot.com/>

May's meeting was another quiet evening at the Dunn Cow, quite a few members were away that weekend as it fell on another bank holiday, next month meeting will be on a normal weekend so we hope to see a bit better attendance.

Now that the May Weather is getting a bit better it time to start getting out and using your classics, first show on our radar is the **village fair at Ingleton 3miles east of Staindrop on Sat 13th June.**

The following day is **Morpeth fair**, those taking part in the parade we are to meet up at Morehouse farm shop at Stannington for coffee before the parade.

In **July we have Corbridge show** if you send your registration please mark it with TSSC so they will allocate parking on our Club stand.

Discussion took place about a trip to the **SPA classic in Belgium**

**next May**, if you're interested we will have to start planning by the end of summer., the plan is to travel Hull Zebbrugge ferry, and stay in a caravan or log cabin on site, so we don't have to carry all the camping equipment.

James Spit has suffered from the dreaded tin worm, he has started cutting out the rot and welding New metal into the heel boards and wheel arches, that's one big job he has on his hands, best of luck mate.

Next meeting. **Dunn Cow Sunday 7th June**

*Geoff*

**NORTHANTS** Tel.07879 491778  
[www.tssc-northants.org](http://www.tssc-northants.org)  
e-mail: [nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

First of all I would like to thank Rob for once again organising a run out. This time he took a group from Rushden to Bletchley Park on Drive it Day and as he put it "no one got lost or broke down". Also last month I saw a really good example of how useful being on Facebook and a member of the Club can be. When one of our members had a problem with his car and put a comment on Facebook I'm not sure he was expecting to get a solution but the experience of another member who had the same problem allowed him to return from the Isle Of Wight without blowing more gear oil under the car. I recently heard someone say if you need an answer Google is your friend, in our case it's the collective knowledge of the members.

A selection of the future events -

**Classic car and Bike Meet - Earls Barton - 3rd June 2015**

**Woodford Halse Country Fayre - June 6th 2015**

**Stony Stratford Classic Car Show - June 7th 2015**

**Derwent Valley Camping Weekend 11th - 15th June 2015**

**Foxton Locks Festival - 20th and 21st June 2015**

**Our area meetings are 2nd Wednesday of each month at**

**Overstone Manor at 8.30pm**

**New members are always welcome**

Cheers

*Nigel*

**NORTHERN IRELAND**  
Tel. 028 9029 2722  
e-mail: [northernireland@tssc.org.uk](mailto:northernireland@tssc.org.uk)

Our annual trunnion oiling event went very well with an excellent turnout on a bright but cold day. Many thanks to Frank Bell for making the arrangements with Carrickfergus Council and to Alan French and Michael Kernahan for help with the trunnion oiling itself. It was good to see so many club cars and members (with or without cars).



A week later saw Paul competing at the opening round of the Northern Ireland Hill Climb Championship at Croft, Holywood. This was another bright but cold day but Paul is usually happy if it stays dry. Paul has not sorted out the problems with his stage 2 engine (that is he has not found out what he did wrong when building it) and went back to using a stock 1300. However it was his first chance to try the new close ratio gearbox and overall he was reasonably pleased. Paul was the only club member competing as Christel's Triumph 2000 (I love that car) and Michael's Spitfire are off the road.

The weekend after that was the vintage show at the Argory, Moy, a National Trust property. Another good turnout of local members. It was good to meet



## NOTTS . . . PETERBOROUGH



### TSSC AREA NEWS

Gary Carson, who has recently joined, and see his very nice conifer green Triumph 1300 FWD. The Argo is an excellent opportunity to sit back, chill out and enjoy talking to fellow classic car enthusiasts.

The 2nd round of Northern Ireland Hill Climb championship was on the 2nd May at Craigtanlet on the outskirts of Belfast. We had



*We do this for fun? Coming out of the chicane at Craigtanlet hill climb on a very wet and cold day.*

two club members competing, Paul in his Spitfire (Class 16 historic road-going) and Michael in the class 18 for electric and hybrid cars. No, he has not fitted an electric motor to the Spitfire, he also owns a Renault Zoe. It was a thoroughly wet and very cold day and very few, if any, records were broken and quite a few cars went off the hill into the surrounding hedges/fields. Thankfully nobody was hurt. Craigtanlet is also a round of the British Hill Climb championship which means in effect two events taking place on the same hill at the same time - when Paul was getting ready to start his second official timed run the street lights were coming on! Many thanks to local member Peter, Padraig and Nick for coming along to show their support but most of all to Michael Kernahan who stood all day in the cold and wet marshalling. Paul did not do particularly well (although he avoided coming last) and Michael went into the history books as the first driver of an electric car to compete at Craigtanlet- he also won his class!

The club meeting on the 6th May was well attended and most of the discussions were around Shanes Castle vintage Rally which some members had attended on the bank holiday Monday and arrangements for our own Totally Triumph Classic Car show on the 9th May. At the time of writing over 30 entries have been received (slightly up on the same time in previous years) including, for the first time, members of the TR Register from Dublin. Details on how the show went will be included in next months report. However between now and then there will be the next two rounds of the hill climb championship (Drumhorc and Spamount) plus our own Bank Holiday weekend away, this year organised by Alan Hayes.

Don't forget the June area meeting includes the ice cream run and visit to see Brian and Siobhan Spurlie and their Spitfire 4 restoration.

Regards

*Jacqui and Paul*

## NOTTS

Tel. 07976 163006

Tel. 07837 110325

Hi All. Busy now as the season is upon us, kicking off with drive it day - A few of us headed for a scenic run to Heckington windmill and then on to Boston for our treasure hunt. Blessed with good weather we got parked right in the middle of Boston being joined by Scott and some friends in Mini's and had our food, after an hour we had a winner - Karen & Eddie from Derwent area. Then as the day was still sunny and early it we thought it was good idea to go to Lincoln for homemade ice cream! Then with Eddie and Karen heading home, Julie, Myself, Carl & Lisa decided tea time at Torksey Lock was the order of the day.

200 mile run, didn't get back home while turned eight, what a great day kicking off the season in style.

Next Event was Andrew Greenwoods Thoresby Show again small turnout but a good day weather was kind to us again and the fields were bursting with classics, a good time to be had by all (the wine flowed for a few people)

Carl also got a new Mug...

...says it all!

*Adrian*

The season is here Nigel and Di already off and running having had a little run to South Wales staying with other enthusiastic Triumph owners, we stayed at Harlech superb weekend.

Drive it day was brilliant great run organised by Adrian and Carl to Heckington windmill then onto Boston where a treasure hunt took place. We had guys join us from Derwent valley and Mini club owners.

The next adventure was to the wonderful Isle of Wight this one is a most do, the area has two new organisers and must say the effort and thoughts of this may bank holiday event was not only well organised but never a dull moment credit due 10 out of 10 great camping accommodation and static caravans.

And this weekend May 9th we went to the south of England meet at Leatherhead leisure centre. Two days drinking then main show on the Sunday. Fab amount of wonderful Triumphs but also a few other classics joined us.

We both love the different events and not only the fact that we can use our MX5 when our Vitesse is poorly or we loan a car from a good friend lol...)

Open to everyone no matter what you drive.

Why not join us on events throughout the year look on TSSC website or contact Nigel and Adrian.

Happy motoring come join us you won't be disappointed.

Cheers

*Nigel & Di*  
x

## PETERBOROUGH

Tel. 01778 560507/01780470358

<http://www.tssc-peterborough.webs.com>

Well another fantastic turnout of both people and cars as we get into the early summer months. It nearly felt warm enough to be outside - but not quite! The car park at the Red Lion was however full of some wonderful cars for our May meeting, including one or two first appearances.

Firstly I'd like to say welcome to Marcus Physick and his dad, John. Marcus emailed me a few weeks back about an electrical problem with his Spitfire. Having become frustrated by the lack of response from a trade auto-electrician, he eventually called upon his dad for assistance and together they sorted the problem. I am pleased he and his dad also accepted my invitation to come to one of our meetings and I hope you enjoyed getting to know us all. Hopefully we will see more of you and your Spitfire 1500 in the coming months!

It was also nice to welcome back Chris Fereday and his Stag. Chris explained that he has been kept busy by the ongoing restoration of a Ford Mustang which has currently already taken some 4 years and still counting!

Finally I must mention Brian Watson's new acquisition. As a Vitesse man myself it was great to see that Brian has picked himself up a really nice Mk1 Vitesse convertible. It looks and sounds lovely and Brian says that so far he is absolutely delighted with his new purchase. He has been Triumph-less for a little while now and commented that it feels good to be back in the fold, as it were. We are glad to see you back too - although you were never out of it in my book. That's one thing I would say about the Peterborough group. Once you are in, you are always in and most welcome, no matter what you drive.

With the onset of summer of course we try to get out and about in our cars as much as we can. There are plenty of shows and events coming up including a trip away to Kent as well as some quite local shows.

In particular Colin is organising a trip down to the **Shepherd Neame Brewery in Faversham, Kent on Wednesday June 10th**. I am pleased to report that there has been good support for this and Colin, as ever, has done a superb job of pulling all the detail including brewery trip and accommodation together. Colin has even ordered fine, warm weather and is now just hoping it arrives in time! Sadly I cannot attend but I am sure it will be a great



## PETERBOROUGH SCOTLAND CENTRAL WEST

### TSSC AREA NEWS

## Peterborough Continues

couple of days.

For my part, I am organising a small car display for my local village festival, 'Cliffefest' to be held in Kings Cliffe over the weekend of 20/21st June. It would be great to get some Triumphs along over the weekend so please get in touch with me if you'd like to come along. 'Cliffefest' combines a village show with a two-day music festival and it is all in support of Help for Heroes and Sue Ryder Homes. On the Sunday night my band, 'The Steradents' will be closing the event so if you want a laugh

.....

Then there is the **Baston Car and Bike Show**, which Doug helps to organise. This will be on **Sunday 5th July** and I am sure Doug will have more information for us next month when he and Steph return from their holiday in Switzerland. We normally have quite a decent contingent at this show, including the club HQ stand.

The following weekend, **Sunday 12th July is the Sporting Bears Charity Classic at Kimbolton**. I now have the tickets and details for this popular event so get in touch if you'd like to attend.

Then just two weeks later, on **Sunday 26th July there is the Nene Valley Classic Car Festival**. Jeff Boston helps to organise this one, which includes a great deal on tickets for the Nene Valley Railway. You can either contact Jeff directly for details or let me know if you are interested and I will put you in touch.

Finally, if you need a mid-week motoring fix – apart from your monthly TSSC meeting of course – then how about the following?

On the **first Wednesday of every month there is a Classic Car Meet at the Blue Bell Inn at Cranegate South, Whaplode St Catherine's near Spalding**. It starts at 5pm and food is available. All pre-1990 cars and bikes are welcome.

On the **second Wednesday of every month there is a brand new vintage and classic meet at the Granary Tearooms, Willow Brook Farm, Stamford Road PE6 7EL**. This is a very spacious venue and all vehicles are welcome from 5pm

On the **third Wednesday of every month the local Alvis Club meet for lunch at the Fenland Flying Club**. We have been invited to join them for what sounds like a very relaxed social event. It starts from midday.

So there you have it – there really is no excuse not to enjoy your Triumph over the summer months. And do please remember wherever you take your car – please take a camera! I shall be chasing soon for photos of our cars for next year's calendar so do try to get some nice shots of you and your cars enjoying the summer.

That's it for another month. I do look forward to seeing you all at the **June meeting which will be on Monday 8th June at the Red Lion, West Deeping** from 8pm. Do join us for a natter, noggin and nibble! Keep those Triumphs Rollin'

Cheers

*Paul*

## SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

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

The May meeting had a bumper turnout of 16 people with 9 different models of Triumph ranging from big saloons to Spitfires. So if you are reading this and want to see a car you are working on, why not pop along to see us. The summer? Weather was better and we had a newly restored TR6 of Alec. The car has been 5 years hard work and is truly spectacular. Mark gave Brian's car a quick tune up and Colin's car was checked for a fuel vapour leak. Michael has modified his Spitfire bonnet with a power bulge to clear the engine, the car looks the part. Having looked over the cars it was time to go in out the chill to the bar, where Ashley was on duty.

Teas and Coffees were order of the day.

We have booked the Club now, so meetings will be from 7.30 ish until 10pm. Dave's dashboard was under scrutiny as he is experimenting with veneer and varnish.

Once he has perfected it we (or he) will all be doing our dashes. Colin elected to bring a proper car this time (Triumph) and not a lesser one (MGB). The two Ronnies were back as well. There were a lot of people, so I hope I got round everybody. Numbers were noted for the Hamilton Show, we have 12 cars provisionally booked in, if you want to come, there may still be places on the day. Next, plans were hatched for TriumFest at Donington and other events. We are going to some events just for a run for those that are free on the day and if the weather is good. Paying for a Club stand and losing out to the weather or not filling it is not viable, so we will look at this over the coming months. Going for a run to a show and just parking up is a good alternative.

There are a few area members going to Spa, so we will wait to see how it went and have it as a possibility for the future. A plea for any one NOT going to Donington if you are interested in attending **Erskine Show** please get in touch with them. It seems that most of the Area is going to TriumFest. Could it be the largest expedition yet? If you want to join us come to the meetings or get in touch, you know the dates, you know the place. The advance party will be deployed to stake a claim on the best site, mow the lawn and collect firewood.

Report On Drive It Day 2015. This was the first gathering of our car for a run in 2015. My mode of transport was a loaned (thanks Martin) 13/60 Estate as I still have no cars roadworthy. We started at the Garfield Hotel from 9.45am onwards, and 11 cars in total turned up. Line-up: Herald 13/60 Estate, Spitford, Vitesse Conv 2.5, Spitfire Mk4, Vitesse conv Mk1, Vitesse conv Mk2, Herald 1200 conv, Spitfire Mk4, Dolomite Sprint, Triumph 2.5, Triumph 2000. Different rules this year, so there was a brief driver's meeting. Route, and destination were discussed as I had to complete a detailed H&S assessment for the venue at The Falkirk Wheel. We all departed in different directions (sort of kidding) and we ended up making a slight detour to get to the designated display area. The Falkirk wheel was a really good backdrop for the cars and the staff and public were great. Of course in fine tradition as soon as we arrived and got set up it started to hail which turned to a brief snow shower. Inside, to the restaurant for food, and to wait for the sun to return. Some went on the Wheel (canal barge lift) some walked and others stayed with the cars. We then elected to go further on to Loch Katrine. Now Drive It Day is about driving and the cars so there was a slight change of destination from the south visitor point to the north visitor point. Iain and Brian were leading as my navigation is squinty at best. I was sweeper. We had a good drive up to Aberfoyle and then along a twisty hilly single track road with wild life and tourists coming from all directions. Out of Rally Mode (sorry Martin) we were all at the very picturesque Loch Katrine where they had just stopped food orders, so we snacked and took pictures. Stunning. We then all departed in different groups back along the single track. I did come face to face with a wild goat and then a tour bus. The drive was excellent and reminded me of my Herald going to Doune, years and years ago. A fantastic day, a little cold.

The Falkirk Wheel staff were very complementary towards us and we have an open invitation to return. They have requested copies of the photos and we were on their website. There are also photos on Classic Car Buyer website as I sent pics to Classic Car Weekly. Thanks to all Area members who came along for the ride and for making it a true Drive It Day  
As agreed at the AGM there is a small collection for Area Funds at each meeting

**NEXT MEETING will be on Wednesday 3rd June 2015.  
Dates for 2015.**

**So far we have confirmed events.**

**13th June Hamilton Town Centre Show - Saturday.  
24th June Moffat Show - fully booked but worth a visit.  
Saturday 11th July - Erskine Car Show, Ingliston Country Club, Bishopstoun, nr Erskine.  
10/11/12/13 July - Donington, TSSC Scotland Central and West Road Trip.  
16th August Biggar Rally TBC**

## SHROPSHIRE . . . SOMERSET

30th August - Kirkintilloch Canal Festival-  
Exact display area TBC

NEXT MEETING will be on **Wednesday 3rd June 2015.**

We are booking Lochinch now, if there are any problems, we will be in Cartha Rugby Club at Park Entrance (Ibrox side).

Finally I travelled into work behind a n E-type Jaag. Looks just like a big Spitfire.

*Gregor G.*

**SHROPSHIRE** Tel. 01952 581391  
or 01952 371783  
[www.tssc-shropshire.co.uk](http://www.tssc-shropshire.co.uk)

Now the lighter evenings are with us, our classics are now appearing at our evening meetings on the first and third Wednesdays of the month at the White Lion, Whittington and The Huntsman, Little Wenlock, with the warmer weather on the horizon we hope to see more of you showing off your cars!

Work proceeds on the Shropshire Spitfire following the body shot-blasting, a milestone has been achieved with the fitting of the inner wing, the other wing has had the spot welds drilled out ready for the other side to receive the same treatment. We enjoyed joining up with the North Wales group on their way south at the Mytton and Mermaid, Attingham on Drive it Day for morning coffee, our thanks go to Helena and Roger for a most enjoyable encounter in the Spring sunshine. We then drove along the A5, where we observed on the other carriage-way the Midlands Air Ambulance fund raising



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Bike4Life procession from Shrewsbury to RAF Cosford, led by Carl Fogarty on a Ducati Scrambler and Richard Hammond astride a BMW R1200RT, the road was filled with motorcycles of all descriptions, the over bridges were crowded with spectators, what a bonus for our



drive! We drove on to Church Stretton and the across Wenlock Edge to the Greskin Arms, Much



Wenlock for Lunch (pics3,4+5) It was a most enjoyable day, our thanks goes to those of you who participated in the drive, we



hoped you enjoyed it as much as we did, it certainly makes the planning most worthwhile. We look forward to meeting you at the further planned events [www.tssc-shropshire.co.uk](http://www.tssc-shropshire.co.uk)



## TSSC AREA NEWS

If you saw the events in the footnote of our last report and are not on line to gain access to further details, do as Jean and Harvey Gretton from Whitchurch did and contact us and we will copy the internet images and post them to you.

That is what being a TSSC member is all about!!!!!!

*Bill, David & Simon*

**SOMERSET** Tel. 07760 384236  
e-mail: [martin.hughes5@btinternet.com](mailto:martin.hughes5@btinternet.com)  
[derek1360giles@breathe.com](mailto:derek1360giles@breathe.com)

Hi all. Another good turn out for the April meet and a number of club cars it the carpark. Hopefully more next time!!

Good to see Avon area member Philip (TR7) dropping in. Sorry we didn't get much time to chat with him. We were fixated on trying to finalise our BCCS (Shepton Mallet) stand in June! Before we know it the W/E 13th-14th will be upon us, so it was imperative we settled things. We still need a volunteer helper for the Sunday (can you help??)

Our first area show of the year was on the beach lawns W-S-M (see photo) on the 5th April. When we arrived we found the South Wales Area already set up so we joined their group (thanks Bernard) in what was already a packed show-ground! At that point Richard (1300 FWD) arrived from Worcester so cars were shuffled round to accommodate him and at least 6 more Somerset and Avon cars. The show was by far, the biggest I have ever seen on the beach lawns in 30 years of attending. It turns out over 700 vehicles came along to enjoy the sun!



April of course is the month of the year that hosts Drive it Day (26th) when all classic owners are encouraged to get their classics on the road for at least 1 day! This year the destination was Haynes Motor Museum. We met up for the convoy at a superstore in Glastonbury. We were joined by the South Wales contingent for a 10-30 departure with Steve (GT6) in the lead and Eric and Derek at the rear. These things (convoys) never go smoothly and yes there were some who went one way and others doing their own thing!! Still it all sorted itself out and we all got there. By the time we had parked up there were 16 Somerset cars (our largest turnout) on display. This pleased Martin as this beat 12 cars at the Big Sheep a couple of years ago! Many thanks and congratulations for organising the visit and discount entry, must go to Sue and John Franklin (Devon A/O's) who both worked tirelessly to bring off a really "Grand Day Out"!!! Not only was it a worthwhile trip but with an attendance of 154 associated Triumphs, it was a 'NEW RECORD' for a TSSC drive it day in this part of the country. Well done to all involved!!

We have 2 new members to welcome to the Somerset Area. They are Edward Antonello and Henry Elliott, hopefully we will get to meet them sometime soon! Time for your monthly show reminder,

### JUNE

7th Trains and Triumphs, South Devon Steam Railway Buckfastleigh.

7th Town Square, Weston S Mare. (contact 01934 642404)

9th Somerset meet, Fox and Goose TA9 4HH

13th/14th BCCS Shepton Mallet.

21st Sanders Garden World, in aid of Blood Bikes.

### JULY

Classics cars bikes, Butlins Minehead.

11th/12 TSSC TriumFest UK, Donington Park.

14th Somerset meet, Fox and Goose TA9 4HH.

21st Town Square, W S M (contact 01934 642404)

25th/26th Isleport Steam Rally.

26th Riviera Classic, Paignton Green, Devon. (see Derek)

*Derek*



# SOUTHERN . . . NORTH STAFFS

## TSSC AREA NEWS

### SOUTHERN

Tel. 01252 722432

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

Hi folks, here we go again as the season kicks off. Wyke Down being cancelled saw David and Val, Barbara and I set off to Shalford for the Lions Easter Show. A nice sunny day although a cold wind, about 100 cars in attendance, saw several of the Thames members including Mickey and Julie.

The following Sunday saw us at the local show in Farnham, in aid of Phyllis Tuckwell Hospice. Another sunny day with a good turnout, once again a good contingent from the Thames area (come on Southern members where are you?) Met up with a fair number of people I hadn't seen since last season just like an old school reunion. I must say I did sneak off to the local hostelry to partake of a pint.

The 16th April saw our first roaming meet of the season with 12 people in attendance and five classics in the car park.

Sunday 19th saw myself and Barb, Mark, Vanessa and kids, David and Val, Simon and Sue and last but not least Mickey and Julie from Thames area all meet at mine at 7.30am and set off to Avon Country Park for the Wessex Run. We took the scenic route, arrived at our destination about 9.15 after a very pleasant drive. Met up with



Neil, Gill, Robin and Anne and Peter. As usual we had an enjoyable run, the weather being almost perfect. I would like to thank Trevor and his team for their brilliant organisation and for giving us such an enjoyable day out. Once again our group did well in the judging with Neil winning Best in Show, David winning best TR6, Peter winning best Stag, Vanessa winning best saloon and Mickey winning best Vitesse. Well done all.

*Mike*

The roaming meet for April was at the Flower Pots, Cheriton. Lovely pub with great ale brewed on site. Although the weather was not quite warm enough to sit outside we did manage to take over most of the lounge area.

26th April was Drive It Day; Neil had planned two different routes for us and the Locksheath Classic Car Club both clubs were to



meet at Tangmere Aviation Museum for coffee. Our route started at the Seven Stars and took in Hambledon, Horndean, Finchdean and out towards Singleton, around the Goodwood estate and then to Tangmere.

From Tangmere we headed along the A27 and came off for Fishbourne through narrow lanes and came out on the other side of Bosham harbour. From there to Nutbourne, Southbourne, Emworth, and Havant and on to Hayling Island. Via Northney and came out at the Yew Tree pub, then down to the sea front and along to the car park at the Ferry boat inn where we stopped for ten minutes to see the view. Our final stop was going to be the Barley Mow pub for lunch but as that was packed out we then headed for the new pub at the Havant roundabout, The Farmhouse Inn. Unfortunately that too was packed out.

Some of our group had decided they had had enough, some I believe had gone to the Ship on Lanstone Bridge which left four cars. Mike and Barbara in the Stage, Mark and Adam in the 2.5S, Dave and Val in the TR6 and Jackie and I in the TR7. A man-

agerial decision was made to go to the Angel on the A32. We arrived just in time to get served for lunch and meet up with Vanessa and Luiza.

All in all, a great Drive it Day, so a big thank you to Neil.

Our regular meet for May was again well attended and we would like to welcome the carmine red GT6 and its owners Sue and Simon.

Big thanks to Mark G for the loan of the dial cluster from his TR7, now I know how much petrol is in the tank and how warm the engine is.

Hopefully the Southern area will continue its gong collection at the SEM, so there will be a report and photos from that next month. Up and coming events

### June

2nd Regular meets, Seven Stars. GU323PG

5th, 6th, 7th Beale

5th, 6th, 7th, 8th Wales

7th Queen Elizabeth Country park show

7th Goodwood breakfast club. Soft top Sunday

14th Tangmere

18th Roaming meet. The Elsted Inn. GU29 0JT

21st The Deer's Hut (no registration needed)

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 Donington Park

11th Petworth

16th Roaming meet. The Titchbourne Arms, SO24 0NA

19th Amberly classic car picnic

25th The Ripley Event

### August

1st Stroud

2nd Goodwood breakfast club. Thoroughbred Sunday

4th Regular meet, Seven Stars. GU323PG

8th Retrofestival Newbury (was White Waltham)

9th White Dove Transport Show, Kingsley Sports Centre nr Bordon GU35 9PD

16th Cranleigh

20th Roaming meet. The Ship, Lanstone. PO9 1RD

22nd Camberley

22nd 23rd Shoreham Air Show

29th Hellingly

30th Petersfield Summer festival

31st Wisborough Green (no registration)

### September

1st Regular meets, Seven Stars. GU323PG

5th, 6th Balls Cross

12th, 13th Loughton country Show

17th Roaming meet, The Golden Pheasant. Farrindon. GU34 3DJ

20th Tilford

26th Herald Classic Car Show, Alton

27th Kingsfold

That's all for this month, keep the photos coming. Take care

*Mark*

## NORTH STAFFS Tel. 07939 603061

e-mail: [triumphsportssixstaffs@gmail.com](mailto:triumphsportssixstaffs@gmail.com)

Web. [www.tssc-staffordshire.co.uk](http://www.tssc-staffordshire.co.uk)

Hi. The A-O area seminar and AGM back in April was well attended and Cheshire AO and myself set off early on Sunday morning, and despite derogatory remarks about my future classic Rover we made it there and back without a hitch.

Due to the hurtful remarks about the car it has now departed after 10yrs of comfortable motoring.

We had a good turn out for the monthly meeting, but not many Triumphs in the car park, I understand that Aaron's Spitfire will now travel more than 4 or 5 miles, so we should have one more regular Triumph in the car park.

After lots of checks and investigation it seems that it was the petrol tank depositing bits from its inside that was the cause of the frequent stopping of Aaron's Spitfire, a brand new tank was fitted and the car is now only stopping when the tank itself needs

## SUFFOLK SUSSEX . . . THAMES



### TSSC AREA NEWS

## SUSSEX

Tel. 01444 450941

refilling.

Only a small contingent from Stagfordshire joined the Cheshire area for drive it day, with not one Stag in sight.

The weather again was kind, all be it with large swings in temperature, but pleasant sunshine was the order of the day as we made our first stop at Carsington Water.

After a good walk round and some lunch we set of through the Peak District to Crich Tramway Museum in Derbyshire, and most of the cars were allowed to drive into the site joining a variety of other cars including a group from the MG club.

One of the volunteers at the museum give us a very interesting tour of the site, giving lots of history about not only the trams, but of the buildings that had been saved and transported to the site. Everyone then had rides on the various trams that were operating that day, we then moved on to a nice pub for a meal ending another great drive it day.

The Llandudno transport festival started very wet and ended very wet on the Saturday, taking the classic bus into town resulted in both of us also getting very wet as the rain never stopped all day. Due to the rain no cars could get onto the field on Sunday as the ground was so wet, however the sun did shine and things did improve but both the parade runs had to be cancelled.

**Events coming up in June:**

**17th TR Wharf classic car night not to be missed**

**13th 14th North Road**

**21st Trentham**

**July 5th Lichfield Cars in the Park**

*Dave*

Drive the dream

Visit website for latest news

## SUFFOLK

Tel. 01206 250360

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

The second dry meeting in a row, so a number of Triumphs appeared for the May meeting. There has been a change of plan about Justin's Herald, his wife has given him permission to keep it (just don't forget the wedding anniversary, Justin). The plan is to dismantle it and see if it is worth/economic to renovate it. If not, then he will sell the parts and put the money made towards the Spitfire restoration, where some serious welding is required.

Some of you will remember Julian who used to come along to the meetings some while back. He had a very nice, green, 1600 Vitesse saloon which he then replaced with a maroon (?) TR6. That was eventually sold and he became Triumphless. I bumped into him in Felixstowe; he has moved to a village near by and is aiming to return to Triumphdom and currently is searching for a Mk1 Vitesse saloon with a Webasto roof. So, hopefully, we will see him at meetings in the near future.

Rodney is having some more work done on his Spitfire, including a new rear quarter panel, repair patch to the other one, a large repair to one sill, a repair panel on the other and than a complete respray. It looked nice before with its black bumpers so should look mint when it next appears.

Adam has bought another two, complete, 2 litre Dolomite Sprints. Except that they are in bits and currently sitting on seven pallets. All the bits seem to be there with a lot of them refurbished.

Chris gave him a hand two weeks ago to collect the body shells with some of the other bits in a van, and the van was as full as it could be.

Chris has just bought a rolling chassis for his TR250 restoration from a company in Ipswich. They transport vehicles including classics and sometimes acquire vehicles or parts to sell on. Hence the chassis. The rest of the car is who-knows-where. His Mallard TR6 renovation has just passed its MoT so that's definitely another one saved.

Seems a number of Triumph owners also have a classic or interesting car from some other manufacturer. It was suggested that they ought to be brought along to a meeting sometime.

**The next meeting is 2nd June followed by the 7th July and 4th August. So, see you at the Sorrel Horse, Barham on 2nd June at 8:00pm.**

*Peter*

We had a corker of an attendance on the 6th May where we had seventeen people in attendance! Many thanks guys for turning up.

So we have three new members, Terry who is in the final stages of putting together a Mk 1 GT6. Hopefully our answers to your suspension questions were of use? It would be good to see it at one of our future meetings? Dave turned up in a very smart Red 13/60 Herald convertible.

Richard in his Vitesse Mk 2 again very nice . It's good to see you all turn up and I hope you enjoyed yourself.

We also had Clive's Spitfire turn up after its 6 year rebuild. He was delayed slightly and needed the help of a certain yellow breakdown company but he did make it so well done. (!I'll keep the tow rope in the car for SEM just in case!)

Colin showed us some photos of the photohoot he did at Brands Hatch with his Dolomite. It all looked very good. Unfortunately Colin now has a suspected cylinder head leak so it looks like the head needs to come off.

Pete is going to help William out with new spindles on his carb to help it run better.

I would like to thank Pete and Clive for helping me out with some "challenges" with the Stag. Instructions missing in the works manual and a failure of a 1990 alarm system have been causing me problems! But at times like this you are glad you are in a Club and you have experts that are will to help you out! Many thanks gents it is appreciated.

Well done to Clive on the Brighton Marathon with an impressive time of 4 hour 11 mins. Several people sponsored him so thanks for that.

Future events:

**3rd June is our summer evening meal.** We will meet from 7 and please feel free to bring wife's, girlfriends and partners. Hopefully the weather will be good so bring your Triumphs out?

**1st July meeting as usual.** Colin Roberts is hoping to bring down some of the Kent guys in a convoy which should be good

**10th -12th July TriumFest UK Donington**

Regards

*Martin*

## THAMES

Tel. 0777 362 3807

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

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

Hello & welcome. Phewww another SEM done and only just dusted but more on that next month. It was a manic April for us with the start of the show season in lovely sunny (even if it was chilly) days at Shalford, Farnham & the New Forest Run. Also at the History on wheels museum for Drive it Day.

**SOCIAL EVENINGS AT THE FOX & CASTLE - 9TH APRIL.** We had two Vitesse's this evening in the car park of the Fox & Castle, mine & George's, John P was in his MX5 and Julie was in her Swift. The four of us had a lovely evening, Julie & I enjoyed a meal, then we all did George's crossword. A lovely night in great company.

**23RD APRIL.** - Another good turnout of Triumphs in the car park tonight with Tony's Stag, Graeme's TR6, George's & My Vitesse's. Also there was Mike H, John P & Doug. Work on our Triumph's has been:- Doug has re built his clutch & Brake master cylinders on his GT6, as well repainting the bulkhead area . Graeme's TR6 has had it rear panel repainted satin black & dent removed from the front wing. John has serviced his Vitesse and adjusted the brakes ready for its MoT. George has tuned up his carbs on his Vitesse. I have refitted the electronic ignition to my Vitesse and it transformed the running.

**SHOWS & EVENTS.**

**6TH APRIL. SHALFORD EASTER FAYRE.**

We met up with Trevor in his Herald 13/60 saloon in the petrol station in our village. Julie is selling her cakes on a stall this year



### Thames Continues

so we get there early to set up her stand. Then we put up a gazebo behind our Triumph's and relax with a refreshing brew. On stand we have Tony, Penny & our youngest member Harry (see photo) in their Stag, George B in his Vitesse Mk1 convertible, Alex & Denise in their Herald 1200 saloon (hope you managed to sign up) Trevor's Herald 13/60 saloon & my Mk2 Vitesse convertible. Off stand there were David H in his TR6, Mike & Barbara in their Stag, Mike & Jasmine in their MK2 2000 saloon & Dave L in his Mk1 2000 estate. Other Triumph's on show were another Vitesse convertible, 3 Renown's, a TR5, a TR6 and a Herald convertible with the other 85 plus classic's. There was a large car boot sale, a good range of framers and craft stalls, a dog show, kid's rides, Tug of War competition. As well as the usual refreshment stalls. The weather was lovely and sunny. A great Easter Monday.

12TH APRIL. FARNHAM CLASSIC CAR SHOW. - Trevor is enjoying a cup of tea in Jack's restaurant as I turn up to meet him. I get a pint of milk from the garage and we make our way to Farnham central car park. Once there we pick a sunny spot and claim room for the others due to join us while enjoying a coffee. They were David H in his TR6, Martin & Cynthia in their Spitfire 1500, Mike & Barbara in their Stag, George in his Vitesse with Chris, Trevor in his Herald 13/60 saloon and my Vitesse.

Dave, Nikki & Laura in their Herald 13/60 convertible were parked up off stand with 3 other TR3's, 4 Stag's and a Standard 8 among the 140 other classic cars and bikes on show. There were also a few auto jumble stall & tea & cake stall collecting for Phyllis Tuckwell charity. Julie joined us later in the day with Shane & Emma so we shopped a little and got a sandwich for lunch. A nice selection of classic's and fellow owners to chat to. A great show.

15TH APRIL. WESSEX & NEW FOREST RUN.

This was a bit last minute for Julie and I to join but were very happy we did. On an early Sunday morning we meet at Mike & Barbara's (Stag). Where we are joined by David H (TR6), Mark, Vanessa & children (Mk2 2.5s saloon) Simon & Sue (GT6). We take the back roads to the start of the New Forest Run which was as nice as the Run. All is going well until I manage to lose the others after a pit stop. After a manic phone call we return to the last point of contact and find them just a few metres up the road. We soon get to the start of the run and sign in. There we relax, add the Run Plagues, do some adjustment to your cars and admire the other classic's (mostly Triumphs) and mingle with their owners. I meet up with Liz & Con in their Herald convertible, lots of familiar faces from Southern Area and surrounding areas. Then the engines start rumbling and moving off. Julie has been supplied with a route booklet and marks off each check point on the well planned trip and to enhance the route each junction is manned by marshals.

We get to the half way stop at Potterne Park, Verwood and park up on the playing field to use the loos and refresh, there was a complimentary Tea/coffee on offer, but we had brought our own and had a bite to eat. Then we looked over the Triumphs on the field to pick from the classes we would like to own for the voting later on. The Second half of the run was as well organised as the first and we all arrived at Highcliffe Castle.

Once parked up we polished off our picnic and drinks. Rechecked our choices for the voting and enjoyed the castle grounds with an ice cream. At the award giving we were very surprised to win a trophy for best Vitesse/Herald, Southern Area also won best Stag (Peter H) Best Saloon (Vanessa G Mk2 2.5s), Best TR 5/6 (David H TR6) & Car of Show GT6 owned by Neil F. Soon after we left for home & had a good run home, our Vitesse ran very well although I did adjust the timing a little at the start of the run. A fantastic day out & very well organised.

26TH APRIL. DRIVE IT DAY. HISTORY ON WHEELS MUSEUM at ETON WICK. - Unfortunately we were on our hols, but Graeme C in his TR6 (who also does volunteer works for the Museum) George B in his Vitesse Mk2 convertible, Peter C in his Herald 13/60 saloon & Mike H in his Mk1 Golf convertible whom wrote

the report (many thanks) made the trip.

As this was Drive Your Classic day I ended up at the History on Wheels Motor Museum at Eton Wick near Windsor. The museum is privately and family run, and although a little off the beaten track is well worth a visit on the weekends and holidays when it is open.

It contains many Second World War 2 vehicles, of British, American, French, Russian, German, Italian and Japanese origin. Some are familiar as they were hired out to war movies and even Allo Allo! Lots of other wartime memorabilia can be seen in other areas of the museum, you can sit in an air raid shelter and hear sirens and bomb explosions, and see actual cars owned by famous generals. I was particularly taken by a mini two man French Tank and the half tracked lorries.

Despite a rather cold and blustery day about 60 vehicles were parked in a field inside the museum grounds, including a large contingent from the Uxbridge District Classic Vehicle Society. There was a selection of London cabs dating from 1934 to 1994. Among the Triumphs were some very nice Vitesse's and a Herald, a Dolomite Sprint, a stunning Triumph Roadster, a TR7 in glorious beige, and two Stags.

Our next meetings at the FOX & CASTLE are from 8pm in June on the 4th & 18th and in July on the 2nd, 16th & 30th Please come and join us for a warm welcome or call me on 07773623807.

#### UPCOMING EVENTS

##### JUNE

7th Classic car show & fayre Mercedes-Benz World Weybridge

13th Triumph Meet at Ace Café London NW10

13th Brooklands Double Twelve Brooklands

20th Summer Fayre Classic & Sports Car show Shiplake cross

21st Classic car show Hedsor Bucks

26th/28th Cornwall Camping Weekend Bodinnick

26th/27th Hurst Fayre & car Show Hurst

##### JULY

5th classic vehicle show Heathrow

11th /12th TriumFest UK Donington

12th McMillian cancer car show West Clandon

19th Uxbridge Autoshow Uxbridge

25th Ripley Event Ripley

26th Ash fair & car Show Tongham

26th Retrojumble & car show Brooklands

*Mickey & Julie*

## NORTH WALES Tel. 01691 600215

[www.wrexhamgandtriumph.co.uk](http://www.wrexhamgandtriumph.co.uk)

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

Hi, everybody. April started off with the Weston Park show. Helena took our Stag on the Sunday, and set off with the roof down, because on our hill farm we had clear skies and warm sunshine. Going down into Oswestry it turned cold and misty, and that's how it stayed all the way to Weston Park until the afternoon. However, the roof on the Stag stayed down, although extra layers went on! Ten of our group met there and erected the gazebo, then set about enjoying the day. A really good show, with a vast array of classics, and a huge shopping and auto-jumble area.

On the Monday Roger went to Weston in another classic and joined ten more of our group to enjoy the same show as the Sunday attendees. The weather was the same as the previous day, glorious sunshine at home, cold and misty on the way to and at Weston until lunchtime.

Tuesday 7th April was our monthly meeting at a re-decorated Plough Inn at Gresford. Only Helena attended, as Roger had to stay home to keep an eye on the lambing ewes. A very good turnout once again, with lots of events discussed and booked, and much chatting and laughter. Carden Park, where we have been attending for our Christmas party, had donated 2 tickets for a meal there, so this was put up as first prize in the raffle. There was a lot of prizes, and the raffle was a great success, as usual. It was agreed beforehand that whoever won the first prize would pick a charity to receive the proceeds of the raffle- this amounted to £72.00, and the Severn Hospice was chosen.

On Sunday 12th April, Roger attended the T.S.S.C. Annual

## SOUTH WALES

General Meeting at Lubenham. There were less A.O.s in attendance this year, but staff and elected officers at Headquarters are working very positively for T.S.S.C. There is a very good website for members to use, and the shop is well stocked with quality spares at fair prices. The sad item on the day was the fact that Pip and Frank have resigned from their roles as Area Liaison Officers due to health problems:- we would like to wish them all the best for the future. Now district A.O.s will attempt to fill their space.

Sunday 19th April was the monthly meet at Wern, and this was again well attended, with a real variety of classics. Roger went on his own, because Helena was on lambing duty. The day was fine but cold, so one of the cafes was open for teas, coffees and snacks, and lunch was booked at The Castle for roast dinners, etc. Another good day, enjoyed with great company.

Sunday 26th April Drive-It Day was glorious sunshine, although cold. Our group met at Broxton or Ellesmere, depending on which direction they were coming from, then drove to the Mytton & Mermaid pub at Atcham for coffees and teas, where Shropshire Triumphs were already in attendance. It was lovely to meet up with them, and good to put faces to the names in the magazine. From there our Chester and Wrexham group had a leisurely drive to Upton Cressett Hall, near Bridgnorth:- this impressive house is home to William Cash and his wife, Lady Laura. We parked up in the courtyard, then strolled around the gardens and visited the restored church and gatehouse. We also saw the very rare white peacocks, which we never knew existed.

Then back to the restaurant for a very pleasant two-course lunch, together with a glass of wine, plus tea or coffee. After lunch William Cash, the son of the original restorer of the house, gave us a detailed tour of everywhere, including the wonderful historic main house. You can hire the Elizabethan gatehouse for a short break, where the upper rooms have been tastefully transformed into living accommodation for that special occasion. A great day with great company.

We decided not to have an OFFAL this month, as it came too close to Drive-It Day.

That is all for now, but the season is gathering speed fast, with lots of events ahead, so let's hope that the weather will be kind to us all. Please remember, our monthly meetings are held at The Plough in Gresford on the first Tuesday of the month at 8.00 p.m., and there is also the meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m. It doesn't matter what classic car you have, come along and see what we are all about.

Forthcoming events:-

### JUNE

**2nd June:- Monthly meeting at the Plough Inn, Gresford.**

**11th June:- Triumph and Classic Car Intergroup 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.**

### JULY

**4th - 5th July:- Llangollen Railway Classic Transport Weekend:- Contact Matt Davies on 07725-052659.**

**7th July:- Monthly meeting at the Plough Inn, Gresford.**

**11th - 12th July:- Cheshire Steam Fair, Daresbury, Nr. Warrington, WA4 4AG.**

**15th July:- Meeting at the Plough Inn, St. Asaph.**

**18th July:- Oswestry Classic & Vintage Transport Rally.**  
**18th - 19th July:- Standard Triumph Marque Day, Shelsley Walsh Hill Climb Circuit.**

**19th July:- Wheels Within Wem Show, Wem.**

**19th July:- 6th Classics at the Castle, Bodelwyddan.**

**26th July:- Frodsham & Helsby Rotary Motor Show:- Tel. 0151-203-9022.**

**26th July:- Audlem Cheshire Festival of Transport:-**

**Contact Ralph James Warburton on 01270-811211.**

**28th July:- OFFAL.**

Regards,  
Helena and Roger.



## TSSC AREA NEWS

**SOUTH WALES** Tel. 02920 315260

[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)

e-mail: [gwyndjevans@dolomite1300.plus.com](mailto:gwyndjevans@dolomite1300.plus.com)

### S. WALES AREA OF THE YEAR

A big thank you to those who honoured S. Wales with the Area of the Year award.

In the past 3 years since the S. Wales members have installed me as Area Organiser they have shown incredible support. In this time we have moved the meeting venue and day to accommodate the (still) growing number of members who attend the monthly meetings which averaged 30 members in 2014. We attended 42 events in 2014 as a club with 702 membership attendance, at these events (not including monthly meetings) there were 308 club cars in attendance. In these days of falling meeting attendance it shows great commitment.

They really deserve this award, a big WELL DONE to the S. Wales TSSC members.

I would also like to thank the S. Wales members who awarded me a personal trophy for the small part which I have played over the last few years, believe me I couldn't and wouldn't have done it without your support. This gesture was very gratefully received, THANK YOU!

Bern

**The Following reports have been edited down due to their length**

**FULL reports and Pictures appear on our Website [www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)**



### WESTON SUPER MARE APRIL 5th

As it was only AI and myself we took my TR4A 2 door and drove the short distance to Cardiff Gate Services where Mike The Cake (Spit MKIV), Mals Per Hour, Action Man & The Hammer (Red Tardis complete with a "new" engine that Action Man had found in some ones front garden) & Rob & Pete 13/60 Shooting Brake) were waiting. Mike was going on a run around Wales so was just there to wave us off. At the pre arranged time we headed off and as we pulled out of the car park we were joined by Tinker Williams (GT6). In the glorious pre negotiated sunshine we headed east along the M4 to Magor services where Gwyn, Tim & Babs (Dolly), Thumper Watson (Spit 1500), Mikey J. (GT6) and the complete "family" of the Monmouth Mafia , Mike, John, Heather, Grant, Helen, Cerys and Lewis ( 2 X Accliams & a Triumph Sierra) were waiting, Paul & Barb G then pulled up in their TR6.

At the pre arranged time we left to drive directly to Weston Super Mare with Mikey J leading our convoy of 11 cars. Without Ant to direct us we arrived far earlier than usual and the Monmouth Mafia had "negotiated" a prime spot for us to park our cars and in no time at all our brand new super efficient cooker was in action and our banners and flag poles were erected. Shortly after we were joined by the West Country TSSC and our cars made a fine display.

The time went by very quickly and it was soon time to leave, The Monmouth Mafia still had some collections to make from the numerous ice cream vendors so told us to go on ahead and that they would see us the next day in Coleford. Mikey J once again led us on our homeward journey, but the traffic was so heavy that we got split into 2 groups on the M5, AI phoned Action Man (As Mals was driving the Tardis) to verify that the cars that we could not see were still underway, Action Man reported that they were a few hundred yards behind us on the Severn Bridge and that they would catch us up at the toll booths which they did. So once again all together we continued along the M4 until the cars turned off at their various junctions, AI who had used my phone earlier to call Action Man then said "you've had txt from a withheld number", "what does it say"? I asked, AI then read the txt, it says "what





# SOUTH WALES WESSEX . . . WEST MIDLANDS

## TSSC AREA NEWS

Caerphilly Motoring Festival July 5th  
TriumFest July 11th – 12th  
St Garsins Show July 19th

### South Wales Continues

a great day out, what he had in numbers was far surpassed by the quality of those who attended". A great sentiment I thought and it summed up the day perfectly. Thank you to everyone who attended and made it such a great day.

#### COLEFORD APRIL 6th

I arose refreshed from a splendid night's sleep, looking forward to another day out at a car show. Oh alright, after a restless night no doubt due to a guilty conscience (not mine, someone else's) I dragged myself out of bed not wanting to go, but thinking that



maybe only Paul G and Barb would be going otherwise which would have been unfair. After filling my flask with boiling water I started my TR, then all the misgivings I had

about going vanished, the TR's engine was like music to my ears and I eagerly drove the short distance in the lovely spring sunshine to Cardiff Gate Services. With a few minutes to spare before the allotted departure time Action Man appeared in his MKII Spitfire, fantastic! We left on time and travelled the 25 miles or so to the next meeting point on the A449 where Paul & Barb were waiting for us, fantastic! Paul and Barb in their TR6 led our small group of cars along the mist enshrouded A449 turning off at Monmouth and on towards Coleford. On arrival we were shown to a prime spot worthy of the TSSC S. Wales and shortly after parking our cars we were joined by the Monmouth Mafia, John & Mike who had Sir Trevor McDonald with them for the day conducting interviews for his latest TV show, John and Mike's Triumph Acclaim and Cortina were both looking as though they had just come off the production line, absolutely pristine, fantastic!

It had been a great day out with a great group of people and the initial effort of attending this event was well worth it (it was only an effort because of a hectic period over Easter and a show the previous day). I am so glad I went, the only word which I think sums up the day would be one that I seldom use and that would be, fantastic!

It was also very nice to receive an e mail from Sir Trevor, it said "Well Bern what you TSSC S. Wales people lacked in numbers was sure made up for by the quality of those who attended"! And I'm not going to argue with Sir Trevor, FANTASTIC!

#### NATIONAL DRIVE IT DAY

Although we had recently been there, S. Wales decided to accept the kind invitation from John & Sue Franklin and to once again support their area by attending their Haynes museum run. Steve Hopkins from the Somerset group had been in touch to ask if we would like to join them at their meeting place and to drive the last few miles with them to the museum, another kind invitation which we were happy to accept.

We took the more scenic route home past Shepton Mallet and through Bristol, getting split up along the way but regrouping at the Severn Crossing with the cars turning off the M4 at their various junctions, the last car we saw was Paul & Lisa's Concours Vitesse (seriously the best I have ever seen) as they continued to Port Talbot as the Stag Saloon pulled off at junction 30. "Another great day out" said Ant "and what we lacked in numbers was by far surpassed by the quality of those who attended".

A nice sentiment I thought, I'll have to remember that!

*Bern*

#### Events that S. Wales will be attending

June

Kewstoke Fete June 6th

Pembrokeshire Classic Car Show June 7th

Barry Festival of Transport June 14th

Coracle Run West Wales June 20th

TSSC S. Wales Classic Car Show Margam Park June 21st

Brynmawr Classic Car Show June 28th

July

Abertillery Show July 4th

### WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Hopefully the weather will have been kind to us in May and I will be able to say that we did attend all these next shows. We don't seem to be quite as hardy, or is it, we just don't like our cars getting soaked? I will let you know next month how our stand with the TR's at Basingstoke was, also an update on Beaulieu Auto Jumble and Bournemouth Wheels, which I know is going to be attended on the Saturday by the Wessex area, but minus Jerry's classic caravan! If they do not want it!, well that will be their loss, as it always attracts as much attention as the cars!

I'm afraid our trip to the Haynes museum at Sparkford did not happen. Our sincere apologies to our Devon colleagues, but I understand you had a great day with a good turn-out. The weather was a bit inclement, I had not been well so had to drop out along with others, so it was decided to give it a miss and maybe try later on in the summer. Alan has suggested that he could arrange one of his Sunday runs to incorporate a trip to Sparkford.

Forthcoming events start with **7th June Classic Hardy Tour**, a well organised run that we have been invited to, with a good selection of classics - **5th July Martock Retro**, which comes highly recommended - **11-12th July BPPC Transport Show**, Pilford Farm - **2nd August** our joint stand with our **TR friends at Lyminster Classics on the Proms** every Sunday, between 4.00 - 6.30p.m. West Cliff Approach, Bournemouth, is always a good chance to catch up with local friends.

**Starting in June is "Quay for my car" evenings on Fridays, from 6.00p.m. with various themes on Poole Quay, including Friday 3rd July, "Open Top Sports Cars" and 7th August "Best of British"**

**18th August Hampshire Classic Car Show, Breamore**, where we are intending to put a stand on, along with, yes you've guessed it, our friends, the TR's - **22nd August Simply Classics, Beaulieu** - **23rd August Thornfalcon**, where cars just turn up, it gets bigger every year and is a must do!

It is planned to go to Dorset's area meet on **Monday 29th June**, but as always it will be dependant on the weather!

**DON'T FORGET!** We have decided to go run-about for our summer monthly meetings. Starting with **Thursday June 25th, meeting at the Empress of Blandings at Copythorne**.

As always, all is subject to change and the weather, so all regular members will be kept informed and updated by email. Anybody interested in the Wessex area and our activities can contact Trevor or myself:-

Trevor Carlyle: [trevorcarlyle@btinternet.com](mailto:trevorcarlyle@btinternet.com)

Martin Berry: [berry223@btinternet.com](mailto:berry223@btinternet.com)

*Martin*

### WEST MIDLANDS

Tel. 07969 024999

Chris. 07505 110922

Quite a busy month at West Midlands Triumph Group, a second meeting at the Plume of Feathers, Shirley, West Midlands (this Tuesday) was a bit slow, seven cars arrived, some had dinner there, decent food and cheap!

26/04/2015 saw an impressive turn out for Drive it Day, twenty plus cars, we meandered through the country side, stopping for a photo shoot, and then down to the Heritage Centre at Gaydon.

After a few hours we all set off for lunch at a Hungry Horse, a great day out. This Tuesdays meeting (Drakes Drum) was attended by around twenty people, lots of members away on holiday, at the Isle of Wight and Devon.

One of our members managed to get himself run over by his own car, one of older members, he was lucky to survive with some horrific cuts and bruises, luckily no fractures, the front wheel stopped just 6 inches from his head, he turned up for our meeting after a week in hospital on a Zimmer frame. Gutsy bloke.

Roger, our glorious leader is in OZ, have a great time!

Cheers

*Chris*

## WIRRAL WORCESTER . . . WEST YORKS

### WIRRAL

Tel. 0151 339 4150

Hi. Not a lot to report on although the event season is getting into full swing. Unfortunately I was unable to attend "Drive It Day" in April, for me, "Fill It & Sand It day" would have been a more suitable name as I was busy with the body repairs on my GT6, I'd found more hidden holes which needed welding.

I am now at the painting stage and hoping to have the car MOT'd by the end of May.

The events lined up for this month are **Burton Village Fete on June 6th, the Pageant Of Power at Cholmondeley Castle on June 12/13/14, Royden Park on June 21st and finally Kelsall Steam Rally June 27/28.**

The area meetings are still well attended, hopefully now that the lighter evening are here we'll get to see more cars in the Cottage Loaf car park.

That's about it for this month. Take care and see you soon.

*Andy*

### WORCESTER

Tel. 01527 894125

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

Hi Folks. Just when you thought Worcester had disappeared, back we pop!

A group of us joined up with Gloucester Area on Drive It Day to help bolster numbers down at the Haynes Museum. The run down used roads that were clearly made for carefree open top driving and we all swept into the museum feeling that the early morning start had been well worth it! The museum has undergone an extensive refurbishment since we last visited and is well worth a visit. The cars are well laid out in various rooms with interesting snippets of information dotted about for those who forgot to get the guidebook! After a visit to the coffee shop it was off to see some of the 158 Triumphs that had turned up - well done Sue. After wrapping up against what looked like inclement weather we set off for home. A different route was used and we went thru' the outskirts of Bath which looked absolutely glorious in the evening sun that had broken out the futher north we went. The last part of my journey took me thru' the Cotswolds and with the evening sun still with me I think it was the best drive of the year so far (OK so it was also the first drive of the year but who's counting?).

The second big trip of the season was the Isle of Wight camping weekend and it lived up to previous years and more. With a new set of people running the event, favourite bits were kept and new activities introduced. The Saturday run out is still there, this year we ended up at Sea View Bird Park where our brains were also given a work out with a treasure hunt, and Saturday night is still party night with a live band getting us on the dance floor. Sunday started off with another run out, this time to Yaverland, where we were the guests of the Yacht Club for their Sunday BBQ, which was excellent. Then it was onto the sandcastle building competition where the Gloucester/Worcester team took second place! The afternoon entertainment was rounded off with the local air sea rescue team doing their practice session right in front of us - I think all the extra waving and shaking of buckets and spades may have prolonged the practice! The night time entertainment was different with quiz sheets and party games in the mix so there was always something to join in with. Monday came around all too quickly and even tho' WightLink did their best to keep us on the Island one more day we left the campsite and are already booked for next year! Many thanks to Tracey, Marcus, Elaine and Jason and all their helpers for making a wonderful weekend.

One last event that a couple of us did was the Prescott Open Classic, this is put on by the Cheltenham and Cleve Vale Rotary Club every year and is attended by classics of all shapes and sizes - to see the BMW Isetta set off in front of a Ferrari for it's run up the hill would seem a little surreal at most events but not at this one.

One more thing, a date has finally been set for the **treasure hunt - Sunday July 26th** - I will have shouted this up at the meetings and it will go onto the normal internet places but if you don't get the details please call and I can sort them out with you.

TTFN

*Vicky*



### TSSC AREA NEWS

### WEST YORKS

Tel. 07800 551363

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

#### New meeting venue:

**The Arkle, 105 Springfield Ave, Morley, LS27 9PP**

(Food will be available for a small donation, come hungry!)

A sincere thanks to everyone who supported our Drive it Day event. I think it's fair to say it was the best we've had in a long time. Although chilly, the day was bright and made for a magnificent run around the Howarth area. The views were amazing, even those of you who know the area were bowled over by the wonderful views. Thanks to Alan for suggesting the route and doing a lot of the leg work in planning the run and drafting the route (a little help is worth a lot of sympathy).

Our visit to the Keighley and Worth Valley railway went well and most if not all enjoyed a steam train ride, then finally quite a lot of us went to the 3 Acres pub for food. They made us very welcome and it rounded the day off nicely.

Bob Waddington, our long suffering treasurer stepped down formally at the May's meeting. We acknowledged his many years of support and help and also thanked Lynn Weatherill for volunteering to take this on.

Plans are coming along for our **Dales Run this year (on the 5th July)**. It's going to start at the Lido in Ilkley (LS29 0BZ) travel to **Bolton Castle (DL8 4ET)** for lunch, bird of prey demonstration and walk around treasure hunt finishing at **Kilnsey Trout Farm**. The route has some truly amazing views in the heart of the Yorkshire Dales and takes us along a route of approximately 70 miles, so you won't have driver fatigue. There are some interesting 1 in 4 hills, so I'm trying to ensure we meet them going down, we just need Alan to book the weather for us.

Please note some upcoming events for your diary:

**21st June (Father's Day) Riddlesden Hall (National Trust)**

**5th July, Dales Run**

**14th July 2015 (Club Meeting Night) evening BBQ**

**26th July, driving treasure hunt and lunch time meet**

**20th September 2015, Yorkshire Mining Museum**

Thanks,

*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

**Victor Thompson on  
07800 551363 or  
e-mail [vcandvh@gmail.com](mailto:vcandvh@gmail.com)**



**Leicestershire and  
Rutland Area**  
Triumph Sports Six Club



You are cordially invited to the  
**30<sup>th</sup> SUNSHINE RALLY**

**7<sup>th</sup>- 9<sup>th</sup> 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 (1<sup>st</sup> come -1<sup>st</sup> served), less  
than a 10 minute walk to Greetham village with 3 pub restaurants  
Camping Friday 7<sup>th</sup> & Saturday 8<sup>th</sup> 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 + hook up £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.

Booking forms now available from:-

[www.lincolnshiretriumphs.co.uk/camping](http://www.lincolnshiretriumphs.co.uk/camping)

More information available at:-

[www.lincstssc.co.uk](http://www.lincstssc.co.uk)

[www.facebook.com/events/1565504317001496](https://www.facebook.com/events/1565504317001496)

Twitter: @LincsTriumphs

Or join us, 1st Weds of the month, 8pm+ The Swan Holme, Lincoln



*TSSC Herts & Beds Area*  
Present the **22<sup>nd</sup>**



**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.lwm.org](http://www.lwm.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 Plixton Aviation Museum (incl Dakota flypast & Big Band)

**18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup>  
September**



Hermanus Leisure - Winterton on sea - Norfolk NR29 4BP  
Accommodation and camping available



TR REGISTER \* STAG OWNERS CLUB \* TSSC \* CLUB TRIUMPH

[www.totallytriumph.org](http://www.totallytriumph.org)