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Triumph Sports Six Club

The Courier 421

JULY 2015



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11TH 12TH JULY 2015



July 2015

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Donington
11/12 July



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The Courier

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

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TRIUMFEST UK 2015

DONINGTON

UPDATE THIS ISSUE

PAGE 8 ON

BOOK NOW!

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2015 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

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 18 19 20 SEPTEMBER 2015

**NEWBURY AREA CLUB STAND
NEWBURY CLASSIC CAR SHOW**
NEWBURY COLLEGE.
CONTACT DAVE OR MARY
01635 868640

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

SUN 13 SEPTEMBER 2015

ALL TRIUMPH & CLASSICS DAY
DUXFORD IWM DUXFORD
CONTACT PETER 01582 750943

FRI SAT SUN 18 19 20 SEPTEMBER 2015

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FORMERLY MILE OF TRIUMPHS
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CLASSIC CAR SHOWS (CLUB INVITED)

July 2015

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September 2015

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CoMment

TriumFest UK & Grass Roots Events

BY BEN BROADBENT
GENERAL SECRETARY

Hello again, well the countdown is certainly underway for **TRIUMFEST UK 2015**, as many of you will know it's due to take place at **Donington Park on July 10th, 11th and 12th**. All the details about bookings are inside this edition of the Courier and also in last month's edition. So as you can see from the adverts, ticket prices have been revised to provide value for money. Entrance prices have been reduced to reflect what the members have said about last year's costs, so hopefully we will be providing a value for money weekend, with lots of entertainment and fun.

As with last year, the Heritage Loop will be available to test your driving skills. Again, on Friday eve there will be the Beer Festival Plus a Hog Roast. Saturday evening will see a Masked Ball (Don't forget your Mask!) and a Live Band. There will also be the All Triumph Parade on the racing circuit. New for this year will be the TSSC Show and Shine. Likewise and important to many members, 'full inspection' insurance valuations can be undertaken, which will ensure that your Triumphs are correctly valued should the unthinkable happen.

For the First Time this year there will Be an Autosolo Driving Skills Test, A Derwent Valley Style Fun Auto Gymkhana, a Real Full Size Spitfire Aircraft for you to Pose in Front of, or indeed IN it for a Souvenir Photo (They will be Running up that unique special Engine as well) and finally a 'Classic Race Simulator' will also be on offer with a selection of 'Classic' race tracks and Cars. For the Kids and the Young at Heart there is also CIRCUS skills training sessions from the Rapide Brothers....Phew!

So with realistic entrance prices and plenty of events taking place TriumFest UK 2015 should provide a worthwhile experience for Club members and other classic car enthusiasts, make sure of your tickets by booking now using the booking form in the Courier.

GRASS ROOTS AND OTHER CLUBS.

I recently visited the Gawsworth Classic Car Show and had a long conversation with the AO for Cheshire, Henry Jones and the AO's for North Wales, Roger and Helena Hill. We discussed the activities and event of their respective areas and especially that the North Wales TSSC area shared their meeting with other Classic Car groups, meeting up with their local Chester and North Wales groups from the MG and Jaguar classics. In fact, the groups meet up for car runs which they have aptly named OFFAL runs, (OFFAL meaning Old Farts and Friends At Lunch) these car runs take place on the last Tuesday of every month. Likewise, I was told that over in the Coventry area Phil and Lyn Smith have a DALOS day every month. (DALOS meaning Drive And Lunch On Sunday). Well, this is really good to hear. How many other areas are engaging with other classic car groups?

I know from reading through the Area News in the Courier that these events are taking place and being



reported. Such as Liverpool meeting up with Club Triumph members for their monthly meetings. I'm very conscious that any classic car club is only as strong as its 'grass roots' and that the activities within the Areas are what makes our Club attractive to new and current members. The 'Areas' are the members, therefore the 'Areas' are the Club.

About a week after Gawsworth I was very encouraged to be involved with a discussion on the Club's Facebook page, about other areas such as Notts and Derwent Valley and how they welcome all to their meetings. It was mentioned that Ford and Mini owners bring along their cars and are most welcome. So I ask the question, 'how many of you read what the other areas are saying about their meetings in the Courier?' It's reported that there are some fantastic events and meetings taking place within the classic car world, so if you don't already, take a good look in the Area News section of the Courier. Likewise, to all AO's, if you're not already reporting your events with other classic car clubs, well, let us know. (I don't mean that comment to sound critical, and I do acknowledge the time and effort already put in by AO's, Thank You). I would like to think the events and meetings of one area may be an inspiration to another area. Many a time, just a few more people at an event, can make that event financially viable, so get other areas / clubs involved. Get your good-selves along to other TSSC area events; make them viable! Thanks to everyone who as volunteers give many hours of their time to making this Club successful!

Do more with your Triumph!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Show & Shine TriumFest UK 2015

Just to clarify matters - the Concours competition at TriumFest UK 2015 will not be taking place in the same format as previous years but will be run on a more casual basis of a **Show and Shine**.

Every car present will be eligible and judges will wander amongst the cars and call the best ones forward in the early afternoon meaning the owners are not stuck with the car all day waiting for judging .

For hardened concours entrants I realise that this is not what you all want but we need to move TriumFest UK forward and make it the best event we can for **EVERYONE**.

Your Council of Management listen to what you all have to say and we are in talks with other Clubs to arrange a full Formal Concours event for **ALL** Triumphs in 2016 .

We will let you know details when things have been arranged .

Should any of you wish to discuss this do not hesitate to contact me, my telephone number is on page 3 of the Courier.

Regards

Chris Gunby
TSSC Chairman

Toledo's at TriumFest UK 11th & 12th July 2015

With the growing popularity of small Triumphs most people go for the Heralds and Spitfire's but after buying a Spitfire to rebuild and missing out on the shows I bought a Toledo. With the intention of only keeping it for a short time whilst I rebuilt the spitfire I soon grew to love it and the Spitfire has yet to

be finished (3 1/2 years I've owned the Spitfire). After going to TriumFest UK at Donington last year in the Toledo and being the only Toledo



there, I had to resort to parking with a Ferrari or an Acclaim. I started to wonder where the Toledos were and how many were left, after some research it's come to light roughly 100 are listed as on the road in the U.K (numbers may be incorrect).

But just shortly after TriumFest another Essex member bought a Toledo to use as his run around car, and now our Essex AO's Allan and Janet Jannaway have also purchased a Toledo.

So now with three Toledos in the Essex area I came up with the idea to get a gathering of Toledos, (this may be called a flock, or gang, or crew, who knows?). I thought Donington would be good place to have it as it draws a big gathering from around the U.K and Abroad.

So if you do own a Toledo, why not dust it off and bring it along to **TriumFest UK at Donington** this year?.

Hopefully we can get enough there to get our own parking area, and with some luck all the Toledos together for a parade, maybe?

Email me at **kirk.toledo@hotmail.co.uk**

Hope to see you there.

Kirk Baker.



HQ OPENING TIMES

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**

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



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AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**HQ Closed for Bank Holiday
Monday 31st August**

The Club Shop will be attending the following Show

TSSC TriumFest UK

Donington Park - Sat 11th, Sun 12th 2015

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

Council of Management Meetings

NEXT MEETING - JULY 26TH 2015

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

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

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Enjoy and **USE** your Triumph!



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



Triumph Sports Six Club **TriumFest UK** at Donington Park July 11 & 12

We're sure you have all made a note of the dates for this, the Club's Main Event this year, happening over the weekend of **10/11/12th of July 2015**.

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

Starting off on **Friday 10th** where you can camp from **Midday** on the adjoining Donington Park Farmhouse campsite (Electric hookups available - check) we have arranged with them to hold a **Beer Festival** and **Hog Roast** plus **Noggin and Natter** at the Campsite's Oak Room facility. Bar snacks etc will be available.

On **Saturday 11th** the main event moves up to the adjoining Donington Park Launchpad Centre. This includes the **'Heritage Loop'**



which you will have the opportunity to drive around (**NON COMPETITIVE, Drivers Briefing, Drivers to Sign a Risk Acknowledgement NB: Bring Driving Licence and Insurance Certificate**).

We are delighted to inform you that TSSC Insurance Partner **Heritage Classic Insurance** have agreed to **Sponsor the**



'Heritage Loop Laps' once again!



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

During the Day on Saturday on the **Tarmac Lake**



will be the **TriumFest UK Show & Shine**.

Back at the Launchpad site you will find the **Triumph Traders Market and Members**



Autojumble area plus TSSC Areas and Other Club Displays **AND** this is the Main Area to Display and Park **YOUR Triumph** at the event in the **Triumph Model Parking areas**.

During The Day there will be an **Auto Solo Driving Skills Test** held on tarmac at the **top of the Outside of the Loop**. This is a timed event to Test your Skills against others.

You will need a passenger and also you can allow your sons and daughters aged 14 and over (but too young to hold a driving licence) to drive this event.

Opposite this will be a **Real Full Size Spitfire Aircraft!** You will be able to park your Triumph beside this for a Souvenir Photo and they will also be running that fabulous Merlin engine from time to time!



We also hope to raffle off a seat in the aircraft while they do that!



For our younger members (and the Young at heart) professional Clowns **The Rapide Brothers** will be holding Circus Skills training



sessions inside an inflatable circus ring. Surely this will entertain all of us as well?



Inside the Launch Pad centre itself will be a **Classic Racing Simulator**. Loaded onto this is a selection of Classic British Race tracks for you to relive that Classic Racing Era.

Saturday evening, inside the Launchpad **Night Party** with our **Live Band**



AMPLIFIER

The Theme this year is **'A Masked Ball'** so Don't forget your Mask!!

Sundays programme will again include the The Trade and Autojumble market and all the Displays and Features described above, again this will still all be at the Launchpad site

Plus a couple of more events we are still confirming that may go ahead (Possible FUN Auto Gymkhana, Limited Number Sunday Lunch Triumph Parade)

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



Camping from Friday 10th - Midday

at Donington
The heart of British motorsport

Tickets required

11

11

PAY ON THE DAY GATE PRICES £2.00 EXTRA PER PERSON

Pitches required

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Entry Tickets required

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11

UNDER 16's FREE!!

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DATE

Membership No

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:

TriumFest UK, Triumph Sports Six Club, Sunderland Court,

Main Street, Lubenham, Market Harborough. LE16 9TF

BOOKING ALSO ONLINE AT www.tssc.org.uk in Club Shop

TELEPHONE BOOKINGS 01858 434424 FAX 01858 431936

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SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Steve Payne



My Spitfire Story

I've been asked to try and fill Derek's shoes and write for the Spitfire MKIV/1500 Register. I am under no illusion what a difficult task this will be, but have agreed to write for a few months and if people are interested in what I have to say then I will continue. I will do my very best to live up to the standard Derek has set.

In 1985 I started **MIRA** as an apprentice Toolmaker, during which I gained my

Anechoic Chassis Dynamometers (VSAC) and Engine Noise Test Cell (ENTC). After several years I moved again into Vehicle Engineering, specifically Durability and Road Load Data (RLD). I held this position at MIRA and then Jaguar Engineering Centre Whitley before once again returning to MIRA in 2008 as a RLD Engineer. I am an Automotive Engineer with many years' experience of instrumenting vehicles and testing for noise and vibration, durability and robustness, it's important to say

at the opening that I am not a qualified mechanic, but of course I like to pretend that I am, however I expect there is plenty for me to learn from Courier readers experiences.

My Spitfire story starts like this;

In my late teens I desperately wanted a classic two seater soft top. I had looked at MG's and Midgets but

neither caught my eye. I then heard of a friend at college who was selling a white, 1972 MKIV Spitfire, it was a runner, in poor condition with some MOT. It was exactly what I was looking for so I agreed a price. However whilst I was waiting to take ownership someone ran into the back of it and badly



Photo 1.

National and Higher National Certificate and continued to study for a Post Graduate Degree in Automotive Engineering. Within MIRA I moved from the Machine shop to Noise and Vibration Harshness (NVH), where I spent time instrumenting and collecting data on the Proving Ground as well as in the Vehicle Semi-

damaged the rear end, *Photo 1*.

Despite this I still purchased it (at a much reduced price) with the goal to rebuild it and make it road legal once again.

However, after several years on (and off) of replacing rotten sills, bent and twisted rear quarters and acquiring an American imported boot lid I finally decided it was not viable and sold it for spares.



Photo 2.

I then purchased an early Spitfire 1500, *Photo 2*. I can't remember how or where I came about it, but it was red, in very poor condition and in much need of some TLC, so once again I began the strip down of parts and the rational of which panels to replace and the ones to repair. And once again after several years I decided this too was a hopeless case and it was given to a good friend (an excellent panel beater by trade) in exchange for his support on the next project that should come along, and in the mid 90's it did.

In 1994 I had my every day runner, an XR2, stolen and pushed off the edge of a quarry, and I found myself looking for a temporary cheap means of transport, just until I received the insurance money. The friend I had given the old Spitfire too told me of someone selling a 1978 Inca Yellow Spitfire 1500, a Spitfire he knew well as it was one he had previously restored many years earlier *Photo 3*.

Unfortunately the car had not been looked

after and was now in a very sorry looking condition. The car was used regularly to visit a girlfriend in Southampton and the seller proudly showed me the brick he used as cruise control on the motorway when he went to visit her. He wanted £600 however had been advised it needed a new differential which would cost £350 and so was willing to knock

this off the price. I examined the vehicle and took it for a spin.

On investigation I found it was actually the near side rear wheel bearing chewing through the driveshaft, not a badly worn or damaged differential as he had been advised. Despite

me informing him of my findings he disagreed



Photo 3.

with my diagnosis and was still more than happy to part with the vehicle for £250, so I bought it. That's where it really all began, I will continue this story in next month's issue.....

If **YOU** have any stories of long running projects I would like to hear them, I then will not feel too much alone in my struggles over the last thirty years.

Steve



LAON HISTORIQUE

Circuit Historique 2016

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Friday 13th to Monday 16th May 2016

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- Over 1000 Cars are Expected to Attend the Event !



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Laon Historique, the biggest UK Classic Car pilgrimage into Europe celebrates its 25th Anniversary in 2016 and with over 1000 cars expected to attend, this is going to be an event you just won't want to miss!

So come on, join us on our 25th anniversary tour to the 'annual Laon Historique', a non competitive event dedicated to any type of vintage, classic and sports car. The city of Laon hosts this parade of classic and vintage cars from all over Europe. This closed street run is one of the few motoring events that you can actually participate in, instead of simply being a spectator.

On **Saturday** the fun begins! In the morning all participants will need to drive to the registration point in the old town to sign on for the weekends events, here you'll collect your rally plate, route book and joining instructions for Saturdays organised run in the local countryside with a 'packed lunch' included. Then on **Sunday** morning, all of the participating cars assemble in the old town ready for the highlight of the weekend, the 'closed street run'. As the name suggests all of the streets are closed to traffic. The route extends over 6kms and includes a hill climb with hairpin bends as you make your way to the old town centre. The whole town is amass with spectators lining the streets, who come to watch the biggest cavalcade of classic cars and sports cars in Europe.



**TO BOOK YOUR PLACES OR FOR FURTHER DETAILS CALL US ON 01732 879153
or see our website - www.sceniccartours.com**

Welcome to **NEW & RETURNING MEMBERS**

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



THE
TRIUMPH
 SPORTS SIX
CLUB

Ian Latham	Avon
Scott Shepherd	Beds
Peter Elwood	Beds
Eric Friend	Berks
Joe Mellor	Bucks
Colin Urch	Bucks
Tim Hatch	Bucks
Howard Webster	Cambs
Margaret Evans	Carmarthen
Michael Kearney-Mitchell	Cheshire
James Milner	Cornwall
Geoff Danher	Devon
Laurence Horwood	Devon
Christopher Cross	Devon
Christopher Cleverley	Devon
Kevin Lovell	Essex
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Kenneth Filmer	Kent
Richard Goddard	Kent

Jon Cave	Kent
Robert Brittain	Kent
Kevin Jarrett	Kent
Ian Dilnot-Smith	Kent
Iain Mclean	Lancs
Sharon Taylor	Lancs
Andrew Coventon	Lincs
Warwick May	Lincs North
Leslie Sanger	Merseyside
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Alistair Campbell	Nthrn Ireland
Robert Onslow	Perthshire
Glynn Davis	Staffs
Ian Mckay	Strathclyde
Rod Ayres	Surrey
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Barry Hobbs	Sussex West
Lesley Robertson	Warks
Gwyn Evans	Warks
Jim Thomason	Warks
Richard Rogers	West Mids
John & Reece McGregor	West Mids
Vincent Gunning	Wilts
Eugene Boyle	Australia

*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



Andy Cook

South of England Meet

I'll start off this week's report making amends to an error in last month's instalment. I had some text regarding **Frank Lockwood** and his MK2 but the picture published was of a different car, a Mk1. So here you go Frank, the picture that should have been in last month of you standing behind your recently finished car, looking as pleased as punch!



GT6's Lined Up



**Frank Lockwood with his
White GT6 MK2**

South of England Meet, Leatherhead 10th May

There was a really good turn out of GT6s at this years SEM and all of them were tidy examples.



Bonnets Up boys!

Here are a few examples of some of those that dropped in



Red MK 2

Nice MK2 with Chrome Wires, good luck in keeping those clean and shiny!



Jasmine MK 2



Nice Dash

Nice Dash and Interior on this MK3 owned by **Brendan Delaney**

The following French Blue MK3 has replicas of the wheels that were fitted to the Le Mans Spitfires. I seem to remember that Jigsaw racing had some of these re-manufactured. I don't think I've seen



them on a GT6 before though.

French Blue MK 3 - Le Mans Alloys



Carmine MK3, in the middle of having a Club Valuation done. I'm sure this nice example would have been well into 5 figures with the prices of GT6s rising recently.



Damson MK2

Damson is pretty close in colour to the Carmine MK3 really.



Nice to see this rather special MK2 back again at SEM this year. I featured this car in my SEM report last year, it's very modified and well engineered under the bonnet and finished in a BMW Blue.

Built and owned by **Geoff Taylor**



This White MK3 is sporting some very nice black wedge mirrors, such a popular choice in the 70s and early 80s - a real period accessory.

A Postcard from Jersey!



Well not actually a postcard but the modern equivalent and the next best thing. I received an email from my friend **Paul Bodiam**, local area member, Spitfire owner and Round Britain Run team mate. Paul emailed me these pictures while he was on Holiday recently in Jersey, he popped into the "**Steam, Motor & General Museum**" for a quick look around.



Jersey GT6 MK3 museum car

Apparently the collection includes Steam locomotives, cars, lorries, tractors stationary engines, lawn mowers, a Rolls Royce jet engine, and bizarrely several pipe organs! In among the cars was this rather nice white GT6 Mk3, parked next to a Standard 10.

It's nice to see that it still has an old TSSC membership sticker in the windscreen!

From the Archives



This month we go back to some of the

in any of the pictures?

That's it for this month. I hope to see lots of nice GT6's at **TriumFest UK** at Donington later this month on **11th and 12th July**. Look out for me and say hello. Unfortunately I'll be in the "**Flying Log**" Dolomite rather than the GT6 as I have my kids for the weekend, a pity as it would have been great to drive the GT6 around the Heritage Loop.

Andy



excellent old photo's supplied by long standing TSSC member **Leon Guyot**. This set of pictures was taken at a TSSC meeting in Surrey in September 1981. I've done a bit of research using Google images and found out that the Pub is the Plough Inn in Leigh near Reigate. This follows on nicely for my article this month as this is only about 10 miles away from Leatherhead where SEM is held nowadays. I wonder if any of our long-standing members can see themselves or their car



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Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703825/6	£22.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£35.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£59.50
Front/Rear wing arch repair panel	£26.50
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All chassis outriggers/Body lining/boot extn	£27.50 each
Herald/Vitesse Side Mounting Kit	£32.50
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Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£55.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
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Herald 3 Synco (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
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TR7

Early type bonnet (single bulge) WKC170	£155.00
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Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£350.00
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Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£55.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKCS09	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Up-rated brake master cyl/servo assy (exchange)	£250.00
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
Service exchange oil pump 215573	£35.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£400.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
Viscous fan coupling TKC101	£85.00
Seatbelts non-sensor	£120.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E.	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£62.50
Front trunnion 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£400.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

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Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£65.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£395.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Synco (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50

Recon Exchange Diff	£350.00
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Recon exchange brake caliper type 12	£46.00
Recon exchange brake caliper type 14	£41.00
Original head gasket GEG314	£9.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£49.50
Front wheel arch inner 909797/8	£55.00
Headlamp support panel assembly 818871/2	£49.00
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Sills non original 903097/8	£50.00
Sills O.E. 903097/8	£80.00
Sill reinforcement panel 806634/5	£7.50
Inner sill 806638/9	£27.00
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£145.00
A' post lower filler panel 706889/9	£24.00
Bonnet hinge pivot box RK362/3	£49.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£147.50
Rear wing front repair panel	£25.00
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£191.50
Rear valance 908970	£95.00
Boot floor	£155.00
Boot lid 911327	£475.00
Rear inner wheel arch 725563/4	£160.00
Rear outer wheel arch 909661/2	£89.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 911271/2	£82.50
Window regulator glazing channel	£65.00
Front outriggers 209398/9	£50.00
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£16.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£10.50
Front shock absorber GSA364	£20.00
Front suspension vertical link	£108.00
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Stub axle UKC697	£235.00
Recon steering rack exchange	£55.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	£320.00
Recon exchange J Type O/D 1500	£320.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Clutch shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£50.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
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Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
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Inertia seat belts less warning light wire Red	£60.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,200.00
Front wings Mk I 908113/4	£115.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
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Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£55.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£108.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

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Mk II bonnet 910507	£135.00
Mk II rear lamp panel 910509	£145.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158/9	£67.50
Rear quarter bumper (estate) 923444/5	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£55.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
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Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£17.50

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Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Boot floor carpet 1300 F.W.D. 617831	£25.00
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18/50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50/53 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£55.00
Track rod end	£9.50
Upper steering column joint 157659	£36.00
Lower steering column joint FAM1718	£22.50
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Brake pads Sprint	£21.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
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Tank sender 1500HL/1850HL/Sprint 215652	£27.50

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SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.

Suzie Singleton



MoT Testing, Part 6

I

'll start this month – as I've been doing for a while now – with some more details on the MoT testing procedure.



Driver & Vehicle Standards Agency

Registration Plates

Vehicles manufactured before 1 January 1973 may have registration plates displaying white, grey or silver characters on a black background.

On vehicles first registered on or after 1 January 1973 a front registration plate should have black characters on a white background, a rear registration plate should have black characters on a yellow background and a registration plate should be fixed vertically, or as close to vertical as is reasonably practical.

Although less likely to be relevant to our club cars a vehicle with a 'cherished' number which may be an older registration must meet the registration plate requirements according to the date of first registration of the vehicle the plates are on – not the date the number was originally issued.

Vehicle registered before 1st September 2001 can be set out in either one, two or three line formats as illustrated (from 1st September 2001 only one or two line formats are permitted)

§ Letters/figures must be of equal width along their entire length.

§ Letters or figures of a particular style, i.e. 'computer' or 'sloped' are not to be regarded as a reason for rejection unless they are likely to be misread.

AI23 ABC

AI23
ABC

A
123
ABC

ABC 123A

ABC
123A

ABC
123
A

Reasons for Rejection

§ letters or figures not the correct height or width or incorrectly spaced

§ a letter or figure not correctly formed or likely to be misread

§ characters formed using a font which is not substantially similar to the prescribed font

§ any feature on a plate that has the effect of changing the appearance or legibility of

any of the characters (such as badly positioned or uncovered retaining bolts etc

Prescribed Font

123456789
 ABCDEFGH
 JKLMNOPQ
 RSTUVWXYZ

§ a plate that is faded, dirty, deteriorated or obscured (eg by a towbar.)

VIN Number

A Vehicle Identification Number (VIN or chassis number) is required on:

- kit cars and amateur built vehicles first used on or after 1 September 2001
- all other vehicles first used on or after 1 August 1980

Vehicles may have the VIN displayed in more than one location, e.g. stamped in the body, on a manufacturer's plate and in the windscreen. Only one VIN is required to be complete and legible.

The number should be either:

- § on a VIN plate secured to the vehicle or
- § stamped or etched onto the vehicle body or chassis.

Reasons for Rejection

§ for vehicles first used on or after 1 August 1980, VIN number not permanently displayed or not legible.

§ a more than one different VIN number displayed.

[As you can see from the above, a chassis/commission plate is **NOT** a requirement on vehicles first used before **1st August 1980**. If your car is missing its VIN plate and you are unable to replace it prior to the test the

vehicle can still be tested. If your MoT tester has a problem with this you can refer them to Section 6.3 of the MoT Inspection Manual. I understand that on the computerised testing system there was a drop-down box with an option for 'Not Applicable'. I assume that the new web based system which has come in this year will have a similar option.]

Standard Triumph had a merry old game with the commission plates on their vehicles; almost every new model had its own version, which then changed throughout the years of production of each model. Part of this was, of course, due to the changing name of the Company:

- **Standard Motor Co Ltd**
- **Standard Triumph Motor Co Ltd**
- **Triumph Motor Co Ltd**
- **Triumph Motors, British Leyland UK Ltd**
- **BL Cars**

According to Bill Piggot in his 'Collector's Originality Guide, Triumph TR2-TR8', in all there were 14 different styles of commission plate used on the TR6 alone – then when you account for all the other models the range is absolutely enormous.

A good selection of reproduction chassis plates is available from many of the usual Triumph traders, as well as from **Classic Reproductions**. With so many original versions it is almost impossible to be able to match exactly every plate out there but enough variations are available so that, if you do need to replace yours, it should be possible to find something appropriate.



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Speedometer

One of the new additions to the test in 2012 was the requirement on all vehicles first used on or after 1st October 1937 for an illuminated speedometer to be fitted. The speedometer should not be:

- **Incomplete**
- **clearly inoperative**
- **or the dial glass broken or missing**

With regard to the glass, *"The glass being cracked is not a reason for failure providing there is no possibility of misreading the speedometer, no possibility of the indicator needle being fouled or the cracked glass creating a safety hazard."*

If the dial glass is cracked, it is not a Reason for Rejection, providing:

- **there is no possibility of misreading the speedometer or**
- **there is no possibility fouling of the indicator needle or**
- **the cracked glass does not create a safety hazard**

This new element of the MoT has given us a bit of a problem as on both of our Spitfires the



speedos have become unreliable, the needle jumping to a high reading in an instant, and not reverting to zero when the car is stationary.

Recently the problem in Baby Blue, my Mk3, got worse when the speedo stopped working. On investigating the reason for this Guy found that the cable had seized which in turn broke the angle drive. In order to get the car back on the road in a condition whereby we would actually know how fast we were going –

without relying on the rev counter (which is also a bit temperamental in this car) Guy found another speedo amongst his spares and has, for now at least, fitted a replacement. It's a bit



annoying that by doing so, Blue has instantly gained nearly 20,000 miles to her odometer reading, but her original speedo is now sitting on a nice safe shelf – until we can get it repaired. And at least now we can get a better idea of the speed she's doing – or not as the case may be – without having to set up the sat nav to do so.



As you can see, he was given plenty of encouragement and assistance in carrying out the replacement by his apprentice!

On the subject of spare parts, I recently heard from **Mick Dolphin** that he had acquired some new stock, much of it for early Spitfires. He has asked me to let everyone know that, unfortunately, he will be unable to have a stand

SPITFIRE I - II - III Register



at TriumFest UK this year but you can check out his list of stock on his website:

www.mickdolphin.co.uk.

I was pleased to hear that last month's article with information on sourcing the spare wire wheel fixing bracket turned out to be very helpful, not only to Dr Yves Pierre, who first raised the matter, but also to both John Cocks who first let me know that the parts were available on ebay and described how they worked, and to **Mike Hadley** who sent me the following message:

"Hi Suzie, I always enjoy reading your part of the Courier mag but more so this month (June) because you solved a problem I've been meaning to solve for ages. I have a MkIV which I fitted with wire wheels back in the 1980s and had no means other than gravity of securing the spare wheel in the boot. I searched the parts catalogue, but as your article revealed there isn't a diagram! When I read about the correct part I did no more than order it straight away (1st June) and received and fitted it today (4th). So a BIG BIG thank you and in my humble opinion it endorses why it pays to be a TSSC member."

I would endorse Mike's sentiment – you never know when you might find a snippet or even a full article in the Courier with exactly the information you needed.

Following on from that, **Kevin Seymour**

(07554 419208) who has the wire wheel brackets was in touch with us some time back and we were able to provide him with some of the clips which hold the rear deck seal in place. These have been unavailable for some time but Kevin has had them re-made. He sent us some to try out and as you can see they do hold the seal in



place. The old clips on Baby Blue had lost some of their strength over the years and this trim has



just not wanted to stay in place but these clips do seem to hold it, although it took a bit of brute strength and ig ...(no, I won't say that!) to get

them into place. They are a very close match to the original ones, perhaps just a smidgeon thicker metal.

And finally, another Triumph oddity, a bottle opener I found a while ago on 'a well-known internet auction site' as they call it on the BBC. I can see that it appears to have been made in

or for an event in Singapore and the main wording under the Singapore lion is VICTORY WIN TRIUMPH, ENGLAND USA and then it has Triumph or Victor written on both sides in several languages including French, Polish, German, Dutch and Italian.

Can anyone tell me more about this?



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We get exclusive access to the Battle of Britain Memorial Flight and meet the Flight Sergeant who, when he isn't playing with his **Spitfire**, is playing with his **Spitfire MKXVI**. We've also got your guide to the **Dolomite/Toledo**, Nigel Clark upgrades his **TR6**, Michael Davis upgrades his **Race Spitfire** anchors and there's over 40 pages of workshop wisdom. On sale now!





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Colin Lindsay

It Ain't Half Hot...

The fact that I'm even vaguely contemplating heaters in what should be the height of summer shows what a lousy year it's been so far; however as they can also be used to cool an overheating engine a well-maintained heater is handy at any time of year. Did you know they used to be an optional extra? Imagine driving along in pouring rain, freezing cold and the only way to demist the windscreen is an old cloth that you're gamely waving about whilst



Pic 1.

trying to keep between the hedges... it's hardly surprising that they eventually became standard fitment is it?

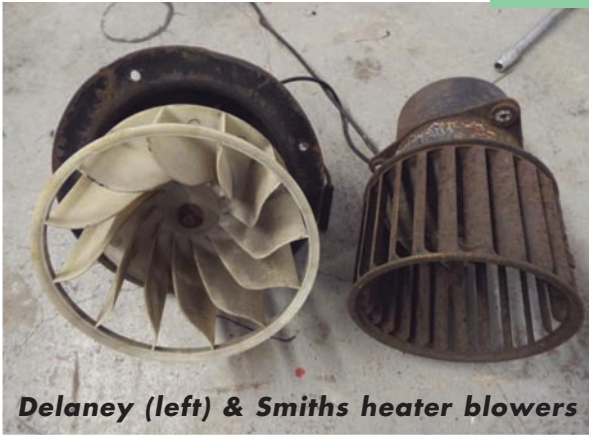


**Pic 2. Heater matrix - Smiths top
Delaney & Gallay (slightly deeper) bottom**

Heralds had two kinds – the Smiths version with the sloping box, and the rectangular Delaney-Gallay. Over the years I've come to prefer the latter - it gives out more heat, which is not surprising once you open the case and find a slightly deeper matrix plus a larger fan blower. Unfortunately being rarer, parts such as the valve can be harder to find than the Smiths equivalent.

The first photo shows a typical Herald heater unit after forty years faithful service... not pleasant!

For proper maintenance the heater unit needs to be removed; two bolts under the scuttle plus one self-tapper above leaves only a twisting action required to remove it



Delaney (left) & Smiths heater blowers

from the air intake; press down and watch your paintwork! You'll probably require a

swearbox after seeing the state of the hidden bodywork revealed by its' eventual removal.

While the front panel on the Smith's unit is fastened by clips, the DG heater has self-tappers which go all around the front panel – including the underside and so are inaccessible until the whole thing is removed - and may well be rusted in place. Remove the hoses and the valve; you'll probably find the hose split and requiring replacement. The valve will benefit from a good dosing of WD40; you can test it by blowing into it; it

should seal completely when closed. Beware of what may come crawling out of it after a long period of disuse... that's why I'd recommend blowing. These were made by both Stanpart and Ranco; on some you'll find a wriggly copper thermostat-type system which to be honest is totally pointless and not worth spending extra on. If your valve is defective expect to pay three times the price of the Smith's version, around £70 .

The front panel and the blower unit housing detach from the main case; you need to prise the front panel over the longer pipe then spin it around so that it lifts off over the shorter pipe.



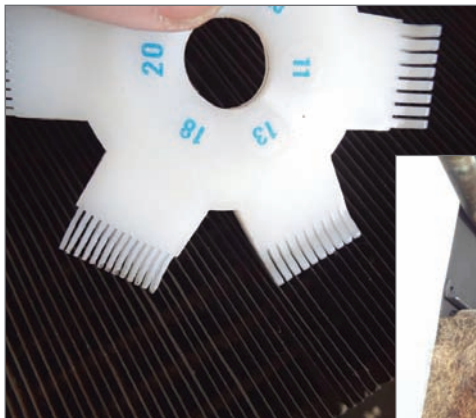
New D & G Heater Valve



Collection of Flora!

If your heater is anything like mine you'll need a good gardening catalogue to identify all the flora that has fallen in over the years; I think mine could have kept the Natural History Museum stocked with leaves, twigs and insects. The heater matrix is padded with strips of felt; (pic 2) these help to protect it as well as channeling the air through the core and not round it. The core will then simply slide up and out, provided it's not rusted solidly in place.

Inspect the pipes and joins for rust and leaks, and the fins for damage – these can be easily straightened by a fan comb; just select the



correct size of teeth and pull gently through the fins to straighten them out evenly without damage. Running water through the core will help spot blockages or leaks that may lead to poor heating when refitted, and an overnight soak full of radiator flusher will clean out what's left.

Trumpet players will probably get a good rendition of "In the Mood" out of it afterwards...

I sandblasted and repainted my case (Bottom Photo) in a rust encapsulating black primer with a topcoat of gloss black. The bottom of the front panel in all my units had slight rust pitting in exactly the same spot, so it's a common area for damage which will lead to perforation if not treated early.

For refitting, the heater element slides tightly into



the case (above); remember the felt strips – one behind and one in front. The front panel then fits over the lower shorter pipe first, facing away from the case, then a spin and lift gets it over the longer upper pipe and it can be dropped back



into position.

I've used stainless self-tappers; firstly they shouldn't rust in place and secondly they look nice and shiny against the black case. You'll need around twenty. I'll fit the blower motor and fan after the main case has been fitted to the Herald, it's lighter and easier to handle.

Why oh why does no-one appear to sell



proper seals? This offering – too large and possibly not even waterproof – was purchased from a supplier at a certain International Show a few years back; I found out only recently that it's not even a properly manufactured seal but a piece of foam used to pack sewer pipes. They're still being widely sold and many are not fit for purpose. The lower rectangular outlet seal is no longer available from anyone, so I'm resorting to reusing the best of my second-hand



stock. Two items for the Club Shop, maybe? If you're handy with a scalpel make your own

lower seal out of modern car carpet underlay or soundproofing; it's waterproof and a nice compressible texture.

So now you're ready for a wet and cold Winter – or more likely Summer – safe in the knowledge that although the heater may not be as good as modern versions it's still performing as well as intended, and as I said earlier if stuck in traffic on a hot day you'll have that extra assistance to cool the engine – blower on and window right down!

Don't forget **TriumFest UK at Donington** this month; unfortunately I can't make it this year so any beautiful unusual or rare Heralds or parts – photos to me please!!

Colin



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Phil Willson



Estates & Accessories

I was considering featuring the 13/60 Estate car as the subject of this month's article when I received the following from **Adrian Fletcher** about a previous article:

"I have been catching up on my old Couriers this week, and have just read your article in the April 2015 edition, where you mentioned the steering locks on later Heralds. I have one of the last estates (family owned since new, and un-restored), so that was factory fitted with the said steering column lock.

The dashboard has no hole for the ignition switch. You are right about one thing – the ergonomics. Usually I have to remember to start the car BEFORE putting on my seat belt, because once belted up it is very difficult to reach forward far enough to turn the key!"

Exactly. Fitting inertia reel belts does help a little but it's still not easy, and very annoying if the engine stalls. Of course, it would ruin the originality of the car, but it is possible to fit the upper column and steering wheel from a 1500 Spitfire. This brings the steering lock to just behind the steering wheel where currently the side/headlight switch resides. Then on the right you would have one of the Lucas multi-nerous switches that operates indicators,

horn, headlamp flash and dip/main beam selection all on one stalk. Many years ago I did



Pic 1. Adrian Fletcher's Herald Estate

this to my Mk IV Spitfire and it worked a treat. On with Adrian's email:

"The history is my dad bought it new in June 71. He ran it as a 2nd car for 4 years, then selling it to my Grandad. He had it for 27 years, and although he lived by the seaside, he really looked after it, ensuring it was waxoiled every year and garaged every night. When he became too old to drive it the car came my way, and I have had it for 12 years now. I go for preservation rather than restoration as it is mostly original. The only new bits are outriggers and side rails on the chassis, and new valences front and back and sills. My 30th June 1971 car has a chassis number 163 from the end of production, but I believe there is a Club

member in Coventry with a newer one than mine! The odometer is showing 12950, BUT you have to add an extra 1 in front as it has been around the clock once!"



Pic 2. The Business End

I have always loved the shape of the Herald, right from day 1 in 1959. Every version is stylish, thanks to Giovanni Michelotti, and they were very popular through most of the 1960s. I have owned a 13/60 convertible, a 12/50 saloon and the 13/60 Estate car that we bought in 1985 and still run today following a

well-deserved (and necessary) restoration.

The Estate was introduced in 1147cc form in 1962 and pics 4 & 4a shows an advert for the 13/60 version.

The ad highlights the 45 cu. ft. and 5ft 8.5in load space and the performance, which is said to be 'anything but sluggish'. I have to agree that in town, at least, the 13/60 is quite capable of keeping up with modern traffic.

I'm not sure what accessories were still being offered by the manufacturer by the time the 13/60 was introduced in 1967. To a large extent, the Herald was



Pic 4. 13/60 Estate advert



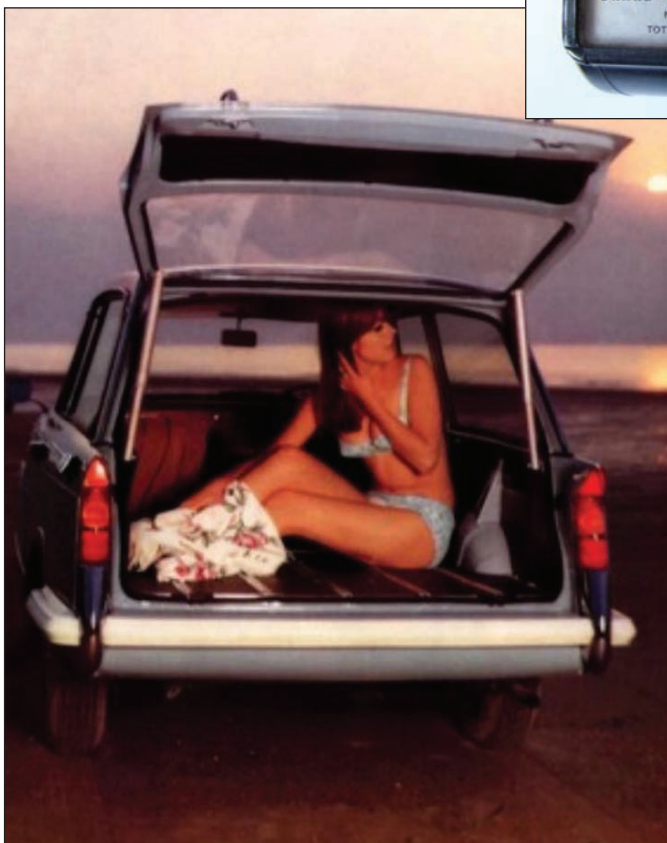
Pic 3. My car in March 2015 approaching the Kent Showground (photo from Facebook, posted by Leon Guyot)

an old model by then and the provision of extras by the factory was running down. Of course, there were quite a few general accessories around such as auxiliary lighting, stick-on heated rear



Pic 4a. Estate Load Capacity

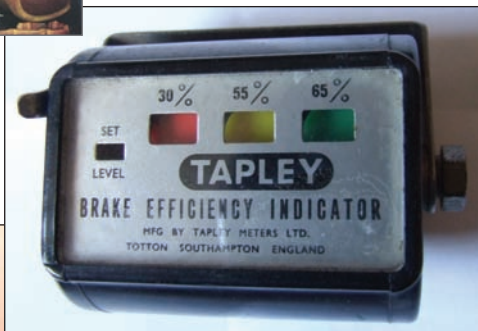
window elements etc., a couple of which of which I covered in the August 2013 Courier. One accessory I have not personally happened upon is shown in photo 5.



Pic 5. Estate Accessory?

Another general accessory that I came across recently is a miniature version of the famous **Tapley meter** that was in general use in MOT stations until the advent of the current rolling road brake test.

This miniature type first appeared in the 1930s and was screwed to the dashboard. It kept the driver informed of the state of the braking system and apparently had an accuracy of 1.5%



Pic 6. Tapley Meter

either way.

I bought the one shown in photo 6 for a couple of pounds at the SEM.

A full description can be found at <http://www.oldclassicar.co.uk/brake-tester.html>

The larger variety of Tapley meter is still used occasionally by MOT stations when a vehicle cannot be tested on the modern equipment, for example very old cars with progressive or other, to us, strange braking systems.

Phil

Now for the monthly throw-away cracker joke :

Q. Where's the best place to buy a **Ferrari** in England?

A. Redcar?


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Dave Rumens

A Life of Triumph



Hi folks, July is with us and that means **TriumFest UK on 10, 11 & 12 at**

Donington Park. The TriumFest is a great opportunity to see so many Triumphs together in one place and hear the sound of those Triumph engines all weekend. It is also a chance to meet old friends and fellow Triumph nuts you may have not seen for years. If you have a roadworthy Triumph and are going to TriumFest UK then bring it. Moving on to this month's article we hear from **David March** and his **Life of Triumph.**

Triumphs have been a part of my life since I was born! My Uncle worked on the track at Canley trimming GT6s. He was phenomenally skilled and if not smoking, smelled of glue and had tacks in his mouth ready for the next piece of rexine. So when I built my first go cart with wheels from an old pram it had to have a Triumph badge on it.

Fast forward to 1966. My parents bought the first brand new car they ever had. A Triumph Herald 1200, GDU728D. Cactus green with red interior. Many many miles were travelled in this car and in 1970 I passed my driving test in this car. It was now time to purchase my first



Picture 1.



Picture 2.

4 wheel car. (I restored a 3 wheel Bond minicar to be able to afford one) What should it be? Yes a Triumph Herald, a 1959 948cc model with grey dash in dull green. What a wonderful car and for £75 with a service history. It was an early one with a handle on

the bonnet and a back seat that went flat, but it was dull particularly for a 17 year old. So a full respray was needed with a new interior (guess who did that) and new bucket seats. It looked fabulous. Well I thought it did then.

Pictures 1 & 2.

But I do wish I had the unmolested version now and what a number plate. YVC 66. Many many happy miles. Only major fault was a gearbox failure which was put right for 50p and a steep leaning curve for

me. This was the cost of the broken circlip on the main shaft. Then I became a traitor. Bad noise from the back end so I sold it. In the wilderness I bought a Hillman Imp.

Then various other cars and a succession of BL company cars whilst working and running the advanced engineering for the company. By 1987 I could think of a collectors car as I has left BL for the world of Universities. What should it be? The car I always wanted and couldn't afford to insure when young, a Triumph Vitesse convertible.

I found a non runner within 20 miles of home so one Sunday tied my dad in it (the doors wouldn't shut) and towed it home. £250. A bargain LKC747E, a 2litre Mk1. For obvious reasons it was immediately nicknamed Jumbo. The fun begins!!! The first job was to get it running. Plugs, points, battery, fuel and it fired. Rebuild brakes. Some welding on floors but chassis was good and clutch worked. The doors never fitted properly but it got an MOT and I really enjoyed a couple years classic motoring and during this time developed the list ready for the inevitable full body off rebuild. In 1990 I joined TSSC and the major rebuild began. Body off, full respray and all bodywork and chassis made better than new. During the rebuild it became apparent why the doors didn't fit. The bottom of the A posts had



Picture 3.

completely rotted away and needed major reconstruction.

In subsequent years the engine has been rebuilt along with the interior, suspension, gearbox and overdrive. The hydraulics have been rebuilt at least three times as the car may do limited mileage but time does cause degrading of some components. However everything on the car is maintained in first class order with a schedule of renewing parts that degrade. The car has featured as cover for various parts catalogues and has completed many classic UK car runs including the Norwich Union three times. **Picture 3.**

It has also lapped most of the motor racing circuits in the UK. In addition to maintaining the car, it has been improved and make it into a wonderful touring car on the basis the car looks standard but significantly upgraded. Upgrading was also needed as the ladies in the family wanted to drive it.

So current specification includes;

- . Moss period burglar alarm.
- . Heated front seats.
- . Electric radiator fan.
- . Power brakes, **Pic 5.**
- . Green stuff brake pads.
- . Polybush suspension bushes
- . Silicone brake and clutch fluid.
- . High torque starter motor

- . Alternator conversion.
- . Carb heat shields and cold air pick up.



Picture 4.

- . Stainless steel exhaust on standard manifold.
- . Dab radio speakers under dash, **Pic 6.**
- . Aux power socket permanently on and fused independently directly to battery.
- . Bypass fuse on battery.
- . Overdrive gear box.

- . Aux instruments and switches in glove box, **Pic 6.**

- . 5.5j steel wheels with original look hub caps that spin on and are handed, **Pic 4.**

- . Electric screen washer pump, **Pic 5.**

- . Inertia front seat belts.

- . Lap rear seat belt.

- . 0.5 inch rear suspension lowering block.

- . In distributor cap electronic ignition to replace points.

- . Spin on oil filter.

- . Polished alloy rocker cover **Pic 5.**

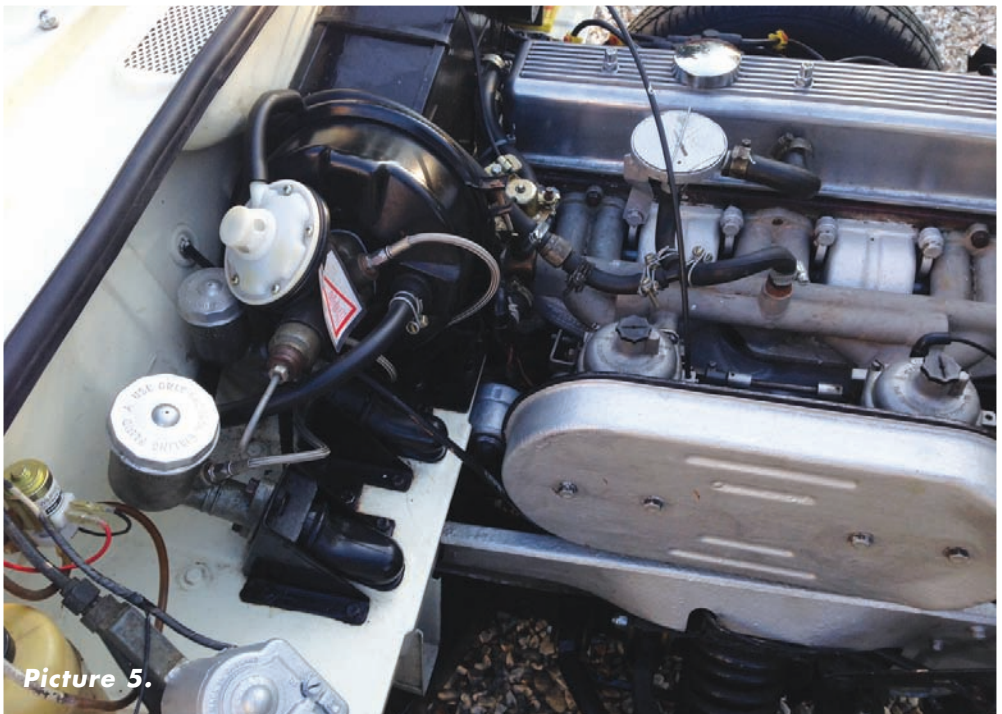
- . Fan controlled by electronic system from temperature gauge.

- . Full fuse system behind battery, Leds come on when fuse blow.

- . Ignition switch relayed on bulk head.

The latest changes can be seen in **Pics 4 to 6.**

Now I am semi retired I am currently planning further significant developments. A second respray to concours standard. Power steering (currently under manufacture). Period roll over bar (design under way). Revised dash to



Picture 5.



Picture 6.

remove ash tray. Relayed headlamps and no connectors in bonnet. Full rewire with

members who may be interested. *Pictures 7 & 8 show the front view.*

Enjoy your Vitesse!



Picture 7.

bespoke loom to minimise voltage drop. Modified original front seats with higher backs.

This is a special one off car now owned for 25+ years and a part of the family which my 2 daughters love. I hope to write up some of the more interesting changes in the future and happy to supply information of any of the modifications to any

Thanks David, as this is my 50th year driving and maintaining a Triumph(s) I can identify with much of your experiences.

That's it for this month so **Safe Driving & Keep Running On All Six.**

See you all at **TriumFest UK** and indeed next month.
David.



BIG SALOON Register



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Mark Blease



Change of Ownership

You may recall that back in May 2014 I featured the amusing tale of **Bernard Littlewood's** hunt for the fabled "**Stag saloon**". Here **Martin Feltham** tells the story of how he became custodian of the mythical beast.

"We all have heard or know someone that has made that inevitable impulse purchase on eBay, the drunken bid after a night out, and two days later another car is sitting on the driveway. The car that you said "It'll never sell for that price" and it does.

My story starts back in February 2015 when a casual look through eBay highlighted a rather rough but solid 2000TC that was located 5 minutes down the road from where I live. I must have looked at this listing a number of times as my wife Caroline said "how many times are you going to look at that car, if it's that cheap just bid". Before I knew it I was asking the seller a number of questions and when chatting he said that the current bidder wanted to retract his bid. He advised if I wanted the car, he would settle for £1,500 after the auction had finished. Unfortunately, there wasn't time for me to see the car in the flesh before the end of the auction and



The STAG Saloon

although the seller had said he would sell the car to me for £1,500, even if I won the auction at a higher price I didn't want to mess anyone about and I'd also be breaking the golden rule of not buying the first car that you see. As the end of the auction approached Caroline and I watched knowing that if no one else makes a bid then the car could be mine. With only two minutes to go, another new bidder came in with £1,382. At times like these I like to remind myself "What does the wise man do.....nothing" I knew that if the car was meant to come my way then I shouldn't bid, and if the seller was messed about he would call me. The car sold for £1,382. The phone call never came and the seller texted me to say that the car was collected the following day...

.... deep down I was gutted.

In my head the spark was ignited. I wanted a Triumph 2000. Already owning a Spitfire 1500 for 18 years and having no plans to ever sell her, the 2000 would now suit our growing family. Going to shows and events could be easier, and I could also use it for my short commute on a daily basis to work.

My hunt was simple (or so I thought). I was on the lookout for Mk2 manual, with overdrive, it needed to be structurally solid with an MOT. A good runner to be used regularly. Added bonuses would be a tow bar or estates version. I immediately set alerts on eBay for new listings of 2000/2500's and looked through a number of classic car websites and club classifieds.

I learnt very quickly that the classic car websites have a number of old adverts that tease you into thinking that they are still for sale when they were sold months ago, also that these cars don't pop up very often.

As cars appeared I became increasingly frustrated that it wasn't quite right, being a non-overdrive or an auto, or usually being a full on restoration project.

After six weeks, I listed a wanted advert to see if I could tempt someone into a sale. A week later I received a reply. The car sounded perfect, although my budget had to be increased to meet the asking price of £3,000. This wasn't welcoming news to my wife Caroline, but I had to have a look at the car. It was very nice and solid. The paint work was near perfect and it had a sports exhaust! The deal was almost done but I wanted to show Caroline what we would get with the little bit of extra money spent. I took a quick video with plenty of pictures and set off on my way home. I must have come across too enthusiastic and revelled too much on how nice the car was, because by the time I'd got home the

seller had decided to keep hold of it. Another one missed.

The weeks rolled on and no other cars came up. At the end of May, I decided to relist my wanted advert. The following Friday, a 2000 was listed on eBay. It sounded very good and I was back on budget. The problem was that it was 250 miles up north, too far to view the car. I explained my situation to the owner who gave me more details over the phone, he was willing to send through more pictures. It looked good and I could feel a deal was nearly done. And I was right... well almost.

That same evening I headed out to the garage to tinker on the Spitfire, when the phone rang. It was Bernard Littlewood, AO for South Wales and TR4/5/6 register secretary. He explained that he owned a 2000 but had another Triumph project on the go, with a number of other Triumph's in his collection he needed to



let this one go. I was excited as he talked me through the car, he promised to email me pictures and advised that I should look at the TSSC South Wales website where I would see more details. After we hung up I rushed inside to look at the website. There she was listed as Stag Saloon? A full blog on everything Bern had done to the car in his ownership and pictures of events and shows. I called Bern straight back, this was definitely the car I'd



The Handover

with the car and Bern explained about the Stag badges that he had put on instead of the 2000. He had British Leyland headed paperwork showing the registration plate of the car listed as Factory Prototype Stag Saloon. This is interesting and I am now sending off for a heritage certificate for the car to try and find out more, but if anyone knows anything about this please can you let me know.

The deal was done. After a look around Bern's wonderful garage we headed off to the M4 for the drive back home. Having never driven a 2000 before it did take a little getting used to especially the wing mirrors at the very front of the car. My confidence

been looking for.

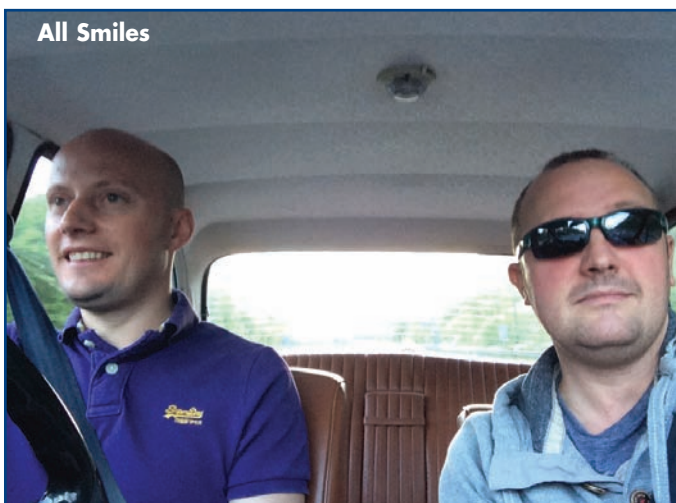
We agreed the price and I asked if I could collect over the Bank Holiday weekend. The next day insurance was sorted, train tickets to travel to Cardiff were booked, and the cash withdrawn from the bank.

My good friend Roy agreed to join me on the little adventure from Surrey to Cardiff, it was to be a 4 ½ hour train journey followed by a drive home back down the M4. When reaching Cardiff, Bern met us and drove back to his house providing a brief history of the car on the way. The car drove effortlessly and when we arrived, we had a

quick look around the car, but having read the blog and knowing that it had passed its MOT 11 days before I knew I wasn't going to find anything off-putting.

We looked through the paperwork that came

grew as we crossed the Severn bridge, switching on the original medium wave radio



All Smiles

we were greeted with "Viva Las Vegas" which felt very apt for our little road trip. The smile grew on my face. We continued into the night, stopping off for dinner at the services on the way and returned home at midnight.

BIG SALOON Register



Daddy's Car!

In the morning Caroline and I gave the car a good clean and polish. Our son Eddie was keen to keep getting inside "Daddy's Car".

Being Valencia blue we decided we should call her Valerie. And now the fun begins as I start to use the car on an almost daily basis.

I must take this opportunity to thank **Adam Chignell** for the advice given when I kept sending him all the not so great cars that came up for sale.

Also to Bernard Littlewood for selling me the Stag Saloon! If you would like to see more of both my Triumph's you can follow me on Instagram @Merlinstriumph - I look forward to seeing you all at TriumFest UK 2015."

Many thanks Martin, it's great to see cars finding new owners within the club, and I look forward to seeing it at Donington this month.

Until next month!



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Bernard Littlewood



TR4 Alloy Sump Fitting

When buying an alloy sump, a fitting kit – a set of longer screws and spring & flat washers are now required as they are longer [the alloy sump is much thicker than the pressed steel item]. I have fitted stainless items.

Note: 3 of the 19 screws are used to clamp other things –

Screw 1: breather bracket.

Screw 2: Clutch slave cylinder bracket.

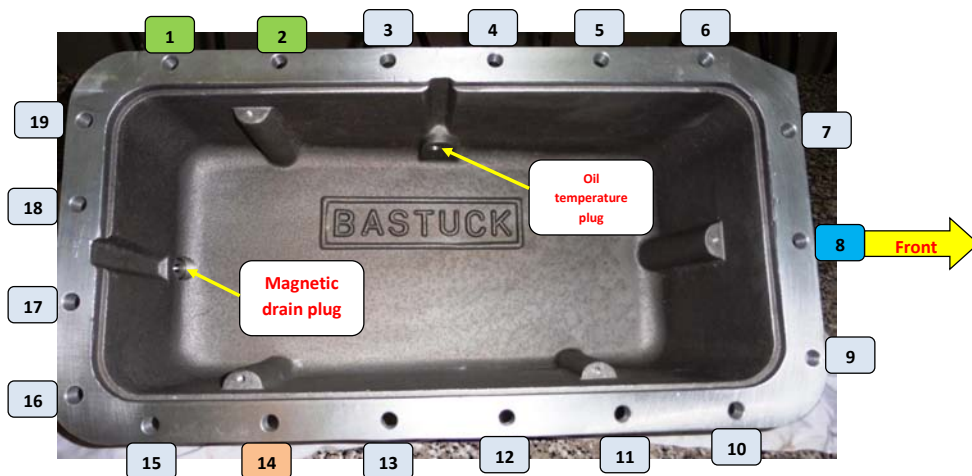
Screw 14: Earth strap.

With the sump removed, it will be necessary to cut the loose baffle plate to match the cut-away of the original.

You must do this to enable the baffle to fit over the oil pump suction pipe.

Near Side Rear of engine

LAYOUT OF SUMP MOUNTING SCREWS



1 **2** These 2 screws are longer. **1** = Breather bracket mount. **2** = Clutch slave cylinder mount.

8 This screw is shorter. It screws into the alloy block at the front of the engine.

14 Earth strap securing strap



Alloy baffle plate as supplied with the sump



Original Baffle Plate



Old & new baffle plates compared

After confirming the oil pick-up clears the baffle plate, and aligns inside the block, the lip of the baffle plate needs to be gently tapped outwards all round to create interference fit into the sump [it sits on a ledge below the gasket face level].



Oil pick-up strainer

Check the assembly fits – it was necessary to grind a small amount from the rear flange



Grind off rear lip to get sump clearance on car



Fit the New Sump



Remember that a slight loss of ground clearance occurs!

Timing Issues

And now over to **Keith Phillips** with a technical question!

Hello Bernard,

Been busy with the TR getting things ship shape for the new season, oil change, brake shoes, greasing and oiling, etc.

One thing that has been bothering me was the pre ignition or running on. I've dug out your saga on the issue and went and set the valves to 0.010 (cold) as per book and your recommendation. They were all over the place but are now even and the engine is quieter with no pre ignition.

However, it is now a bit down on power and seems a bit flat as well as running a bit lumpy. Would I be correct in assuming that the timing will now need adjusting as by closing up the valve clearances they are now opening a fraction sooner? I've no timing marks visible at all so is it a case of adjusting the vernier until it runs/ sounds better? When adjusting by one notch is that on the wheel or on the guide that pokes out as you wind the wheel?

Any help as usual is appreciated

Kind regards,

Keith

Hi Keith,

I find that most cars run better if "timed" to suit their particular engine, ie, a worn engine would probably perform better if the

timing was set a bit differently from the recommended settings, add the fact that our cars were meant to run on 4 star and now they have to run on unleaded with ethanol (in different percentages depending on where you buy fuel) and it equals a hotter running engine with more chance of the engine suffering pre ignition.

I would start the engine and get it to operating temperature then slacken off the distributor clamping bolt and turn the dizzy anti clockwise as you look down on it, then turn it clockwise slowly until the engine revs get a bit higher then back anti clockwise very slightly and nip the clamp up. Rev the engine up to about 3000 revs, take your foot off the throttle peddle then turn the ignition off quickly, if the engine over runs (pre ignition) it is too advanced so undo the clamp and turn the dizzy anti clockwise very slightly and tighten the clamp, rev the engine again up to 3000 rpm and turn the engine off, if your pre ignition has gone or is very slight you have the optimum setting for your engine, you can also use colder spark plugs (as in my article) to help eradicate pre ignition. Of course before you do this and you use a points set up instead of electronic ignition make sure that your points are clean and set correctly. Also ensure that your bob weight springs are intact and that your advance and retard system is working by twisting the shaft that the rotor arm locates on. Let me know how you get on. Cheers

Bern

Hi Bern,

Sat here with a smug grin on my face.

Followed your guidance and got on pretty well.

You can't appreciate how rewarding it is to a mechanical novice like myself when I can carry out a job like adjusting the tappets and then restore the timing to give

the power I was used to on the car.

And I fixed the running on to boot. Your words of wisdom give me the confidence to try my hand at these jobs which until now have filled me with dread.

So, new brake shoes fitted. New Master Brake cylinder installed and brakes bled. Trunnions greased with semi fluid oil. Suspension greased and rear leaf springs doused in old engine oil. Oil and filter change. Tappets adjusted back to 0.010. Timing adjusted and running on issue fixed. Car running and handling really well.

Small steps but I'm on my way.

Many thanks and kind regards,

Keith

Mike Alldridge's TR3 at Pecorama

At the Pecorama show that I attended with the S. Wales Area (of the year) on May 24th I met a very nice chap called Mike who was proudly (and rightly so) exhibiting his beautiful TR3 which he had bought in March 2015. The car has twin Webber carburetors, a TR4A high port cylinder head which



Mike and his TR3



Some Tasty Upgrades

is a popular "upgrade" for cars with the earlier low port head, has a remote brake Servo, electric cooling fan and has been converted from Dynamo to alternator but retains the "wide" fan belt.

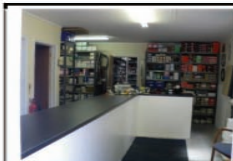
Mike told me that the previous owner had the car for over 35 years and spent over £12,000 on it, since Mike has owned the car the only thing that he has had to buy was a new battery, he plans to use the car for local runs and as he comes from the Poole area please give him a wave if you see him on the roads or stop and have a chat should you be lucky enough to find him stationary

or exhibiting this beautiful car at any events.

This is not Mike's first TR3, he owned one back in 1964 which he bought from a garage where he was working at the time for £87.50 (no I haven't put the decimal point in the wrong place!), but he did have to rebuild the engine as the crank was in two pieces, he also painted it signal red and used it until he sold it for £400 for a deposit on his first house.

Thanks for taking the time to talk to me Mike and for letting me take some images of your lovely car.

Bern



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Paul Lewis



SPA 2015 TR 6,7,8.

After the fabulous time I had two years ago at the SPA classic **Gary Law** and myself decided we would return

to this event with the lessons learnt from the previous trip. This year was slightly different in the fact that we would be joined by a few other friends and relatives.

Also the line-up of cars would be a tribute to the last decade of the TR story.

The previous trip had involved us driving from our home locations through the tunnel, continuing onto Spa.

This was hard work not only for the cars but for ourselves as well. This year I had booked a

hotel in Folkestone on the Thursday evening, giving us a reasonable 3 hour drive with no set deadline, cost of the hotel with breakfast £25 each. **John Wood** met at my house in



Nuneaton along with my nephew and brother-in-law. John was giving his immaculate rare

TR8 FHC its first long trip since purchasing it just over 12 months ago and I was taking my old faithful TR7 FHC. We set off just after lunch, but found that we were snarled up in traffic after 20 miles on the M1. At this point John's TR8 temperature started to rise. The TR8 is equipped only with twin electrical fans and these were not working. The car was fine when air flow was over the radiator but in stationary traffic the heat was increasing.



Pulling over to the hard shoulder saw the contents of the radiator pour out onto the M1. After much debate we allowed the car to cool, top up and continue on to Folkestone in an attempt to make a final decision to go or not after looking over the car that evening.

The hotel was a welcome sight and after booking in we started the fault finding on the TR8. The thermostatic switch that controls the relays



was working fine and after a small amount of fiddling with the relays the fans were on again. My TR7 had completed the journey with no issues along with Gary and Stephen in the TR6 who had travelled from Portsmouth via the coastal route.

After breakfast we drove the short distance to the channel tunnel and into France. At a fuel stop about 1 hour from Spa we came across the main TSSC contingent headed by **Jane Rowley** where I was given the extra tickets I required, Thanks Jane. All was going well until 20 miles from the campsite when my TR7 developed a miss fire between the rev range 1200-3200 rpm. I managed to nurse the

car to the camp site for further inspection.

This year we avoided the camping and chose to live in luxury within one of the chalets on the camp site. The chalets are well equipped with all you need except bedding and really are only marginally dearer. I set to work changing plugs and plug leads along with trying to balance the carbs in case they were at fault, but no joy. Murmurs from



onlookers were suggesting that I had a burnt valve. The problem with TR7's is that the studs that hold the head onto the engine are put in at a different angle compared to

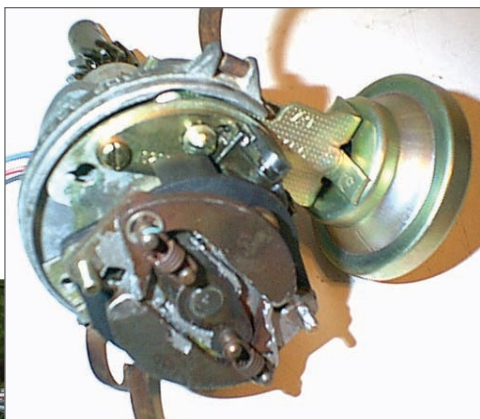


weather great and the beer and food prices reasonable. A short break around dinner time in the local village for food and then back for the Saturday night racing. Sunday saw a similar routine with us walking the circumference of the circuit. Sunday evening saw myself again under the bonnet of the TR7 as the burnt valve diagnosis was troubling me.

the bolts which means that they have to be removed prior to the head coming off. The difficulty is that the studs are steel and the head is alloy which means you get a reaction between dissimilar metals which mean they become seized. Also the head has never been off my 17,000 mile 1976 car. I closed the bonnet and drowned my sorrows.



The next day we had an early start as Gary had booked a track lap. It was great blasting around the circuit in the TR6 and only a couple of scary moments at the top of Eau rouge with a locked brake. Passing most of the field Gary drove his car hard. Too soon the session came



The reason behind my doubt was that at 3200rpm the car was back to normal and also idled fine. After stripping the distributor and re-setting the points I found the problem. Seized centrifugal advance. It all made sense I was not getting the advance I needed for the spark and it was causing the lack of power. A few squirts of oil and bingo job done.

to a close and the car was returned to the car parking area. The racing was fantastic, the



The Monday morning saw us pack up and head home. Just before Calais I saw a piece of black rubber fly past my window followed by the ignition warning light illuminating.

Over on the hard shoulder the fan belt was replaced and off we went again.

Just prior to the channel tunnel Johns overheating was back with fans again not working. This time I could not get them working so on the train I routed a wire directly from the battery post on the bulkhead to the fans.

This worked well but were on all the time.

The journey home was uneventful with everyone arriving home in good time.

Again a weekend of cars that will stick in our memories for years to come. I am sure that the next time we go the group will be bigger.

If you have never been then it is a must. If you don't fancy doing the journey by yourself the TSSC are always there to put you in touch with other people that are going.

Total average mileage 1000 per car, Total cost per person less fuel £160 for tunnel, hotel, chalet and entry.

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Paul

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Guy Singleton



Bonnet Scoops!

At last they have now arrived. I have also contacted those who had put in a provisional order for them, and the remainder are now available for sale. They have been made in polished stainless steel so should not pit like the originals did. They cost £70.00 plus £5.00 p&p, please contact me if you want one, alternatively we are planning to be at Donington and Shelsey Walsh this month so you can see them there.



Anyway this has prompted me to say something about this matter.

On all the cars the bonnet is fixed to the Triumph Bonnet Frame, in the case of the 2+2 very much in the manner of the Herald/Vitesse -

being riveted to the steel wheel arches and with a front support by the headlights, on the other cars against the bonnet is riveted to the wheel arches but there is also a support at the bottom fixed to what is effectively the front valance. It is important to make sure that the rivets



We've tried to photograph them but getting good pictures of anything so reflective is not easy so you would get a better idea of their quality if you can see them up close.

There has been some interesting discussions on the Bond List (http://groups.yahoo.com/group/bond_equipe/) recently regarding wheel arch clearances and fitting larger tyres. In the case of the Equipes the problem is often not just related to one factor, or even two!

are sound and that the lower fixing is good - in most cases they will have been repaired or replaced over the years, but if the bonnet is not correctly fitted it will be difficult to align.

The bonnet adjustment is as per the Herald & Vitesse - front to back adjustment is done with the adjustment bars which are fixed between the suspension turret and the lower bonnet mounting bolts on either side of the car. The bonnet can also be adjusted up and down using the drop

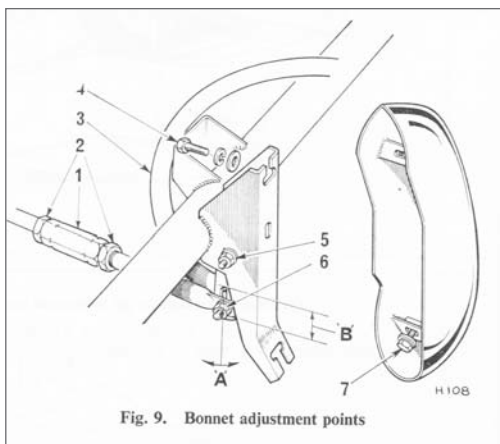


Fig. 9. Bonnet adjustment points

Image taken from the GT6 & Vitesse Workshop Manual

plates to which the bonnet attached at the front of the car. I have found on a number of occasions that these are incorrectly fitted, the slots must be at the top, so that they bolt directly onto the chassis bracket. The height adjustment is carried out by loosening the top bolts and then raising or lowering the bonnet to get parallel lines on the door shuts, and then tightening them up again, you can then do the front to back adjustment - this can affect the vertical adjustment so you might have to go back a stage and re-do that.

The reason for starting on this was a message from **Mike Newman** who was/is having trouble with his tyres contacting the front wheel



arches - if the front of the bonnet is low, as on his car - this will exacerbate the problem. The other cause is front springs and or shock



absorbers, if the springs are tired then the car will sit low, but sometimes even with good springs there is a problem, this can be due to the spring base plate on the shock absorber being too low. You can try putting spacers at the top or different shock absorbers. Ones with an adjustable base plate are the best bet but do not look original.

Finally, if you are putting non-standard wheels on the car, it is important to check that the rolling diameter of the tyres are the same as the original, ie if fitting 165x13 go for a 70 profile not an 80 profile tyre.

I hope this helps those trying to sort out their problems - any feedback would be appreciated as it is quite a common problem.

Next, I have heard from **Robin Rose** in Northampton who has had an Equipe for many years.

He contacted me to say that he is no longer able to do the work needed on the car, he has had work done on the floors but I understand



recently restored Isuzu Bellett GT, he now has some cash to move the Bond forward. He has had some work done repairing previous damage on the bonnet, and the trim around the headlight would not fit properly, which is a bit of adjustment that is now sorted and he is hoping to get the rear body off for further

that the A posts now need attention and the car needs the bodywork tidying up. It is a Mk2 2 Litre Coupe with overdrive, if you fancy a project please let me know and I can put you in contact with him.

I don't have a recent photo of the car but this one was taken at a Bond Rally about 10 years ago.

On the restoration front I have heard from **Duane de Gruchy** in **Australia**, regular readers will remember that he is restoring the only known 2 Litre Equipe in Australia, the car had been in a rear end accident before he bought it and he is progressing



repairs soon.

He recently sent me some pictures showing where the sunroof has been removed. Following his recent accident he has decided not to fit a Webasto to replace the glass one but to restore the roof without a sunroof. I did point out to him how hot these cars can get and with the Australian climate to take into consideration he may prefer to be able

well with the car's restoration.

Somewhat ironically he was recently involved in an accident which, whilst it wrote off his 56

to have some 'air conditioning' in the car. When I saw the photo he sent I did, however, have to ask him what was behind it as I could



Mazda R360

just see a tantalisingly familiar quarter-light in the background – “a Herald?”, thinks I. I couldn’t have been much further from the truth – Like me Duane seems to favour unusual cars and what was peeking out from behind the Bond was a Mazda R360.

I have been contacted by **Bob Buckby** the **Bond Owners Club Equipe Reg Sec**, he is planning for an Equipe gathering at the **Milton Keynes Museum** on the **20 September** <http://mkmuseum-transportday.weebly.com/>, please book into the rally independently and let Bob or me know you are planning to attend this event.

And finally, thanks to **Keith** who found the following item while he was having a clear-out and thought of me.

I’m very pleased he did.

Guy





e-mail.

chrisgunby@btinternet.com



Chris Gunby Acclaimed Accessories

I have been using the a Acclaim a lot recently waiting for something to break so I could mend it and do an article but true to form nothing has gone wrong, it's not even used any oil or water and returns approx 40 to the gallon.

My favourite Acclaim moment recently was overtaking a 1980s Lotus Esprit turbo on the M25 on the way to the South of England meet in Leatherhead, the drivers face was a picture. These cars are so underrated !

I have been lucky enough to obtain a beautiful Acclaim CD one owner from new and in mint condition with something I have never had in any Triumph, **ELECTRIC WINDOWS!** quite a revelation in a classic car.

This got me thinking, what else could I have ordered on my new Acclaim back in 1983?

The list is quite interesting, from genuine sheepskin seat covers to tow balls and fog lights. It was the more abstract items that caught my eye, a **Driving Computer!** Now an everyday item on most modern cars, was way out there on an Acclaim!

Has any one got one, or ever seen one? I know I haven't.

Air Conditioning on an Acclaim!

That must have zapped most of the engines power or how about **Cruise Control?** these are all very expensive options.

I think I would have ended up with a boot mat and a roof rack.

Absolutely fascinating is the array of extras even down to a parcel tray accessory for the front dashboard.



If any of you have any of these options on your car please get in touch with some pictures as I am sure we all would love to see them.

Of course if you still wanted a little bit extra special of an Acclaim then it was off to the coachbuilders, but more about that in the future

Chris

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Driving Computer GAE 251

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The command display module is contained within a neat, black steel case, measuring only 3" x 6" x 1 1/2", and the display automatically dims for night-time driving. For continental touring, the computer even converts to kilometers and litres.

Take the piecework out of driving ... with the Unipart driving computer.

Power Windows GAE 237

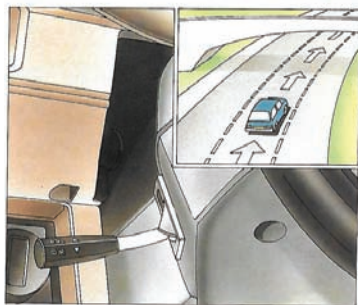
For luxury and convenience, Unipart offer an electrically operated window kit. A control unit is neatly mounted on the drivers door giving full control over both the driver and passenger door front windows. A second unit is mounted on the passenger door giving control over the passenger door window.

The Unipart power window unit contains a safety over-ride so there is no chance of children's fingers being trapped. (Not suitable for 'CD' model).



Child Safety Harness GSS 207

Suitable for children from the approximate age of 4 to 11 years (40-80 lbs). The harness can be easily fitted and has been manufactured in accordance with British Standards.



Cruise Control GAE 188

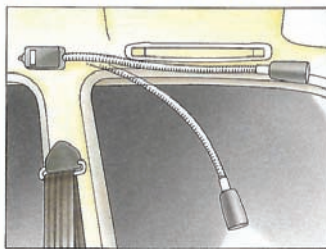
Fitting Kit GAE 255

A cruise control is a real boon for motorway driving, giving relaxed, pre-set speed control with no need for you to use the accelerator. The Unipart electronic cruise control can be set to any speed from 30 mph upwards – and normal use of the brake, accelerator or clutch over-rides the unit, giving you totally safe control when you need it.

The Unipart electronic cruise control has been carefully developed for use in the Acclaim, and is safe and reliable in use.

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Map Reading Light GAL 227

An omni-directional map reading light, with a 12" flexible stem, gives a controlled spread of light for map-reading, without glare or distraction for the driver. Complete with spare bulb and four fixing screws.

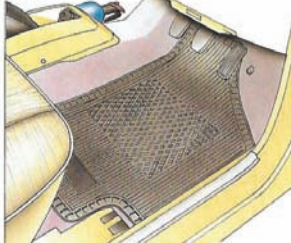
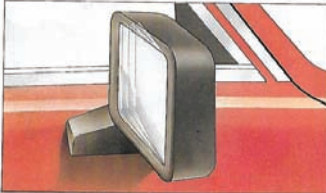


Light Delay Unit GAC 311

An ingenious touch – the interior light stays on for 45 seconds after you close the door, or until you turn the ignition on – fumbling for seat belts or ignition keys in the dark. The Light Delay unit will also keep your headlights on for an additional seconds (approximately) before switching them off, as well as by the aid of an alarm when you inadvertently leave your car.

Electric Door Mirror RH – GAM 282 LH – GAM 283

Unipart electric door mirrors are housed in a fully waterproof, tough, black polypropylene casing, and the centre mounting 'four-way' switches giving full control over both mirrors from the driving seat. Each kit contains a specially designed mounting plinth to enable fitting into existing mirror holes. (Suitable for HL models only).



Genuine Sheepskin Seat Cover Cognac – GNC 157 Camel – GNC 158

A final touch of luxury for your Acclaim. These two genuine sheepskin seat covers have a specially designed 'cap' to fit snugly over the back of the seat. The luxurious deep pile keeps you warm in winter and cool in summer, besides ensuring your front seats are kept clear of any grease or wear.

Simulated Sheepskin Seat Covers

Unipart offer a range of 11 different designs of simulated sheepskin seat covers. The covers have a stretch black nylon surround that gives them a snug fit on the front seats. For details of the various designs available consult the Unipart Accessory Catalogue (MMM 1180).



Rubber Mats Front – GAC 311 Rear – GAC 312

Protect the carpets in your Acclaim with heavy duty rubber mats. Both the front and rear mats are tailored to fit the Acclaim floor well, and are embossed with the vehicle name.

Area Showtime



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



A trip to Laon Historic - France

By Gary Russel (30/31st May 2015)

This is my 5th visit to the Laon Historic, being that all these previous visits had been in somebody else's car. This was the first time in my own Spitfire, **5347 VU**.

A year ago was tough because of a fire, the whole of the wiring loom went up in flames, so this needed to be replaced also whilst this was being done new carpets and seat squabs were also to be replaced. The car was completed 2 weeks before the trip to France with a new MOT and hardly enough time for a



All prepped & ready to go?

shakedown! So I decided I would take a chance, GULP.... I left Manchester Thursday morning in, yes you guessed it, RAIN, but the roof stayed down all the way to Hull docks where I was to met by my co pilot **Jim Fullbrook**.

Everything was fine until this point and some idiot (namely me) broke one of the boot hinges (£50.00 to replace the 2) and with the help of the TSSC North Wales arm we managed to patch it together with cable ties and duck tape and we were off to France.

Everything was going well until (for those people have ever driven around Lille in Belgium in a Spitfire) as this is probably the most scariest road you



Laon Historic



Town Square



The car ran perfectly for 679 mile in 3 days and did not miss another beat, 5347 VU is 52 years old, and the comments I got whilst travelling to Laon was to say that the Grin Factor was there



will ever have the pleasure of driving, especially when the car develops a miss fire and smells of petrol.... We pulled into a brilliant French service area with the car leaking (pouring) fuel from a carb through the air box? Ok we said what now? blocked float chamber



for me the whole time. I lost count how many comments I got on the car, especially amongst some very priceless machines. Car of the show was a 1917 Morgan which was completely unrestored, wonderful.



Triumph is always well represented with a flurry of TR2,3,3a's,4s,5s,6s, and 7s. Spitfires and GT6's and 1 Vitesse. Please enjoy some of the pictures to what became a perfect trip.

Roll on 2016!



TSSCCTV - Manchester Weekend

By Pip Flegel (Manchester Area)



Bumble as Batman



**Our Fantastic Hosts
Thunderbirds Janet and Tracy**



**The Lone Ranger & His Trusty Injun,
Tonto (or Lower-Watha - Ed.)
And Luby Loo was there too!**



Celebrities attending an illustrious event, namely the Teletubbies and The Flintstones



People Choice Winners



Lady Penelope - Sexy?



The Motley Crew



Lovely Triumphs on display



Pete Davies - Spit 6



Roger Buck - Stag



Graham Whitaker - Spit Mk111



Paul Richardson© Roger Sykes

1939 - 2012



T continue with my article derived from interviews with the late Roger Sykes, who emigrated to Australia in 1967, he was describing some of the training rebuilds he was involved with during his apprenticeship at Standard Triumph (from 1955), including a complete strip down and rebuild of a Willys Jeep, which he described in full detail in my article in the last issue. He then moved on to his experiences with the TR3.

"A part of my initial training was involved with the TR3 sports car, because with the company manufacturing a sports car it's excellent performance reflected extremely well on the company's image, especially with the remarkable results your father achieved developing TR's and the results he and his team achieved in international rallies and races. The TR performance coupled with its legendary reliability also reflected a very good image on all the other cars we produced. Anyway, I had full training on the TR3 which included complete strip down and rebuilds under instruction on the engine gearbox and axle. As you will realise the TR engine was a wet liner unit developed from the Vanguard engine, and having cylinder liners was deemed an asset in those days because during a major engine overhaul changing a set of worn cylinder liners with a set of new ones was a relatively easy task. The main point of my mentioning this is that the engine bores do not have to be machined and honed it's just a case of changing the worn liners and fitting a new set of pistons. If I remember correctly, this wet liner specification



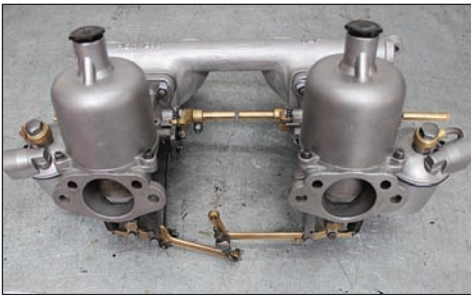
This photo of Roger Sykes (right) standing next to my father Ken was taken outside the showroom of the Standard Triumph distributor in Paris where the Le Mans twin cams were put on display after winning the manufacturers team prize in 1961. The manufacturers team prize trophy is on the bonnet of the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

was considered quite important when the Vanguard was first produced because the Vanguard was designed to satisfy export markets all over the world and in very high volume. This involved quite a complex service and repair set up through our main distributors and their dealer networks, and most overseas distributors in the early days did not have the

machinery or skilled operators on hand to machine and hone bores out, which involved fitting oversize pistons as well. So an engine with easily replaceable cylinder liners must have been a blessing in those days.

All our overseas distributors had to do was make sure they had a set or two of liners and pistons in stock, and they were all a standard size of course."

Roger regularly took time to explain aspects of his training in the experimental department during his apprenticeship and remarked on tuning carburettors. *"One of the most important lessons I learnt was the art of tuning*



*twin S.U. carburettors, as used on TR's, and it was an art in those days because there are quite a few things that have to be set up properly before you can start balancing and tuning the carbs. The first, of course, is setting the ignition timing and the points gap in the distributor accurately and this has to be done with an educated feel, if I'm using the right words to describe it. I mention this because using a set of feeler gauges properly takes a bit of practice, and it's obviously important to set all the tappet clearances accurately as well. There was a bit of manual dexterity involved with setting tappet clearances, especially on a side valve engine, when two pairs of hands would have been useful. But thinking a bit more deeply about correct setting of tappet clearances reminds me that this was hammered into us during lectures in the training school at Banner Lane. In fact brother **Graham** also explained how important this was, and it centres on the fact that valve timing is dictated by the camshaft profiles so if tappet clearances are incorrect the individual valve*

timing of relevant cylinders will vary considerably, and engine performance will suffer."

N.B. Roger's mention of his elder brother Graham also pointing out how important correct tappet clearances are leads me to explain it a little further. Graham Sykes started his apprenticeship in 1953 (two years before Roger) and after initially working in the experimental department he transferred to the technical office. Thereafter he became a technical boffin specialising in solving the problems connected with noise and vibration. Aided by attaining an honours degree in applied mathematics at London University, Graham progressed to become a recognised authority on solving problems associated with noise and vibration. This included designing the camshaft profiles for the Twin cam 'Sabrina' engine used at Le Mans in my father Ken's era, where his aim was to reduce valve spring surge by incorporating a smooth velocity and acceleration curve as the cam moved off its flank and over the nose profile. I described this detail in full in an article I wrote on Graham in Courier circa 2007.- **P.R.**

Returning to tuning twin S.U. carburettors Roger extolled *"Getting back to S.U. carb tuning we were given a practical lesson on all this from an S.U. rep who'd come over to our training school for the day, and he went over everything with us including the service side as well as tuning. I was quite amazed at the detail this bloke went into because one of the problems he explained was how important it was to check the wear and tear on twin carbs, especially the dash pots and pistons, because lack of maintenance regularly lead to problems in this area. We didn't suffer from that sort of thing with our carbs in experimental though, because they were always new, or virtually new, on the prototypes we were building or experimenting with in the shop. This was all coped with by our staff in the experimental engine shop anyway, who were all experts on anything to do with engine performance."*

Wishing to share his memories of staff he remembered, and give credit where it was due, Roger was most helpful in providing his insight

into the workings of the Standard Triumph experimental department where he served his apprenticeship. He related. " I couldn't fail to mention the help and encouragement Ray Henderson gave me during my apprenticeship. He was a real inspiration, as was **Ray Bates** who was Best man at my wedding in 1962. **Ray Henderson** was one of those engineers who could make anything, and his practical experience and talent in the field of prototype construction was second to none in my opinion. I'll ever remember a trip I made with Ray over to our service department at Allesley to take a look at some problems that had arisen on a Standard Ten engine. The problem caused the cylinder bores to pick up and piston failure, and the engine was partially seized up. Anyway our job was to take this car by trailer back to Banner Lane and strip the engine to give a full report on everything, and our metallurgy people were involved with all this because we'd had this type of problem on more than one occasion on the Ten engine at the time. The problem was traced to faulty piston rings as a batch had been produced to the wrong specifications. All this had to be investigated and rectified by our metallurgy laboratory and the people in our quality control department. I've used this example just as a guide to highlight how we sometimes worked in conjunction with our service department to solve temporary problems that slipped through the net of our quality control system. It has to be emphasised though that Standard Triumph had gained a reputation for producing very reliable cars and our small saloon engine proved very well designed like the Vanguard."

During a phone conversation we had, Roger asked me who I'd interviewed over the years and when I mentioned **John Murrel**, (who was manager of the service department at Allesley) He exclaimed "That must have been very interesting because I met John at the motor show in 1959 when I was chosen to be on the company's stand, and he was an extremely pleasant man. I was in the last year of my apprenticeship at the time and I remember having a conversation with John about my future with the company and he

said the most important thing about any career is to be completely content with what you are doing. I was of course and part of the fun at the motor show that year included the fact that I was one of the team that assembled a Triumph Herald at that show in something like seven minutes for a publicity stunt which was widely advertised at the time." This prompted Roger into one of his many memories about the Herald. He retorted. " We had some horrendous problems developing the first Heralds, and this was due to the decision to use the transverse leaf spring idea for the rear suspension. That rear suspension proved a nightmare, and I remember Ray Henderson telling me about all the trouble they'd had with it on that trip he went on with John Lloyd and the team that drove Heralds over the length of Africa including the Sahara desert. I know a fair bit about that because, besides Ray, John Lloyd often mentioned it and it must have been a nightmare because the rear suspension collapsed on several occasions on endurance tests at M.I.R.A. and radius rod failure was one of the main culprits. In fact Ray Henderson emphasized during Herald development that trailing arm rear suspension incorporating coil spring and shocker units would have been much more sensible because the wheels would remain vertical throughout suspension movement with that type of design. This was far from the case with the transverse leaf spring set up on the Herald, because the camber change was horrendous, and I also remember a live axle system being discussed between Ray and John Lloyd after we'd had yet another serious rear suspension failure on a Herald during testing at MIRA."

N.B. I had a conversation with the design draughtsman who modified the rear suspension on the racing Spitfire owned and driven by the late Peter Cox. This draughtsman (a most helpful man) informed me that he took his family on holiday on a tour of Europe in a Herald. When he arrived back in England after almost four thousand miles of travel the rear tyres on the Herald were virtually bald due to camber change caused by suspension movement!! I'll try and make contact with him again and get more details **P.R.**



Readers Write

Please Help if you can

This is a real cri de coeur. I'm at my wits end and seek the help of members who can suggest a cure.

It's my Triumph Vitesse V8.

Many years ago I wrote four chapters about the restoration of the chassis, the body and the slight modification of the bulkhead so I could insert a V8 engine from a Rover SD1.

All went well as far as the insertion was concerned. The engine was rebuilt from scratch, and as recommended a P6 water-pump was used as it was shorter between the engine and the rad.

To avoid the Rover carbs requiring a hole in the bonnet, I splashed out and bought an Edelbrock manifold with a Holley carb so that no modification of the bonnet was required. The SD1 electronic ignition was discarded and the P6 dizzy with points was modified to fit. Advance seems quite normal.

Startup was brilliant. Smooth running, sweet as a bell, and that nice V8 burble.

Drove to the next West Kent Area meeting, and all seemed well – until the journey home when the fun started. Two three mile journeys later and she was nearly boiling.

The temp climbed off the gauge. And no matter what I did I could not create a cure. I even had to let Bernie down when he wanted the car for the Non Standard Triumph display at the NEC.

Some of you will know that a guy called Ken Costello was the first to drop a V8 into an

MGB. Ken's partner then, was Dave Vale who now runs V8 Conversions in Farnborough (Kent) High Street. Just drop in for parts, advice, a chat or a cuppa.

For cooling, I've used an MGB V8 radiator from Dave, had many a long chat with him, removed the thermo, put the heater on full blast. I've even checked the water-pump to be sure that the impeller has not come off the pump-shaft. I've got no problems with bubbles in the coolant or water in the oil. There's only room for one 12 inch electric fan behind the rad, and that didn't seem to be able to cope. The MGV8 rad has the vertical tubes arranged in a triangle format instead of square as our Triumph ones are, and it has been suggested that this restricts the air flow. An additional electric waterpump has been suggested. The one point that I am confused about is that the crank pulley is 6 inches in diameter but the water-pump's is 7 inches so the pump goes round about 14% slower than the crank, and she still boils.

After all of this frustration the V8 was pushed to the side of the garage and left – until now, much to the consternation of those members who frequently asked how things were progressing. The next step is to get a much bigger capacity bespoke rad made up, but before I do so, here is the cri de coeur.

There are several members out there who have V8s in their cars. Please, please, please tell me what you have done that keeps your cars cool. Thanks in advance for any help.

I'm at: delandwen@btinternet.com

Del Holman
West Kent



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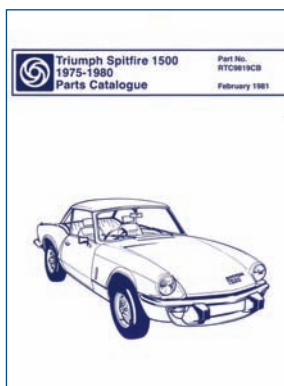
by Garth Jupp

New Reprinted Parts Catalogues

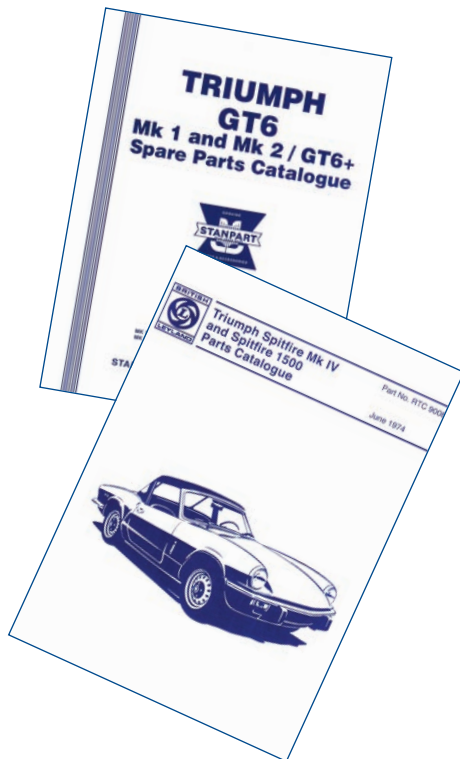
This month we have some New Books, not something we get very often, but these catalogues have not been in print for some time.



We are pleased to announce that we can once again supply original parts books for the following Triumphs:



GT6 MK I & II
Spitfire MK IV & 1500 1973-74
Spitfire 1500 1975-80



These are priced at **£33.95, £23.95 & £29.95** respectively **P+P is 1kg** (Courier only)
We also have more stocks of other parts books and workshop manuals again that we have been short of for some time.

Unfortunately due to the rising costs the **Drivers Handbooks** have had to increase in price to **£9 each from July 1st.**

On this matter of price increases there is a 2015 Shop Catalogue Price errata concerning the updated Courier Archive disk - Vol 4, The Tweenies. 2010 to 2014, just arrived in stock.

This is now priced at **£5.00** due to production cost increase and NOT £3.75 as given in the 2015 Catalogue.

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Spitfire



MKIV. Full restoration recently completed. Flame red. Brand new seats, carpets, hood. All mechanical parts renewed as required including rebuilt engine. A1 condition. MOT. Taxed. RHD. Insure and drive away. £5,500. Christopher Schneider (Birmingham) e-mail only: christopher.schneider@sky.com

1500 Pageant Blue 1979, 26366 miles. MOT May 2016. Garaged, summer use only, owned 16 years and 4000 miles Excellent condition. £6,500 Michael Blackledge (Ribble Valley) 07976 251000.



1500 1978. MOT. Inca Yellow. Overdrive. New Hood, Front shocks, Bushes, Leaf spring, S/Steel Silencer, Carpets, Seat Foams. Valued. £3,800 ONO. Phil Boocock (Worcester) 01386 750527.

MKIII 1968 Project car. All complete, taken off the road some years ago, but under cover. Conifer Green. Refurbished seats. Alloys. Lots of service history. Please call for further information. £1,000 ONO. Simon Smith (Guildford Surrey) 07977 267949.

TR7

TR7 CONVERTIBLE Good runner, loads done, new petrol tank, brakes, S/S exhaust, all new front suspension & rebushed rear. Good tyres on Minilite wheels, MOT April 2016. £2,100 ONO. Derek Skates (Whitstable) 07932 179459.

Herald



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

13/60 CONVERTIBLE. MOT Oct 15, good mechanically, good hood, Bodywork needs some tlc, chassis good, many new parts in the last years. Reliable runner. £1,500 ONO. D H Davies (Oldham) 07545 862757 or 01457 829647.

RMB GENTRY



RMB GENTRY kit car project. Chassis (Herald 13/60), engine (1.3L Toledo), suspension and brakes rebuilt. Running and drivable, just cosmetics and some wiring to finish. Full fibreglass body and soft top, wire wheels and good tyres. Offers. Charlton Roberts (Berwickshire) 07901 668669.

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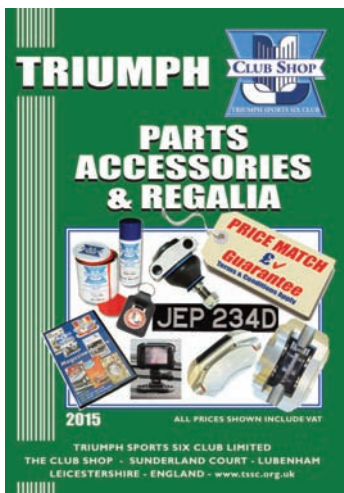
WANTED 1300 FWD. Looking for a Triumph 1300 FWD. Good home offered. Must be in good condition. Location, South of England only. Barrie Jones (Surrey) 01483 720725.

GT6 Mk 1 or 2 wanted for restoration. Club member looking for GT6 Mk1/2 as a restoration project. Ideally, as original, complete and running but not vital. I can travel within the UK to view. Scarlett@glenmaye.com (Isle of Man) 07624 426509.

SUNROOF VITESSE. Looking for a Vitesse with a Webasto Sunroof. Mk1 or Mk2, or a left hand drive Herald or Vitesse. Will travel to view. Noel Halleron (Hastings) 07809 862556.

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175 STROMBERG CARB & SPITFIRE MANIFOLD. Jet adjuster seems missing from bottom of carb but rest looks in good condition. £25. David Lewis (Twickenham) 07712 047575.

DOLOMITE SPRINT Door Finisher Rubbing Strips, Chrome, Black insert, 38.5" long X4. Also 22.5" X1 for Rear Door. Photo's available. £12 Joe Grundy (Morpeth) 07831 097659

GT6 MARK 3 WINDSCREEN FRAME, not the best but repairable, can email pics, 60. Boot boards 25, Rear Lights 10 each. Chris Beader (Peterborough) 07951 915021.

VITESSE MKII ENGINE. This engine has been overhauled and not used since. Can send photos. £575. James Mather (Berwick-upon-Tweed) 07836 715655.

13/60 PARTS Gearbox, working order £30. Also Engine with cylinder head removed £50. Complete to be collected. Bradford area. Bill Sutcliffe (W. Yorks) 01274 780490.

COURIER MAGAZINES Free to collector. Pick-up point to be arranged. Courier magazines 1992 to 2014, except Nov 2010. Also 3 from 1991. FREE. Richard Mann (Kings Lynn area) 01553 829932.

DOLOMITE SPRINT Door & 'C' Pillar Chrome Trim. Nine pieces. Some with Black end stops. Photos on request. £25. CHROME BOOT LIP Chrome boot lip finisher strip, X2. Length 47". No longer available from usual suppliers. Photos on Request. £20. Joe Grundy (Morpeth) 07831 097659.

SPITFIRE SEATS. Pair of reclining seats for Spitfire. Buyer Collects. £95. Barrie Jones (Surrey) 01483 720725.

DOLOMITE PARTS. N/s front door. O/s front door. Brown bonnet. Green boot lid. N/s front seat black no headrest... Complete steering column, back seat in black, back seat in yellow, n/s front yellow seat. Black door cards, short Dolomite 1850 engine. Also 2000 2.5, green boot lid. Pam Jarvis (Biggin Hill, Kent) 01959 575257.

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GT6 OVERDRIVE GEARBOX. Want to change from non-overdrive, can collect. Richard Himson (Farnham / Bournemouth) 07857 627095.

2500TC Bumper Wanted. Offside Rear

quarter bumper section. New or good used with rubber insert holes. Norman Adams (Wigan) 01942 253868.

SOFT TOP FRAME wanted Soft top frame wanted for MKIII, 1970. I have the cover but no frame. Caroline Martin (West Kent) 07850 990677.

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Issue Numbers Required, 15, 21, 22, 40, 41, 42, 43, 44 and 50. Adrian Farr (Farnham) 01252 715781.

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Donington 11th 7 12th JULY 2015

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The following services are available from the Club headquarters.

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Young Member £24.25 (Age 17 to 25)

RENEWALS

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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

FOOTMAN JAMES & CO LTD
Tel: 0843 357 1790 Fax: 0121 559 0814
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Tel: 0800 013 0080

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MAGAZINE COPY DATE

All magazine material must be received
BEFORE 8th of each month prior to the
month of publication.

DEFINITION OF DEADLINE - Last date by which
copy can be included in the publication,
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and work well in advance of the deadline.

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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: spitfires@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: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
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Tel: 07875 560253 e-mail: bigsaloon@tssc.org.uk

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TBC
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Vivien Thompson **Tel: 01484 541185**
Julie Hazell **Tel: 07813 589799**



TSSC

Area News Review

July 2015

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

Open to **ALL** Triumph Enthusiasts



TRIUMFEST

UK

Enjoy and **USE** your Triumph!

11TH 12TH JULY 2015

Heritage Loop

A Celebration of Triumph!

Donington
The Heart of British Motorcycling

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 the Circuit. Discounted entry to Circuit & Museum. etc. etc.

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

Booking Forms on www.tssc.org.uk

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



SilverstoneClassic

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.
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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

Official Partners





AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various - see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

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

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Richard Malin: 07813 397731	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 8.00pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Beedles Lake Golf Centre - EAST GOSTCOTE LE7 3WQ	2nd Tues 7.30pm
LINCOLNSHIRE	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
	Nigel Hill: 07976 163006		
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embury: 01952 371783	The Huntsman - Little Wenlock, TELFORD, TF6 5BH	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	Chris Allen: 07505 110922	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	Pear Tree - LOWER SMITE Worcs WR3 8SY	1st Mon. 7.30pm

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Plough Inn, St ASAPH	3rd Wed. 8pm.
		Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.15pm

EASTERN AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet - (A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Crown. High Rd.Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 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.

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

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	53 Rue Des Aubépines 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 - AUCLAND.	
		Bjerkelundgata 6 B0553 Oslo NORWAY.	
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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.	



ALO REPORT . . . ANDOVER / NORTH WILTS AVON . . . EAST BERKS

TSSC AREA NEWS

AREA LIAISON OFFICERS

Frank and myself would like to thank all our fantastic members for your messages of thanks, friendship and messages of appreciation since we retired from Area Liaison Officers for our fantastic Club. We have advertised for replacements in The Courier and at the AGM and Area Organisers meeting.

We would like to announce **Nigel Hill and Di Allen** have been appointed The New TSSC Area Liaison Officers.

Nigel has been a long standing member of the TSSC for many years and with his partner Di we think they will be an asset to this position, and we know you will give them the same loyalty and support that you extended to Frank and myself

It remains that Frank and I will see you around at car events around the country and once again, Thank You!!!



Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

The Plough meeting was cold and damp so no Triumphs came out to play, although John was ready for anything in his 'new' Land Rover although in truth I suspect it will not go anywhere his previous Japanese Land Rover would go except certain off road routes which have a maximum length. Whilst in Land Rover mode, I am please to say that after welding about 8 ft of chassis mine now has a MOT - just needs paint etc.

The Bruce Arms meeting was as usual a smaller meeting, Graham was in attendance but still without his MK III on the road, but hopefully he will get his brake problems resolved soon.

Guy & Sazie

Events

Saturday 4 July : BBQ at 31 Cadley - all welcome 6.00 onwards.

Thursday 9th July: The Plough, Grately, SP11 8JR

Saturday & Sunday 11 & 12 July - TriumFest UK at Donington

Wednesday 15th July: The Bruce Arms, Easton Royal, SN9 5LR

**Saturday 19 July Triumph Marquee Day at Shelsey Walsh
Sunday 20 July Durrington Show**

AVON

Tel. 01454 327059

First, to catch up on events/shows attended. We had 3 cars for Selwood rally on a very hot Saturday in May. Castle Combe steam rally had 3 cars meeting in pub car park - unfortunately one had to be a Morgan following a mishap with the Herald (engine trouble). Another hot sunny day was enjoyed by all and Castle Combe steam rally is back on form - plenty of cars, motorbikes and steam to enjoy.

The following day saw 3 Vitesses taking part in a local car run for charity. It turned into wacky races after some dodgy directions in the route planner with a non-existent roundabout, but all part of the fun.

On to Brean and the weather was mixed - hot and sunny with

infamous Brean wind in place at times. We had 3 Vitesses and a Jaguar and all attended a local village fete on the Saturday with some interesting cars to see. Sue very kindly prepared fresh scones in her caravan two days in a row complete with cream and jam and fresh strawberries. Very much enjoyed and appreciated. The cars and Angie's caravan were all admired and several people came up to talk to us about them.

I have listed some shows coming up in July and August - the main one being the club stand at the South Glos show. Although there is an entry fee it is a lot cheaper than the public pay. Please support our new local area club event if you can. Saturday usually sees live music into the evening with a beer tent to supply refreshments - well worth it to end the day and not get caught in traffic jams! The next club meeting is Monday 6 July - unfortunately I will not be there due to family commitments but can be contacted about events by email Junewrighton@tiscali.co.uk

June

Diary dates

**12 July Attwell Wilson museum show or
Lyster Tyndale Rally**

1-2 August South Glos show. Club stand is booked for both days. Contact 01454 222959 and ask to book your car under Triumph Sports Six Club (an email to myself would be appreciated so I know who is coming)

**9 August - Tortworth rally booking form on website
www.shakespearestrally.com**

22-23 August Somerset festival of transport. Enter by 31 July at www.somersetfestivaloftransport.webs.com

EAST BERKS

Tel. 07989 104324

www.freewebs.com/eastberkstsssc/index.htm

e-mail: mark@serapeum.co.uk

Hi All. Another really good turnout this month - I woke up the neighbours and brought Dog (metallic purple 2.5 Spitfire), John was in his wedgewood blue Vitesse 2L mk1, David in his maroon Herald 13/60 convertible, Colin brought his magenta Spit mkIV, and Andy came in his "nappy cake yellow" GT6 mk3.

First off, we had a bit of a nostalgic look back at the area register books that I carry around with me to the meeting. The two books that I have go back to about 1995, and contain names such as Kevin Aylett (who was our Area Organiser back then), Michael Wheeler (who used to have a Herald convertible but sadly that car got "lost" by the people he gave it to for bodywork restoration), Chris Mills (who some of you will know, he having been very active in the club), Alan and Janice (very much missed, along with their mk2 Spit), Heike Orpin (who used to have a Vitesse 6 saloon), and of course Helen Jackman who was our AO too (after Kevin, it was another guy who's name escapes me, then me, then Helen and then me again!).

Apologies to the numerous people I've missed, I'm writing this from memory a few days after the meeting! Then there are just as many people (like yours truly) who we still see regularly - I think Gary White might get the prize for the longest attending member having been there right from the start of the book, and David and Nicky Elliot must be up there too!

Anyway, this leads me on to Helen, who despite having moved away from the area, was in touch recently to suggest that we have a drive out somewhere for a Sunday pub lunch. Good idea Helen! Now... I had a nice breakfast at the 'White Lion Antiques' classic car meet in Hartley Wintney near Fleet, this Sunday just gone, so it occurred to me that it might be a good candidate for a venue. Andy Cook attends this meeting quite often, and it's recommended by both of us, with a large carpark and adjacent field, and of course the antiques shop for passengers to look round. They always have a lot of cars attending, of all marques, and there's a fair-sized restaurant in the Antiques shop that does full English breakfasts, as well as other food. Two possible dates are **Sunday 9 August, or Sunday 13 September** (or we could do both!) - to be confirmed. There's not normally much going on in those months Triumph-wise, so I think what we'll do is we'll take a straw poll at the next meeting and see what people prefer - the September date is specifically Triumph, but all makes are wel-

SOUTH BUCKS. . . CAMBRIDGE

come every time so it doesn't make too much difference. Their website is <http://www.whitelionantiques.co.uk/classic-car-meetings/> and it's well worth a look.

Changing the topic, Bob Car-olgees (my brown Spitfire, hitherto companion to Dog the Spit) has now gone to his new owner, Colin Tutty in Ilford. I met Colin at the South of England meet (see last month's report - a very good show), and we exchanged details, then Colin came to see Bob again at my home and decided that he wanted him (although Bob may get a new name - Winnie 'the pooh' - due to the gleaming brown paintwork!). To cut a long story short, Colin was going to collect the car, but two days beforehand his wife had an unfortunate accident involving floorboards (or lack of) and ceilings. Thank goodness she's mostly ok, but we decided that I would deliver the car to Ilford. I bolted the hardtop on, balanced the carbs (which has made it much nicer to drive!), and had an uneventful drive over there around the top of the M25. Colin has a nice dry garage for Bob and is very enthusiastic about Triumphs (having two other Spitfires in restoration), so I'm confident Bob has gone to a good home. Hopefully Colin will join us for the next meeting!

So I'm down to only two Triumphs, and have a spare lockup garage.... Time for that Vitesse I've had my eye on then! However, I do need to offload another car really, and it's going to have to be the MX5. With that in mind, I've been finally finishing the cosmetics on the sill repair that I did last year. I cleaned it back, having been in primer all winter, and was pleased to find that the zinc primer has completely protected the steel. A good omen for the future of that repair methinks. I filled it (for cosmetics), and sanded, twice, then primed again and stonechipped it (as is original on MX5s). Now awaiting topcoat. I also stripped, wire-brushed, jendolited, zinc primed, seam sealed, skimmed and sanded, and zinc primed the DS top corner of the windscreen frame where it had surface rust - also now awaiting paint. The car is good, just cosmetically tired, so I need to attend to all that and underseal it properly before sale, then it should be fine without fear of the scrapyard in the sky.

To end this report, two events coming up are as follows. Obviously there's **TriumFest UK on 10-12 July** - loads of us will be going to that. I know Mickey and Julie will be there, and Andy too. I'll be going, and I think Colin is going, and there will be others. Should be a very good show. More locally, there's the classic car show at Hurst that I mentioned at the last two meetings on **27-28 June**, which Doug (in his GT6 mk3) and I (in Dog the Giffire) will be attending, with Philip Payne organising (who has a very nice TR6). I look forward to seeing you all out and about in your Triumphs! The next meeting is **14 July** at around 8pm, the **Shire Horse on the A4 just outside Maidenhead on the way to Reading**. All the best!

Mark

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Hi, hope this report finds you well. May was a varied month weather wise but still managed a couple of events! It was most disappointing to learn about the Beaconsfield classic car show being cancelled. I only heard about three weeks before the show date so on top of everything else I'm doing at the moment, there was just not the opportunity. I hope to be able to find out why it was cancelled and see if there is a way it can be restarted as it was becoming a several hundred car event.

Tues 12th May was the Ace café night. Dan kindly collected me in his Rolls Royce. Still puts a grin on my face when I travel in that car! Busy night as weather was pretty good, even in the bizarre micro climate of the Ace café that always means its cooler than you might expect. Simon and Tracey in their TR6 was there too, as their TR7 still needs attention.

On a personal note, I went across to Northern Ireland for the Northwest 200 Motorcycle race on the 16th May. It was a great weekend with the racing, visit to the Titanic museum and to the site of the DeLorean car factory! It's a huge factory that is still running today making alloy wheels. You could see the test track in the distance and just from the road. The company next door

TSSC AREA NEWS



to the factory allegedly made missile components, so security was very tough, so we decided we had seen enough and made a sharp exit!

20th May was the TSSC meet at the Squirrel. Quite a difference from last month as quite a few less but still had Paul & Liz and the sheep, Rob and his son, Dan and myself. We had a good evening discussing various subjects from the NW200 to 4K tv's!! Thanks to all that attended.

24th May was the Chinnor classic car show at the railway station. Simon and Tracey attended in their TR6 and reported it was a good turnout, complete with free train ride!

June 6th was the date of D Day in 1944 but in 2015 it was also the date of Hollyport village show with classic car in attendance. Lovely summers day meant for the place to be very busy with lots of interest in the modest collection of cars. I took my 2000 and were a little late so was parked at the far end of the classics so we were there for a while as there was crowds of people coming through in waves! Most other classics were from the Uxbridge club, but a notable exception was a 1936 Riley sports car with the original number plate of BFG 1. Nice....!!

So, as we head into July, what events can you attend I hear you ask..

July 4th Datchet village fete with classic car show. At the time of writing, I can't find the actual location, but Datchet is not that big and I'm sure most of Datchet will be there! It might be too late, but there is a recreation of the first automobile test route from 1895. Gather at the Datchet train station (SL3 9ED) at 10.30am but as I say, they may have numbers etc, but try 01753 548232 if you want to go.

July 5th Heathrow classic car show. British Airways Concorde club. Cranford. TW5 9PQ. 12pm start but it gets busy! £5 entry charity collection. They do let all and sundry into this one, so set your expectation leaves accordingly! I have seen 10 year old not particularly nice BMW's with extra lights let into the show field. On the plus side, there is always a wide range of cars, TSSC Thames usually have a club display, so maybe worth contacting Mickey if he can find you a space too..

Sat 11th West Wycombe summer fayre and classic car show. Held in the grounds of the West Wycombe house hp14 3aj. 11.30 to 4pm. Details are a little sketchy so best to call them on 01494 524411.

Tue 14th either Ace cafe classic car night or Harte and Maggie classic car night!

Sun 19th Uxbridge auto show. One of the biggest events of the year. New, classic, modified, auto jumble, standard jumble, you name it, its got it! You can go in a last minute entry which is either £5 or £10 for charity, or speak nicely to Micky at Thames area to see if has space if you want to go as the TSSC stand.

Wed 22nd South Bucks TSSC meet at The Squirrel, Penn Street from 7.00pm onwards..

Sat 25th Stoke Poges flower show with classic car. Now, this may well be an Uxbridge club display event only, but if you like classic cars and flowers, this is the one! Held at Stoke P school, SL2 4LN.

August..

1/2nd Great Bucks Steam and country fair, near Aylesbury HP18 9HN. Big event but you do need to pre book to show (01844 201127) huge collection of steam vehicles. Great country show..

Wed 5th Classic on the Green at Croxley Green near Watford. WD3 3HN. Midday until it gets dark!! Hope you find an event that suits you! Take care,

Carl.

CAMBRIDGE

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It's been a busy few months in the Cambridge Area since my last news. The Cambridge area now has an engine hoist/crane for the tool collection, so if anyone needs one for to work on their car, then please come along to the meetings and you can ask to

Cambridge Continues

borrow it.

The bare metal respray on Tom's Vitesse is still progressing very slowly and he is hoping to get it back by September, let's keep our fingers crossed as I haven't said which year.

Toby's Hurricane engine swap is a story in itself, swapping a Triumph engine for a Ford Zetec is a well-trodden path and should be fairly painless – assuming that the donor engine is actually in good condition. Toby has been particularly unlucky with his donor engines, having blown up two in a very short space of time – nothing to do with his driving, honest – so he bit the bullet and has managed to acquire a new factory crated Zetec engine and that is running really well.

Tim has acquired a Surrey top for his TR5 at a price that made us all realise that there are bargains out there if you look hard enough – someone had obviously forgotten to add the TR tax!

Peter's GT6 is looking good, as is Andy's recently rebuilt MKIII Spitfire, and it seems that quite a few members have suddenly acquired TR6's, as they are now regularly outnumbering the small chassis cars in the car park.

At the moment all my cars are stranded in the garage as I've got building work going on and I can't get the cars out again until the extension is completed. One bonus though is that I get another garage space in the extension, bringing the floor area of my garaging to just over 1000 sq ft :-)

The June meeting saw a bit of a competition for the distance award – and neither Vinny nor Toby stood a chance of winning, as we had a visit from Roger Jeary, the President of the TSOA Victoria, accompanied by, Dave & Jo Beardsley who had literally just moved back to the UK from Australia. Roger, it was great to meet you. Dave and Jo, welcome home, I hope the container with the GT6 in it arrives soon and you can make the next meeting in it.

Date of next meeting **6th July**

1st Monday of the month (unless it's a bank holiday) 8pm onwards - The Plough, Fen Ditton, CB5 8SX

Remainder of the 2015 Meeting Dates – 6th July, 3rd Aug, 7th Sept, 5th Oct, 2nd Nov, 7th Dec.

Kevin

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At last a really pleasant evening at The Duke: that is to say that the weather was pleasant; the company is always so! We stood around the field displaying a good selection of Triumphs and chatted about things many and various. Paul and Diane had their MkIV Spitfire with the bonnet open displaying a very shiny and newly rebuilt engine. Interestingly, much of the plumbing was micro-bore pipe such as one may obtain from any good plumbing outlet. It certainly looks different! The carburettors, although shiny, still need attention. A real work in progress. We were also treated to a TR5 with a Surrey top which looked and sounded lovely, although the clutch has been playing up recently. In addition we had a 2.5pi, a fine display of Stags in various colours, a TR7 and another Mk IV Spitfire.

Apart from Paul and Diane's Spitfire, not much mechanical work appears to have been going on: apart from me, that is. On the Hastings run on Drive it Day, Kitty the Spitfire was displaying some fascinating noises from the rear end. I include knocks, bangs and creaks. Further investigation revealed the drive shaft UJ's to be at fault, so with the able help of Tim W out came the drive shafts and the UJ's were duly replaced and the shafts refitted, all in a day. While doing this we noticed that the flange on the Diff did not match the one on the end of the prop shaft and had been butchered in ways many and various to make it fit. We decided to replace all this and the prop shaft UJ's at the same time. So,

diff oil seal, correct diff flange, matching prop flange and new UJ's later all is now wonderfully smooth and quiet.

The end of May saw our outing to Canterbury Cathedral for their Open Garden and Classic Car show. This is a strictly invitation only event and we were privileged to be asked to attend once again. Seven cars from Canterbury Triumphs arrived in convoy on the Saturday and very fine they all looked (see photo).



Unfortunately the weather was not kind on the Sunday and only Paul and Diane turned up on a rainy and dull Sunday.

Never mind! The organisers were pleased and everyone had a good time.

Our next outing will be to the Rare Breeds Centre outside Ashford on the 21st June.

Following that we have the **Classic car show on the Green at Beasted on the 19th. July**. If you haven't booked these and would like to attend, I suggest you do so promptly as places are limited. Mike T has passed on some car show info which I will pass on in good time, but in the meantime if anyone has an idea for a day out somewhere (or why not an over-nighter?) then let me know so we can canvas opinion and make it happen.

In addition to these I have a few ideas of my own for some interesting days out which I shall communicate in good time.

All for now

Phil R

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Two months ago I observed that the weather was good, and one could be forgiven for thinking that Spring had arrived. So I apologise profoundly for upsetting the weather elves, and I hope that my recent bribe will suffice for our other days with runs out and car shows.

Capesthorpe Hall was reasonably well attended, dry, but rather cold. Richard was there with his recently acquired white Vitesse, which we hope won't be used to test the strength of lamp posts in Poynton. We also came across a lapsed member with a green Spitfire.

Tatton was quite well attended on the Saturday, as with Capesthorpe, dry but rather cold. A certain Area Organiser whose Vitesse kit remains undisturbed in his garage occupied the passenger seat of Heap the Vitesse for the day, and spent a lot of his time in the autojumble looking for offers on cans of silicone spray. Sunday was a different matter altogether. I occupied the passenger seat of Adrian's GT6 and it rained most of the way there, which had the minor advantage of dramatically reducing the queue to get in. It continued to rain and be cold for most of the day, only brightening up as we left. We did notice that a certain stand which had been full of Triumphs on the Saturday could only manage three on the Sunday.

I haven't had any updates on projects, although a mutual acquaintance did comment that the likelihood of the sale at Cast Iron World actually coming to anything was very small indeed (I think stronger words were used but they won't pass the spelling test). But I must note that a diff has recently been sold. One member has bought a poorly Stag (poorly in the engine department, no comment) and another is considering one due to an expanding family not fitting in the Spitfire. My warnings on Stag engines are a lot stronger than in some articles I have recently read. While this report was being prepared, 'considering' has become 'bought', and it passed the 250 mile test run back from the previous owner.

We had a convoy of 8 cars for our June meeting, including Bob in Maisie the Moss, who has at last been tempted out with the

COVENTRY

threat of a dry day (but that elf with his hand on the rain tap did try a small sprinkle around 7.30). We managed not to lose anyone on the way to the Swettenham Arms, helped by the traffic lights on Hibel Road being red when we got there. We were joined there by Brian and friends in MGs, Andy and Alison from the Wirral in their GT6, and Peter in his TR6.

And so to **July events**. There's our run out on the **2nd** (see below), **Wimslow Show on the 5th**, **Bodelwyddan on the 19th** (some of the pronunciations of Bodelwyddan are quite entertaining, I've copied Sam from the North Wales mob), **TriumFest UK on the 11th and 12th**, **Silverstone on the 24th – 26th**, and another **Capesthorpe on the 26th**. Phew! There is a tentative plan to go to **TriumFest on the Saturday**, so we may be able to go in convoy.

Our next meeting is on **Thursday 2nd July starting at the Cock and Pheasant**, 7.30 for 8. Then we're off round the beautiful Cheshire countryside, eventually arriving at the **Red Lion in Lower Withington**.

Henry

COVENTRY

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Hi Everyone. May started off with our 2nd Annual Spring Rally in conjunction with the Armstrong Siddley Owners Club Central Area on the weekend of the 8th-10th at Bulkington which went well and must be considered a success with the numbers well up on last year. On the Friday evening there were 18 for a meal at the White Lion, 34 at the Coventry Museum of Transport on Saturday morning and at leaping Cats, 32 for the social night in the club and 20 cars on the drive on Sunday morning with another 10 cars from the Heart of England joining us for the display of vehicles after our return. We were joined for the weekend by Roger & Helena and Alan & Julia from North Wales Area a special welcome to them for making the journey. A raffle took place over the weekend which cleared £125 of which we gave £25 to Bulkington Club and £50 each to Coventry Area TSSC & ASOC. So we have now started an Area fund. Thanks to all who donated raffle prizes. Any suggestions for next years rally please let us know.



The next event was the MVPS meeting at Baginton on Monday the 11th with approx 40 vehicles turning out on a windy night then onto the Tuesday night at Griff for the Heart of England meet which once again was well attended by approx 60 vehicles. Wow what a busy week. Then Saturday we were all off to Swadlincote where the cars parked in the town centre, this was a first for most of us, we met at the Redgate on the A5 Nuneaton, 8 cars to travel in convoy but unfortunately Maurice's Siddley threw a push rod so he had to limp back home on 5 cylinders leaving 7 to travel on to Swadlincote, the weather was excellent and being out of our area there were a lot of vehicles we hadn't seen before, a very enjoyable day was had.

The following Sunday the 24th was our Dalos Day Run planned by Keith & Trish a rerun of a previous one which had taken part on a very rainy day, luckily although a bit overcast we did see a bit of sunshine this time out and the rain held off, there were only 8 of us in 4 cars down in numbers due to it being a bank holiday weekend, but hey what a great run once again well done Keith & Trish. Thanks to Rikk & Jeanette for the chocolate goodies for everyone.

On Monday the 25th Keith & Trish and Steve & Sharon were at Ragley Hall which was very well attended, Phil had a pitch at the A47 autojumble to get rid of some of his rubbish, this being another first and the turn out was terrific with approx 300 classics/hot rod vehicles on display along with approx 100 motorcycles and at least 60 stalls of autojumble, will be going again.

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Then onto Saturday 29th the Coventry Moto Fest this being it's 2nd year but the first time for us, it ran over the weekend with high speed cars carrying

out demonstrations on a closed section of the ring road plus lots of classic cars displays around the city centre, we were joined by Paul & Joan in their Spitfire, Rikk in his Herald Convertible and Mike & Viv in Viv's Sunbeam Alpine, we displayed our vehicles in Broadgate which is in the Centre of Coventry, there was a lovely display of Flying Standards in front of The Flying Standard pub which we have included in the photo's.



Once we had set up it was off to the Flying Standard which is a Wetherspoons Pub for a full English breakfast at £2.99 great value before rambling down to the ring road to see a few million pounds worth of Jaguars roaring round, what a great site and sound. Back to Broadgate and the cars and it was heaving with public, the sun was shining but the wind a bit cold in the shade, to conclude the day we were allowed to drive on the racing circuit on the ring road a fitting end to good day out. The event has the making of something brilliant but needs a few tweaks yet.

Sunday 24th the "Smiffy Spitty" was on the road again this time off to Wollaton Park, Nottingham, for the Austin 7 Club Event, met up with Rikk & Jeanette at the Redgate and off we went both with hoods down but half way there on the A42 the heavens opened so up went the hoods and not a nice journey in the Spitty with all the spray from the HGV's, still as we got there the rain stopped and the day just got better as it went on, all the way back home with the roof down. A lovely setting for an event but turnout was effected by the weather, still a very good day out and some beautiful cars on display.



Tuesday 2nd June our monthly meet at the Bull & Butcher, Corley Moor, a disappointment with the weather and not being able to use the Paddocks but still a good turnout in the Snug, a special welcome to Roger & Carol Taylor from the Leics & Rutland Area and to Bob Marshall and Mel Starling in their GT6's.

Sunday 28th Bloxham Rally once again meet at Jet Station on A45 at 8.30am. There will be **NO Dalos Day Run in June** due to events on every weekend so the next one will be on **Sunday 19th July**, meet in layby on A444 Nuneaton just before Amids Palace at 12.15pm ready to leave at 12.30pm Route planned by Steve and Sharon. Most know numbers by **Wednesday 15th**.

Hollowell Sunday July 5th meet in layby on A46 by Hilton Hotel Walsgrave at 8.30am. New events to consider :-

Junkyard Cruisers meet every 1st Thursday & 3rd Tuesday at Stoney Cove. 7pm

Sunday 16th August HoE John Brookes Memorial meet at the Greyhound Sutton Stop Longford, £5 per vehicle proceeds to Myton Hospice. Contact Roger Perkins on 07860 826607

Saturday 23rd August Classic Vehicles in the park, Brackley, Northants. Chris Cartmell on 01280-703032 or ccartmell@sky.com. Entry forms www.brackleynorthants-tc.gov.uk/ or 01280 702441.



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TSSC AREA NEWS

Coventry Continues



Stoke Prior Steam Rally 18th, 19th, 20th September
www.shakespearerally.com Show Secretary 01527 575003
 Mob 07808 173400 Camping free looks good.

Well that's all for now folks let's hope for some good weather for our July meeting.
 Regards

Phil & Lyn

Forthcoming Events :-

- 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
- Tuesday 7th July Our monthly meeting at Bull & Butcher,** Corley Moor, 7.30pm
- Tuesday 14th July HoE at the Griff Bedworth 7.00pm** Just turn up.
- 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 Welland 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.
- Saturday 15th August Church End Brewery from 12pm.** Just turn up.
- Sunday 16th August HoE, John Brookes Memorial Meet,** Greyhound Pub, Sutton Stop, Longford, Contact Roger Perkins 07860 826607
- Sunday 30th Monday 31st August Coventry Motoring Festival Stoneleigh Park.** Phil Walters Tel 02476 650380 email phil@coventrymotoringfestival.co.uk
- Monday 31st August Pershore Plum Festival.** annebremer@yahoo.co.uk Brian Bremer 01386 556945 Pershore Plum Festival
- Saturday 5th Sunday 6th September Shakerstone Festival** www.shakerstonefestival.com
- Sat/Sun 26th/27th September Sywell Classic Piston & Props, Sywell Aerodrome, Northants NN6 0BN.** We have a stand please contact ourselves.

CUMBRIA

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It has been fairly quiet for the area in the past month. The weather has not been kind for tops down but as I write this they say that a heat wave is coming. I will believe it when I see it.

Sunday 31st May saw 12 of us gather for lunch at the Brook house Inn, Boot. Only two Triumphs in the car park due to the weather and mechanical gremlins.

For a full list of events you can find us on Facebook TSSC CUMBRIA and the TSSC website under Cumbria.

The following are some that we are booked into. **Distington Show 5th July. Ripon Show 26th July. Most members B&B Saturday night. The Millom Bike and car show at the Green August 9th. Scotland Week 17th – 22nd August – A five day trip to Ayr and**

the Isle of Gigha. As we will not be camping but B&B I need to know if there is anyone else going that has not told me. I have not booked **Dalemain 23rd August** this year as there has been no interest from anyone in going. If you wish to attend please let me know and I can arrange it. Entry £3 per car. The organisers of some events are now starting to restrict the numbers of entrants for club stands if you intend to come to any event please let me know beforehand.

A reminder that valuations only last for two years. I know from experience that it is important to keep valuations up to date in case of an accident. If you need a form or any assistance in completing them please contact me.

Safe motoring

Roy

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Hello all. Well at the time of you reading this we will have had a very busy month with the completion of the Peak Run for another year, with a lot of the familiar aspects to previous events with a few surprises thrown in along the way, I am sure there will be many pics and stories to share with you in the coming months. Also there will have been several other events that have now completed with the Northants & Manchester areas both having camping weekends.

Coming soon will of course be **TriumFest UK at Donington Park**, the event is still settling in to its new home so if you fancy trying something different then do go along and support the event then you will receive a warm welcome.

There will be the opportunity to drive your car around the Heritage loop for a very small fee (last year the princely sum of £5) All you will need is your driving licence and a physical copy of your insurance document. Also I am sure there will be a chance to drive your Triumph around the complete Donington Park circuit.

Back to all things Derwent Valley, for our **July meet** we will be going for our now **annual fish & chip run**.

If you can please be at our meeting venue of **Smalley Common Working Mans club** by 7:15 and be ready to leave for just after 7:30 please.

If that is too early for you then you would be more than welcome to come and join us at the end location which will be **Matlock Bath**, we will be on the main road in the town so hopefully you will see a good showing of Triumphs before we all either head off to the arcades or to the pub for a small beverage!!!!

Also please visit the facebook group as hopefully we will have details of the **Long Lane village fete**, an event a number of the club members have been supporting for a number of years. It's a traditional village fete with a hog roast, skittles and side shows such as name the sheep.

Also there will be details of other events.

That's it for now. Thanks very much

Richard

DEVON

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

The first Southwest Triumph Meet on 10 May was for the first time held at Route 5, the American Diner on the A38 at the top of Haldon Hill, opposite the racecourse. We were delighted with the turnout of 25 cars which represented members from all over, including the east of the county which the previous Route 38 meetings at Trerulefoot had been harder for.

John and I took the Stag to Killerton House show near Exeter which was a first for us. Around 400 cars there and we had a really good Triumph turnout. Amongst the many members we caught up with were Patrick Squire, Anthony Barnett with the love-

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TSSC AREA NEWS

ly Vitesse he bought last year, John Cook with his Vitesse, Graham & Wendy with their water pump now mended, Chas & Dave with their great GT6's and a host of others. It was a first outing for the Parsons' Stag too. Peter & Barb from Taunton were there with their Herald and the Partridges brought their 'other' classic from Monmouth.

May Club Night at the Star Inn saw another record – 13 Triumphs out to play, including some we have not seen for a while – Phil's Dolomite and Graeme's Stag, which reacquainted itself with her previous companion, the 2000 estate now belonging to Colin. A great show in the car park with so many models represented. Even more inside the pub!

Then it was off to Pecorara in Beer. 5 of us at Exeter, our 13/60 together with Jackie's 13/60 estate, Mark's Stag, Bob's Vitesse and Mike's Spitfire. A nice run down to the coast, meeting up more of our members there, the South Wales group and Somerset too. We had expert advice from Bern the Hat as to keeping our banner flag from drooping, not sure I understand how little blue pills can help!!!! (Note to self). Altogether around 20 TSSC cars at the show, most of us taking advantage of free entry to the park and an opportunity to ride on the garden train.

Bank Holiday Monday saw us take both our cars down the road to Collaton St Mary, where we joined Claire & Stephen with their Stag, Andy Barrett with his 13/60 and a number of other Triumph owners amongst the 60+ cars on display. The Peoples' Choice this time was a 1949 Citroën.

Next up was Trains & Triumphs at the Steam Railway at Buckfastleigh, resurrected by Jane & Peter Christie with our help. This time the weather gods were kind, and we had an amazing total of 49 Triumphs. Somerset Area (complete with the Monmouth



'Mafia') joined us, and the day was also very well supported by the TR Register and SOC locally. We were delighted to meet up for the first time with Eric and his nice Vitesse and also to see Trevor out with his Toledo.

Prospective member Cosmo came in a great Gifire which he has owned for a while and recently reimported from the USA and we look forward to seeing him again soon. There were at least 3 Mark III Spitfires, which was great to see.

Adam E-J reports slow progress on the rebuild of 229 JFJ, previously belonging to his late father, with all the bodywork repairs done. His aim is to build the car as a Downton tuned 948 and wants to see if he can get at least 66bhp out of the 948 without being radical on the camshaft (maybe Mk3 spit profile) and call it a 10/66! Can't wait to see the finished product.

WHAT'S NEXT

North Devon Area will meet again at the Crealock Arms, Littleham on Thursday 2nd July. Do go along if you can, it is a great venue and already we have welcomed some new and returning members to the Club.

The Retrofundraising Show at Martock at the beginning of July will see a number of our cars travelling up for the weekend.

Powderham on 11 and 12 July will see a huge TSSC stand again. Do come along and see us if you have not entered your car. This year unfortunately this clashes with **TriumFest UK at Donington Park** so not many of our group will be there, which is a shame. Roll on next year when hopefully we will be able to go once again!

Devon Club Night at the Star Inn will be Wednesday 15 July and we look forward to seeing you and your car at **Liverton**. The Club Nights are growing month by month.

At the end of **July on Sunday 26th**, Derek Giles from Somerset has kindly offered to look after the TSSC members attending the **Paignton Green Show**, so make sure you park on the TSSC stand there if you have entered this popular show. **Boconnoo Steam Fair** is on at the same weekend though.

The first Sunday in August sees Mt Edgcumbe Show on the

Cornwall side of the Tamar, together with the **West Somerset Railway Show at Bishops Lydiard**. Both these shows give us an opportunity for a good drive to great events, and members' cars will be out in force at both events.

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 2 July North Devon Meeting at the Crealock Arms Littleham EX39 5HN

4/5 July Retrofundraising Show and Martock weekend
W/e 11/12 July Area Stand at Powderham Show

Wednesday 15 July Club Night at the Star Inn, Liverton
TQ12 6EZ

Sue & John

DEVON NORTH Tel. 07806 351499
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The second North Devon club night seemed to come round in no time and it was good to see some familiar faces return from last month, Ray & Wendy Sweet in their Spitfire were there, as was Malcolm Huxtable also in his Spitfire and who has now rejoined the TSSC after a 5 years absence. TR Register members Steve Williams and Frank Summer made the short trip from Barnstaple to join us again, plus two new faces with SOC members Max & Simon Whenmouth who travelled up with me from the Holsworthy area in their Stag, which was recently put into service as a wedding car up in Derbyshire.

We are actively encouraging Triumph owners from other clubs to attend these meetings, so it's pleasing to see enthusiasts who are not from TSSC, but it would be really great if the club members in the area could support the club nights, as the old adage goes "Use it or lose it". These monthly meets are an opportunity to meet fellow Triumph owners at a great venue with good home cooked food, local beers, great views and friendly owners, what more could you ask for!

So let's see if we can have a really great turn out for July, see you there.

Next meeting: Thursday 2nd July.
Venue: Crealock Arms, Littleham. EX39 5HN.

Darren

ESSEX Tel. 01375 672072
www./sites.google.com/site/tsscsexarea/

My office - It has been a very busy time in my office working on two of the cars, the Stag, still trying to get the water pump off the Rover engine, but I am slowly winning this one with lots of soaking in easing oil. I am now down to the last bolt and this one won't beat me, but when the new pump goes on the Stag will be going up for sale, so if you know anyone looking for a Mk1 Stag.

The Toledo is a different story it is just taking the mickey out of me, whilst testing the new clutch all the brakes seized. I am now having to replace all the brake system as well, when I have done this all the hydraulics on the car will be new and then it will throw another tantrum, such is life with old Triumphs but I am coming to love the old girl (Kiki) hope to have her reliable for Donington.

Club day - Did not make a good start, we had a phone call about some breakfast at a pub in Chelmer village, well it would have been rude not to. So the fact was we had just got up on the bright sunny Sunday morning of the last club day being the 3rd Sunday in the month, so needed to celebrate? We were met by Kirk who had phoned, Jed, Vera, Jo and Mark. Later on Harry arrived on his scooter, and Lesley, Ray and Maisey appeared. The Toby was not busy and it was a lot better than the Runwell. All too soon we had to leave to get back and get Kiki out as we planned to take a car each. Janet was going to drive the Spit and I was taking

Essex Continues

the Toledo as Janet was a bit unsure of the clutch. I had been trying to sort all week. Anyway home in plenty of time and off we went, only to stop at a roundabout 2 miles away, Kiki in the lead and then no clutch! I had to go round the roundabout and head home in second gear followed by Janet with me gesturing no clutch! Kiki dropped at home. So I jumped in the Spit with Janet.

As we arrived in the Spit with Janet still driving it caused some comments and friendly mickey taking that I needed a chauffeur to get me to club. It wasn't too crowded in the car park considering the MG club issues. There was Ian who was surprised to see Janet driving, Cheryl, and the boys, Mike and Marian, a bit later on Kirk, Jed, Vera, Lesley Ray and Maisie arrived, they reported stopping off at the Rettendon for a photo opportunity and we missed it. The day flew by as usual, Colin and Ann joined us and lunch was had and there was plenty of car chat.

St Margaret's Church Fete

This was the big one so far in the season, we had 10 cars (yes I know one of them was a Mini!) we had us, Lesley, Ray, Maisie, Stewart, Kerry, Kirk, Jed, Vera, Brian, Jean, Steve, Janet, Mike, Marian, Bethany, Phil, Joe, Bronwen, Stuart, Jack, Poppy, Janet's Mum and Dad, sister Jill too. Several people from Janet's work also dropped in. Fantastic day, the weather held off and it was actually quite warm. We arrived with the cars at 15 min intervals which went quite well as time was needed to sort out what Geoff at the church want-



ed us to do. Lightning had brought Mac along and was in prime position and we did a guess how many balloons inside Lightning. I think there was 39, only I knew the answer. We all had a mooch around the fete and plenty of goes on things, BBQ, ice creams and plant buying. After the event it was back to ours for some of us, we had all chipped in for a BBQ and food at ours, and the afternoon and evening just flew by. The last to leave us at gone 8pm. A quick tidy up and it was off to bed. The church had made, Geoff told us £5,500 towards the refurb of the church hall, refurb that sounds familiar. Geoff said same time next year and we said Yes.

Happy birthday to only Jed on 28th July. Happy 65th Wedding anniversary to Janet's parents on the 29th July quite an achievement.

Don't forget club day is now the second Sunday lunch time at the Halfway House.

Up and coming Club events

12th July, a few of us will be at Donington with the rest of the TSSC.

15th July, Classics on the common.

23/24/25/26 July, Silverstone Classic

8th August. Waltham Cross classic vehicle day

Allan & Janet

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

Well here we go, last months review finished with the Isle of Wight weekend (fab) and so picking up the baton let's run through this lot, (did you see what I did there). Whilst our illustrious leader sped southwards to SEM to do her bit for the Triumph fold Richard was once again photographer of choice at the Prescott open and so Vicky, Dawn and myself went along as his jolly support crew, Brian, Bev and Bev all turned out too and the variety of cars was excellent and lots of the folding stuff raised for charity too.

Next was one of our many summer evening pub runs and this time we shared some shillings with the Hunters inn, Vicky out in her latest acquisition, Mike Lawrence came along and Mark came along with his neighbour in a recently purchased low mileage MG Midget, which I might add is being very much enjoyed by Neil and always welcome too.

The area meeting was as is often the case just before a continental jaunt very well attended mostly participants on the look out for last minute info and instruction, info passed out and plans set the evening was very much enjoyed.

Spa classic, well normally we have a very pleasant trip south eastwards but gremlins wanted to test us and test they did, to summarise we had some set backs Gareth being the first victim then Celia, then John and Denise, then Gareth, then Celia then me then Cliff then Gareth, do you see a pattern emerging here. As bad as it seems the evening celebration went very well with us all being fed and watered and then to bed.

A new day and the gremlins were still with us but we soldiered on with Gareth having lots of parts changed to attempt to cure his problems which persisted until Saturday in Belgium.

So, fuelling, fire, broken UJ's, forgotten passports and a smashed windscreen all tried to prevent us getting to Belgium and they all failed, we arrived and celebrated with food and drink, classic cars and laughter, two birthdays, several breakdowns, both mechanical and emotional, the Gloucester area have no limits.

Just a quick personal thank you to Luc the Belgian gentleman that very kindly offered me a screen for my car, time was very limited and we were setting off early on Monday so I decided to drive home and get the repair done at leisure once back, thank you Luc.

Another summer pub run to the Red Lion at Arlingham, just a few of us turned out maybe we wore you all out in Belgium, it was a nice evening and that road goes on a long way past Frampton.

Bat (breakfast at Twynning) was a lovely sunny morning on the village green and bacon rolls and coffee started the day off right, there was a good turnout with a nice variety of makes and models, a great way to blow away the Sunday morning cobwebs.

Keep your eye on the events list and we look forward to seeing you soon.

Andy

Events.

Sunday 5th July we have a joint run out with the Glavon TR group following the black and white trail.

Saturday-Sunday 11th-12th July TriumphFest at Donington.

Saturday-Sunday 11th-12th The Chateau Impney hill climb.

Monday 20th July Club night at the Swan, Coombe hill.

Saturday 18th July The Standard Triumph marque day at Shelsley Walsh, £10 entry.

Sunday 19th July The Filling station, Malvern.

Friday-Sunday 24th-26th The Silverstone classic.

Sunday 26th July Worcester area treasure hunt, see Vicky for details.

Wednesday 29th July - Pub run to The Tunnel house inn GL7 6PW

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

Hi and welcome. We seem to be attracting new members to pub meets and the local group of regulars is expanding rapidly the move to the Crown at Shillington has continued to be successful with 36 at the last meeting where we did some free wheel alignment checks, with results ranging from 1/2" toe out to spot on.

ISLE OF WIGHT WEST KENT . . . LANCASHIRE

The **July 27th Meeting will be our Publicans choice for the Best Area Car**, whereby you receive a snazzy cup (to keep) for the small room and for a year keep the mighty Kingfisher (Les Read) shield, this has been re mounted as we ran out of space and boasts a larger shield....

There will be a free buffet on the night so come hungry (well not too hungry) and with a bit of spit and polish, and who knows, you may even win.

28 made the run to Broughton Castle on the 31st May, very interesting, a pleasant guided tour of the Fiens, family home. Some did a repeat wander, others staggered around the hilltop at Avon Dasset, followed by some rubber beef in a Brewers Fayre, not to be repeated, Dave managed a flat tyre in the car park but soon swapped the sparewhich was inflated!!

Anyone for the **Falcon Fish and chip run on Friday July 3rd?** Leave Baldock services at 7.30pm, too late to book the cafe but sure there's some room

Our next long run is planned for **August 16th for John's Thames Valley run.**

TriumFest UK and Kimbolton Classic fall on the same week end, I've left you all to make your own decisions on where you go this year.

The Luton festival is all over, expect around 30 cars here, and we're heading for finalising Duxford ...got your volunteering hats on ???

Many have holidays planned so have a good one and see you all soon somewhere. Regards

Pete

ISLE OF WIGHT

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www.facebook.com/groups/786750551371248/

Time has certainly flown since the Isle of Wight Triumph weekend and the positive comments are still coming in, reading last month's Courier was a delight as so many Area Organisers mentioned in their news how much they enjoyed it, thanks guys we were delighted with the result and had a great time too.

During May, Tracy, Marcus, Sue and Dave headed off to Spa for a weekend of fun driving their respective Triumphs across Europe covering around 1000 miles, the scenery around the Ardennes Forest is spectacular and the weather was pleasant too. Almost 160 TSSC members made the trip and 40 of those were with the Gloucester and Worcester contingent, well done Jane, Vicky and Andy for getting us there and feeding us all weekend, much appreciated. Plenty of laughs, laps and lovely friends.

Meanwhile Jason and Elaine took part in the London to Brighton Classic Car Run in the Spitfire joined by Elaine's brother in his Stag. Even though the weather wasn't brilliant the Spitfire roof was down all day and they just about managed to stay dry and the journey back to the Island saw the sun come out.

Closer to home saw a good number of Triumphs turn out for the Old Gaffers in Yarmouth with the sun shining and everyone in good spirits. It was lovely to see so many different classic cars at the event.

By now the Arretton Road will have been opened a number of weeks so potholes should hopefully be a thing of the past on this piece of road, but while this road was closed we had a lovely long drive out on the TSSC brunch run to the Hare and Hounds where an unnamed few enjoyed a pint with their cooked breakfast!!!! More next month on June's Brunch Run.

This month we are off to **TriumFest UK at Donington** which if it was as good as last year's event will be fantastic. This is a great chance to see so many Triumphs in one place, meet lots of enthusiasts and meet up with old friends and make new ones.

Whether you are out and about enjoying your cars here on the Island or the mainland come and join us

Fri-Sun 10-12 July - TSSC TriumFest UK Donington
Sunday 19 July - TSSC Isle of Wight Area Brunch Run,

10am Coppins Bridge, Newport

Monday 20 July - IW Triumph Club Meeting at The
Woodman Arms, Wootton 8pm

Elaine & Tracy



TSSC AREA NEWS

WEST KENT

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SEM What a cracking day. I arrive at 8.45 and before long Steve, Andrew and Charles arrive hastily followed by Ruth & Erminio in the GT6. Message from David that he's taking a more scenic route so off we set to the Grasshopper. In perfect synchronisation as we approach Westerham Phil and Glen pull out just ahead of us so having lost possession of the run we follow Phil along a night-mare resurfaced road with chips and dust everywhere we arrive at the car park. There lurking are Colin and Del. So with 9 cars we set off to the M25 and Leatherhead. It's already quite busy there so we all peel off into own classes with the 2 Colin's together in group Spitfire. Out comes the chairs and a great day begins. Then the top news of the day, West Kent pick up 3 trophies. Congrats to Colin H for best Spitfire, Anne for Special class, and Steve for Stag class, and David for winning the raffle beer. I won a pack of skin conditioners. Hmmm. Then home all going our separate ways till next year.



Great meeting this month with 2 new faces. George has 2 cars, inc a glorious Triumph based kit car I hope we get to see next month. George is a mine of information on Cars and Tractors so I do hope he pops in on a regular basis. Then we have Ken and a lovely GT6. That's 3 we have in the group now (inc Roger's which we hope to see soon). Again I do hope Ken pops in again when Ruth has her GT6 here. 2 GT6 in the car park together. Looking forward to sunny Donington although I'm still unsure which car to take.

And finally another reminder for **19th July, Summer Sunday picnic run.**

Colin

LANCASHIRE

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Well the classic car season is getting into swing now and this month starting with the 30th North Yorkshire Triumph weekend at Runswick bay over the weekend of 15th- 17th May. Several members and ex-members came over to the east coast event which starts Friday evening with a meet and greet in the marquee, a quiz and a live blues band. Saturday sees an organised run out through Whitby, Robin hoods bay, Gothland (where Heartbeat was filmed) and over wild North Yorkshire moors to the Lion Inn high on the tops, (excellent food) really good roads to drive. Saturday evening in the marquee was packed out for the four piece band 'Fizzyfish' plus disco, oh and drinks!!!. The weekend finishes with an informal car show Sunday. It really was a top weekend even though Dennis tried to kill Chris and me the morning after the night before



LANCASHIRE . . . LEICESTER & RUTLAND LIVERPOOL

TSSC AREA NEWS

Lancashire Continues

on a 'short' coastal walk. Looking forward to next year already. Sunday the 24th I attended a local show to me at the Nelson collage 'Pendle powerfest' which is a general motor show that has anything from scooters to rally cars to classics. This is the third year this has been run and I met up with TSSC members Liz in her very nice GT6 and Iain with his ultra-modified Spit six. It looked half decent the three of us small chassits parked side by side (why didn't I take a photo!!!).

Tuesday 26th was our monthly meeting where a 12 turned up with 8 Triumphs and 2/3 moderns on the carpark. For the first time Mel turned up in his newly restored 1962 Vitesse 6, he's got a few jobs still to do (don't we all) but it's looking very well indeed, also in attendance was David in his well-presented Mk3 Spit he's going to do a couple of the LAC events namely the Manchester to Blackpool run and the coast to coast classic tour, I for one would like to hear how that goes. So, with a couple of TR6's, Vitesse's, a Herald and the modified Spit six it was a good evening. Finally, seven people have now taken up the Lancashire Club jackets, any more takers!!!!

Saturday 30th I went to a steam festival at Heskin Hall with dare I say it a Club Triumph member, this is a two day event that encompasses small static steam engines all the way up to the full size beasts Oh and classic cars, Saturday was forecasted to be the better day weather wise but even so the field was very soft and cut up where the larger vehicles had been, in fact Ian in his Dolly got stuck parking up and I needed a push at the end of the day to get out. Nonetheless a good show (just watch the weather)

That's all for now....

Kevin

LEICS & RUTLAND Tel. 07530 307371

Everything has been going full swing since the start of May for some of us at L&R.

Since returning from the I.O.W we have had our first two monthly meetings at our new venue, Beedles Lake golf centre. This seems to be working out very well and we have plenty of room to grow the area there.

On Wednesday 20th May a group of us set off South for our annual trip abroad. Dave Smith in his TR7, John Edwards in his Spitty 1500, John & Jan in the Vitesse, Chris Edmonds in his GT6 with me in the Stag as rear gunner to pick up wandering stragglers and all the bits that fell off the cars. Our first night was in Ashford with an early start to catch the ferry at Dover for Calais. Our second night was in Ypres at a stunning hotel! The Hotel Kasteelhof T'Hooghe is a very memorable hotel for several reasons. The hotel itself is just beautiful, oozing in character and so relaxing to be in. The rear garden of the hotel is almost indescribable. There is a lake that is actually a bomb crater, (the Hooghe crater) created by the largest explosion in the first world war. 500 men died in that explosion. The whole garden is excavated first world war trenches that you can walk in. The rusty used armaments like shell cases and bits of artillery are stacked up in piles every 15-20 yards as you walk around the lake/bomb crater. There are rifles nailed to trees. It's actually a beautiful place now with lots of trees and plants but when you see the photographs of the same area in the war it was complete and utter devastation. Nothing was left standing at all, just a vast area of mud and shell craters.

Ypres itself is a very impressive city with a magnificent cathedral that seems to be made up of 3 cathedrals joined together. Awesome. At the end of the war Ypres was the last Belgium city still in allied hands.

The Menin gate is a very impressive and moving place to visit. It is the East gate to Ypres. It is a memorial to 55000 commonwealth soldiers who marched out of Ypres to fight but their remains were never found. Every evening since just after the memorial was

opened in 1927, the last post is played at 8.0 o'clock. This had to stop during the second world war due to the German occupation but started again on the evening of the day that Ypres was liberated by Polish troops, despite fighting still continuing on the other side of the city. Every evening during the 100 year anniversary years, 2014-2018, the local dignitaries gather to lay wreaths and tell the story of one person who fell during the war. The night we attended the story was of a nurse called Gladys from Malvern who lasted 9 days in a field hospital at the front.

From here we moved on to Spa for 3 days. Good fun watching all the oldies, mostly Ferraris, Porches, Lotus etc racing around the track. Steve and Pat joined us here in their GT6.

On the Monday we moved up to Bruges for 4 days. We stayed at the Hotel Koffieboontje right in the middle of Bruges and it was again very impressive and superb value for money. If you are going to Bruges I can recommend this place. Parking at the hotel is difficult but we all got in and didn't use our cars at all whilst we were there. Bruges is a must visit place that you need at least a couple of days to see.

On the Friday 29th May we travelled back to Calais for our drive home. We did approximately 1000 miles.

The weekend just passed, a group of us went to The Peak Run. A bit low on numbers due to the fair weather drivers not turning up but was a very good weekend indeed. We had good weather to set up on Thursday/Friday, Saturday was dismal but Sunday was dry, and sunny at times.

Our area was represented by Dave with the TR7, Chris in the GT6, John & Jan in the Vitesse, Andy, Noble & Kierra with guests Neil & Kim thrashing my 2000 round as Andy's car is in the process of a major rebuild. Garth was in his Herald, Mike Mayfield in the Dolly and me in the Stag. Howard joined us on Sunday for the run.

Howard won second prize in the peoples choice and Dave won car of the show.

Next weekend is Foxton Locks, with some going to Wigston and maybe some to Trentham Gardens. It's getting very busy now with a choice of venues every weekend.

Th th that's all folks.

Keep running on 4/6/8.

Neil

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Hi Folks. As we only have 3 cars on the road at the moment, things have been a bit quiet for us, but we've been busy behind the scenes. Restorations and improvements are coming along nicely, so hopefully this time next year..... On the positive side, we attended the TSSC North West Area Meet, this time at the Wheatsheaf at Raby. A delightful venue, I've been a few times before in my Spitfire and always seem to spot a TR or two in the car park (well, it is on the Wirral, you know). A certain McCartney fellow is said to frequent the premises when in the area, but not that night. Anyhow, we had a good chat and catch up, special mention to the contingent from North Wales TSSC for their long journey. Unfortunately, we couldn't make it to Cheshire area's run to Swettenham this year, hopefully next year we'll have a bit more notice (winks at Henry....).

Our tickets for Woodvale have arrived, and we're looking forward to once again hooking up with the Club Triumph folks from Pendle and Pennine. Last year was fun, we'll be getting as much regalia out as possible to see if we can keep hold of our 'Best Stand' trophy. Actually, it's not the trophy we want, the £250 prize has come in handy for our funds, our gazebo looks fab.

Finally, myself and Ben have had our Triumphs accepted as entrants in the (deep breath....) 'Transatlantic 175th Cunard Classic Car & Motorbike Cavalcade' in Liverpool on Sunday 5th July. It's certainly an honour for us to have our cars selected, as there are only 175 vehicles in total. There's too much to describe about the event here, suffice to say our cars will be on display at the waterfront before taking part in a cavalcade throughout the city. If you are interested and hopefully are reading this before that weekend, more details can be found at

MANCHESTER NEWBURY . . . NORFOLK

- <http://www.cultureliverpool.co.uk/event/transatlantic-car-cavalcade/> . Derek has also had his Dolomite selected for display at the **Albert Dock on Saturday**, which in itself is arguably a greater feat as there are only 30 cars participating. Both events look fantastic, I'll have a report next month,
Cheers,

Alex

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

Hello to new members Jeff and Ben in their Spitfire it was good to see you both, we hope you found our meeting both friendly and informative and we hope you come to our next meeting. A very disappointing turn out at the meeting this month with only 14 managing to make our Area meeting, which is a little bit sad when we battle the traffic all the way from Lancaster, looking forward to seeing you all month, and hardly anyone is there. Maybe you feel it is time to bring in new blood, with new ideas, have a think about it we will be re-registering the Area and Area Organisers in December.

On a much lighter note!!!! We have just had our Manchester Area Weekend "TSSCCTV" what a fantastic weekend we had. Friday Night was meeting and greeting in the usual Manchester friendly way with games and quizzes. Saturday was a fantastic Run through scenery of pure wild and natural beauty over Rochdale/Oldham and Saddleworth Moors absolutely breath-taking. Saturday night was a hoot all the games were based on children's TV it was hilarious from building Tracy Islands (Thunderbirds) to hilarious games and quizzes. We had dozens of celebrities The Tele-Tubbies, Thunderbirds to The Flinstones, to name but a few.

Sunday was another run out over the moors finishing up at Ellandroad Steam mill, where the Triumph people's choice took place, and then it was back to camp for raffle and prize giving. We would like to thank Pete n Janet, Mark n Tracy our entertainment Officers who do a sterling job every year and still manage to make our weekends special. To Lorraine for selling raffle tickets, my Sous chefs Kerry and Ler for making sausage and bacon butties, and Ben for driving down to Lubenham and back to pick up the Marquee, without your help and our special entertainment officers these weekends just wouldn't happen, a full report with pictures will appear in Area Showtime.

Congratulations to the Winners of **The People's Choice Awards** in alphabetical order,

Roger Buck beautiful French Blue Stag
(Derwent Valley)

Pete Davies very Smart metallic Green Spit 6
(Manchester Area)

Graham Whitaker a lovely red Spit Mk 111
(Manchester Area)

Hopefully the **Area BBQ will be The first weekend 5/7th September at Piethorne Caravan and Camping** (where we have had our Manchester weekend) we have provisionally booked spaces but I need to know sooner rather than later who would like to attend.

I am still looking for volunteers who are attending **TriumFest UK at Donington** to spare us a couple of hours over the weekend for gate duty if you can help please get in touch with me and Frank on pipflegel2009@btinternet.com

We still have plenty of events in the forthcoming months!!

Tuesday 7th July Manchester Area Meeting
at The Boundary Inn.

Friday 10/12th July TriumFest UK, Donington

See You all soon

Pip n Frank

IMPORTANT NOTE

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



TSSC AREA NEWS

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We had a good meeting at the end of May. Eric has now joined the TSSC which is great. The highlight of the evening was the Feely Bag competition. Car and household objects in non-transparent bags – and you had to guess what they were. There was much muttering and concentrated looks on faces and in the end Andy got the most correct.

Don't forget **Newbury Classic Car Show** in aid of charity at the **College on Sunday 9th August**. This is organised by the **West Berkshire Classic Vehicle Club** and if you have been before you will have been sent an entry form. If not you should find one on their website – any problems contact us. There is usually a good cross-section of all makes of car and some autajumble and charity stalls to browse. We will be putting on a Club stand, but space is limited so please let me know if you intend to be there. Last year there was the remains of a hurricane and torrential rain at the new venue of **Newbury College**. Let's hope for better things this year.

There are 5 people from our area going to **TriumFest UK at Donington** this year, the first time for Lloyd. Promises to be a good event so go along if you can.

Meetings

Wednesdays 8th and 22nd July at The Berkshire Arms
starting about 7.30 p.m.

Events

10th -12th July TriumFest UK at Donington
Sunday 9th August Newbury Classic Car Show
at Newbury College

Keep 'em flying

Mary and Dave R.

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This month there are a couple of big events that the Norfolk TSSC will be attending namely **TSSC TriumFest UK to be held at Donington Park on 11,12 July** and if last years event is anything to go by a fun filled weekend will be in store with lots to see and do. In my opinion it's the TSSC's premier event of the year, is well worth attending and is a credit to the organising committee even if you can only attend for a day it's well worth your attendance fee and I can personally recommend the camping and caravanning facilities if you plan to make a weekend of it as they are first rate. At the end of the month we have **Silverstone Classic to be held over the weekend of 24,25 & 26th July** there will be a large Norfolk TSSC presence this year so contact me if you wish to hook up with your fellow Norfolk members.

We also have our **July Friday night Fish n Chip run to Cromer** to be held on **Friday 17th July** meeting at the usual venue of the Easton lay by at 18:30 with an additional pick up point at **The Kings Head, Norwich St, Dereham**. Last years run was held on a glorious sunny evening that was perfect for top down motor-ing and eating the fish and chips whilst watching a glorious sunset over the north sea was just stunning. Lets hope that the weather this year is just as kind.

The planning for **Totally Triumph** (formerly The MOT) is coming along nicely with everything falling into place. The venue at **Hermanus Leisure** sited right on the beach is superb and we have managed to find a campsite nearby that has a separate field with a purpose built toilet washing and shower block that will be for the **sole use of Totally Triumph campers**. Finally electricity has also made it to Norfolk so you can hook up to the grid on site if you wish. The adjacent field will be used for the car show and



NORFOLK . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

Norfolk Continues

side events on the Saturday and as a start point for the run on the Sunday. It has been difficult to organise the event on my own over the past couple of years therefore I will probably step back and pass over the reigns to the Totally Triumph committee next year so if you remember the MOT then this year will be your last chance to attend a Norfolk TSSC event.

Don't forget the next meeting will be held at **The Bird In Hand, Wrentham on Monday 13th July**, unfortunately I will be working so I will not be attending but I hope to catch up with some of you at the other events in July.

I have a desperate request from one of our members who is searching for a good Bond Equipe bulkhead to complete his restoration. If anybody out there has one that they are saving for a rainy day or even if you have a good spare Herald/Vitesse bulkhead that could be modified please contact me.

Finally a big welcome to Drew Mason & Daniel Orford our new Norfolk members.
Regards.

Mike

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Well the first meeting of summer took place on a nice sunny evening, but still not warm enough to sit outside all night, a good turn out of members & cars, Chris's Sprint looking good in the bright evening Sun, or was it just a reflection of his car !. Nice to see Steve Edmond & Geoff Murray again, both arrived in there Spitfire's, Geoff has returned from a tour around Spain in his Spitfire, see they do go for miles without problems !!. Also a warm welcome return to Steve & Lisa overall.

Both Brian & Joe are having fuel leaking problems, Both need fuel tankers to follow them at the moment, just as well fuel prices have come down since last year, hopefully both will be easy fixes with gaskets & jets, and a bit of fiddling.

Deryck is having his passenger side door repaired & 're-painted', after a incident of his own making with the garage door.

Pauline was showing off her handiwork, she has made a complete set of vinyl seat covers & hood bag for her Scimitar, as good as any you can buy anywhere, wonder if she would take orders?

A group are considering going down to **TriumFest UK at Donington 11-12 July**. Anyone interested please contact me ASAP, as it will be the weekend after our next meeting, also on the first **Sunday the 5th July is MG Northumbria show** at Corbridge, up to writing this we have 12 cars to put on our stand, not all Triumphs though. We plan to put up the gazebo and provide refreshments to those that attend, just bring a chair

Brian Armstrong has asked if we would be willing to put on a display of cars to help raise funds for **St Cuthberts hospice**, more to follow on this.

Chris Fish's top tip. If cold, just drink more alcohol.

See you all in July

Geoff

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With the Northants camping weekend over for this year, from the comments I have received, it was a success. The ever popular Friday night Chinese auction went down well and gave everyone a chance to get together at the start of the weekend. On Saturday

Rob arranged a scenic run out to Foxton Locks which went well considering a Tough Mudders event almost scuppered the route. Saturday evening we had our usual barbecue and games the salad side being prepared by Pat and the girls while Jonathan and I got busy with the meat. To draw a positive from the low turnout this year, at least it made the cooking a bit easier. Also the games, hosted by Tracey and Jonathan went well with almost every one taking part. The Standard Triumph rally on Sunday also had a poor turnout partly due to the weather forecast which for the third year running was worse than the weather we actually received (thanks Met Office) but also due to clashes with other events. Maybe next year we will change the date of our event to a quieter part of the year.

That having been said the cars that were there still managed to draw a few members of the public over for a look. This year we had four trophies in the concours kindly supplied by Kevin and his employer Cosworth. The categories were Best Soft Top won by Chris Bates, Best Hard Top won by Adam Easton, Car You Would Most Like To Take Home won by Jeff Spence and finally Car That Makes You Smile won by yours truly, thanks for all the votes folks.

With Wicksteed Park unsure as to whether they will be allowing rallies next year we may unfortunately have to look for a new venue so keep your eyes peeled for our advertising in the future. Once again a big thank you to every one that helped to organise the event and also to those who attended.

June saw the largest turnout this year at Earls Barton Car and Bike Meet it was good to see a good turnout of Triumphs there.

A few of our members went to Woodford Halse country fete which has become a bit of an annual outing for us. The only problem was despite my best efforts to arrange for everyone to drive down together the group got separated at a set of Northampton's infamous traffic lights. The good news is everyone got there in the end, although I think Butch is getting some stick about Canadian sense of direction.

With car club bookings now closed for Silverstone Classic we have over sixty cars booked in over the weekend. If you would still like to go any bookings from now on will not get infield parking or the discounted ticket price.

Nigel

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The beginning of May was dominated by our very own Totally Triumph Classic Car Show - the first ever Totally Triumph was held in 1995 at Cooke Rugby Club, Shaws Bridge, Belfast. For the last 8 years we have held the event in Wallace Park, Lisburn, normally in conjunction with the Lisburn City Council Mayor's Parade and Fun Day. This year the Mayor's Parade was held in March and so, for the first time in quite a while, we were in Wallace park on our own. As with any long running annual event it gets harder to get entries and a lot depends on the weather on the day. The forecast for that week was not great but on the day the sun shone and we got our best turnout for many years including around 10 years from the South of Ireland. The Triumph Classic Car Club from Dublin usually come to the show and this year they were joined by members of the TR Register Ireland



The standard of cars was higher than ever at this years Totally Triumph car show in Lisburn.

as well as our own club member Phil Boulton who lives in Letterkenny, Donegal. Chic Doig Classic Sportscars came over from Scotland with lots of parts and Colin Lindsay (Herald Register) brought a trailer full of parts for sale.

PETERBOROUGH



Eric Williams Left wearing a Totally Triumph 1995 t shirt and holding his Car of the Show Trophies.

The standard of cars was higher than ever and while Michael (Kernahan) and Paul got on with the very serious

business of judging the concours, Alan (French) took charge of the BBQ. The prize winners were as follows:

Long Distance: Trish Doherty, Spitfire MkIV (Triumph Classic Car Club, Dublin)

Cruised & Used: Dessie O'Neill, Banbridge, 1200 Herald Estate (TSSC)

Runner up: Phil Boulton, Letterkenny, Triumph 2500 estate (TSSC)

Best Modified: Howard McMullan, Howth, County Dublin, TR7/8 (TR Register Ireland)

Runner up: Gary Morrison, Bangor, Spitfire 1500 (TSSC)

Best Saloon: Michael McKeown, Lurgan, Dolomite Sprint

Runner up: Philip Annesley, Dungannon, FWD saloon (TSSC)

Best Sports Car: Alan Forsythe, Carrickfergus, TR3 (TSSC)

Runner up: David Will, Howth, County Dublin, TR4 (TR Register Ireland)

Car of the Show: Eric Williams, Lisburn, Spitfire MkIV (TSSC)

Runner up: Colin Tait, Dromore, GT6 Mk2 (TSSC)

I think for next year we will have to consider creating a new Masterclass (best of the best) category in the concours as well as a special GT6 prize to mark it's 50th anniversary.

The next club event was the bank holiday weekend run (the event and accommodation was organised by Alan Hayes); this year the destination was Inniscrone in the west of Ireland and Douglas organised some runs in the area as well.

By all accounts everybody had a very enjoyable time and all the cars made it back without serious problems.

Things have not been going so well for Paul in the Northern Ireland Hill Climb championship. The week after Totally Triumph was Drumhore Hill Climb and, on the way to the event, the Spitfire engine started burning oil as well as pumping it out the filler cap and over the engine. Paul was unable to rectify the problem so we had to turn for home. Back at the house the diagnosis did not look good and, with more hill climbs as well as TriumFest and the Standard Triumph Marque day in the not too distant future, Paul decided that the best choice would be to build up a new engine using a reconditioned short block he just happened to have lying around. The engine has now been built completely, installed and is being run in. All being well Paul, Christel and John (Hewitt) will be competing at Cultra Hill Climb on 13th June - fingers crossed. There was a very good turnout for the June area meeting and ice cream run. 12 club cars and two others took part in ice cream run and the visit to Brian and Siobhan Spurlie's house to see how the Spitfire 4 is progressing as well as tea/coffee and brownies.



Some of the cars at the June area meeting and Ice Cream run

Many thanks to Brian, Siobhan and family for their hospitality. Last but not least the club transporter was brought out to lift Paul's latest project - a GT6 Mk3. It will give him (and whoever he talks into helping) something to do over the winter!

Events coming up in June include Cultra Hill Climb, Kilbroney Old Vehicle Club Show and Plane Trains and Automobiles at Mountstewart.

Jaogui and Paul

TSSC AREA NEWS



PETERBOROUGH

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Sorry I missed last month's club night but was on holiday looking at some mountains and valleys, railways and classic cars in Switzerland and missed the chunky chips.

Almost mid-summers day but it was still a cool evening at the June club night with no one outside looking at a nice array of Triumph marque cars. It went down to just 1 degree a bit later - Brrrrrr! There once again was a good turn-out of members with twenty three enjoying a good natter and discussions.

It was very good to welcome three new members to our fold - Dave and Jo Beardsley (worldwide Triumph enthusiasts) after 10 years away from the UK down-under in Australia and New Zealand, and also Trevor Parke. Hope you all felt at home and we look forward to seeing you all again soon.

There will be more to report from Colin and Jane Saunders after leading their 'Squadron Of Spitfires' down to the Shepherd Neame Brewery in Faversham in Kent for an overnight stop in the 14th Century Inn next door.

There is a host of new meetings and events happening around us over the summer months and there is certainly more than enough to keep everyone busy polishing cars for shows. A lot of these events are in our calendars - two of which incidentally were sold at the Club Night. Please don't forget - please take photo's of your cars for Pauls Club Calendar for next year.

For anyone who has a desire for a not too difficult project - one of our established members has a 1960 Herald Mk1 948cc which needs some re-assembling with hosts of new parts and work already done.

Should anyone be interested I have his contact details.

The Club Shop was kept busy on June 14th with bargains galore, barbecue and beer from the Herald bar. Thank you to all the staff and committee which make all this happen. But also what a lot of wonderful gardens in Lubenham. Made me feel very guilty - should I spend more time in my garden or should I concentrate more on getting the GT6's completed. The jury was out for a cup of tea and decided it was time to concentrate on the Red GT6!

Good news from the Club in the employing of an apprentice - with my FSB hat, on it is so good news to see a young person being given an opportunity and them willing to take it. I am sure our Peterborough Region all wish him well in the future. And possibly some of our business colleagues who have classic cars - might like to do the same.

Chris Gunby will be attending the **Baston Car and Bike Show** with one of his fine vehicles on the **5th of July**, and will be pleased to be available to 'value your vehicle' for insurance purposes for you at this event. The TSSC have reserved a number of spaces so please contact me if you would like to squeeze your club car on. We will be sited next to Carole Nash Insurance with which our **Honorary President Fuzz Townshend** also has a relationship and he should be in attendance.

We look forward to seeing you all again at our next Club night - on **Monday the 13th of July at the Red Lion, King Street, West Deeping, PE6 9HP** around 8.00pm. Join us for the usual raffle and refreshments, chunky chips and a few noggins and a good natter and that friendly exchange of experiences.

Tip of the month - Always plan your journey to ensure the pub you are visiting sells petrol as well as beer - or you may not get home until the next day!! Or even better - check your fuel gauge!! Further information as to why this tip is offered will be available at the next monthly meet!! Be there!! Regards

Doug

NOTE to ALL:

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



SCOTLAND CENTRAL WEST SOMERSET

TSSC AREA NEWS

SCOTLAND CENTRAL WEST

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The June meeting had another great turnout of 15 people with 8 different models of Triumph ranging from big saloons to Spitfires, Heralds and Vitesse's. And even a classic Mini. (Well at least one brings an MG now). Lochinch is under review, as I was told it is closed for the next two months. The car park is a good meeting place but not having access for an inside meeting is not good. We all met as usual and looked over the cars until we were ready for a warm drink. We went to our alternative venue of the Cartha Rugby Club nearby. This will be the arrangement for the July meeting too.

A number of our Area Cars were at Spa and everyone had a great time. Thanks to those in other areas that made everyone welcome. It is a long journey from our area to the south coast, and again we are debating different ferries etc. I have a feeling that continental excursions may be on the up. Alec returned with his father in the TR6 mainly for a look at the 2.5 saloon petrol tank, as he is going to replace his. (So coming to look at other cars actually works).

Dave gets the prize for realising that I did not have any form of transport at the meeting (thanks to David for the lift in his Vitesse). The weather had not been the best and it is still chilly for June so we were glad to get inside to go over arrangements for upcoming events and reviews and videos of Spa.

We are all working on cars at present (yes, even me). Dave had the second dashboard incarnation which is very good. I have spent many a happy hour trying to mate the splines on the gearbox to the overdrive and the clutch, whilst avoiding the persistently dreadful weather. I won't tell you how long it took me, as you will just laugh. There is a procedure for assembling the gearbox and overdrive, which one of the mechanics at Canley Classics kindly explained, whilst I was reordering gaskets that I ruined due to the sealant hardening before I could get the casings to meet. So thank you for that.

The Spitfire is outside unfortunately so I had to wait for a sunny weekend or three.

Mark and Jacqui's Dolly Sprint has developed timing chain problems, which really shouldn't happen on a newly rebuilt engine. John's Herald is awaiting sills. Everyone else's car seems to be running fine. (Famous last words).

Report on the Hamilton Show next month. A plea for any one NOT going to Donington, if you are interested in attending Erskine Show please get in touch with them directly to book in.

We may go for a run to Moffat, again a report next month...

The next show will be **Biggar**, either as a run or a show stand TBC.

The end of **August sees the Canal Festival in Kirkintilloch**, which is a great family day out on the Sunday (cars) stalls, entertainment etc. (Lunch provided).

As agreed at the AGM there is a small collection for Area Funds at each meeting which is appreciated.

The July meeting will be to go over Donington plans and equipment. It has been suggested that we may set up a small Autojumble stall, so look out any small items you can bring yourself and sell. We would also have to man this but we would have a meeting point/base away from the camping area, so no trudging back to the tent with spoils (as long as they don't get resold by accident).

I will be doing my best to have my Spitfire at Donington. Failing that come and visit us either on the campsite or at our stall. (There will be a Scottish Flag flying somewhere. Having (hopefully) had success with the Spitfire o/d gearbox I am looking to start on the Vitesse(s) so I am looking for o/d gearbox for one, either complete or in bits (D-type). Plus anything else on offer of course.

All the lifts and loans of cars are finally paying off, thanks to all in the Area.

NEXT MEETING will be on **Wednesday 1st July 2015** at Lochinch car park then **MOVING** to Cartha Rugby Club for indoor meeting...
Dates for 2015.

So far we have confirmed events.

Saturday 11th July - Erskine Car Show, Ingliston Country Club, Bishopston, nr Erskine.

10/11/12/13 July - **TriumFest UK** - Donington,

TSSC Scotland Central and West Road Trip.

16th August Biggar Rally TBC

30th August - **Kirkintilloch Canal Festival** - Exact display area TBC but probably the main street (closed off)

NEXT MEETING will be on **Wednesday 1st July 2015**. We will meet at Lochinch for now, if there are any problems, we will be in Cartha Rugby Club at Park Entrance (Ibrox side). Meep, Meep.

Gregor G

SOMERSET

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Hi all. Another good turn out for the May meet and more club cars in the car park. Not all of us used Triumph transport though! Good to see Ed and his white 1500 Spitzy and Carl's 1500 saloon. Both looked good in the evening light. The main thing of course is they are in use! I think you all found us tucked away in the back room! Not sure if we are going to use it on a permanent basis, we will have to see what the manager has in mind! Could just be the bar area is very busy with food etc at this time of year.

The show in Weston Town Square (May 17th) was attended by 3 club cars Martin and Derek (both in 13/60's) and Kevin (or perhaps we should call him **Key DIESEL***) in his GT6!

Although this is a small local show there is always a good turnout of cars, with a good few Triumphs among the 60 or so cars assembled outside the shopping centre! The weather was actually quite good compared how it had been for a few days before, so a good time was had by all! 3 Somerset cars; Steve GT6, Eric Spitty and Carl TR6 went to Pecorama on the 24th.

I missed it due to an eye problem, so thanks to Steve for the photo. The weather was reasonable (until about 2pm) when the rain showed up and sparked an exodus! It's always enjoyable though, in the Devon village of Beer, so I am sure they all went home happy!

* I guess we should explain, for those who don't know, the reason Kevin has been re-named **DIESEL**! Apparently he decided to instantly convert the GT6 to an oil burner, by filling up with the oily stuff. Was it perhaps in search of better fuel economy or just a lapse of concentration, (hmm who knows)? **DIESEL**'s* excuse was the pump he used looked the same as all the others apart from a **BLACK NOZZLE**! A lame excuse we will not forget in a hurry I am sure!!

Luckily it was eventually sorted by a well known rescue service. Food for thought all round I guess. Just time for your 2 monthly reminder of shows and meets we intend to hopefully visit during the month.

July 4th - **Classic show at Butlins Minehead.**
July 11th-12th **Triumfest at Donnington Park,**



SOUTHERN

July 12th Powderham (fully booked),
 July 14th club meet Fox-and-Goose,
 July 21st Weston Town Square,
 July 25-26th Isleport Steam Rally,
 July 26th Paignton Green (fully booked).
 August 8-9th Bridgwater Classic,
 August 11th club meet Fox-and-Goose,
 August 16th Donniford Bay children in need run,
 August 16th Weston Town Square,
 August 23rd Thornfalcon Gathering.

Martin will send out his usual reminders of where and when to meet for the drive to a show, for each closer to their dates of course! Any further information you require just contact either of us as usual.

Cheers for now,

Martin & Derek

SOUTHERN

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Hi folks. May turned out to be a manic month with one show after another. The Bank Holiday weekend saw three events, Saturday being the Surrey Heath Show attended by David and Val - TR6, Mike and Karen - Healey 3000, Mark, Vanessa and the kids - 2500s and Barb and myself in the Stag. A pleasant day but rather chilly. Sunday saw Mike and Karen, David and Val and Barb and I set off to Woody in rather damp conditions for the start of the Hants and Berks 20th Early Bird Run, an annual event for the three of us. We were flagged off by the Mayor of Woody in the pouring rain, our final destination being Bucklers Hard, some 100 miles distant by our scenic route. We stopped off just before Romsey for a coffee break. By this time the rain had stopped and the sun appeared so it was tops down for the rest of the journey. On arrival we were all parked together by the club marshals. It must have been 20 years since I last visited the site, much has changed since then. It now has a large cafe and a comprehensive museum telling the story of what went on there in yester years. Very informative and well executed. As they say, a good time was had by all.

Bank Holiday Monday saw Barbs and I and David and Val set off for Popham knowing we were going to be on Guy and Suzie's Club Stand. On our arrival we could not find them so we trawled the club stands until we found a pitch which said Triumph Club. This was empty so we parked up not really knowing if this was the right stand. Soon after Guy and Suzie turned up in a Bond towing a trailer. Mike and Karen followed as arranged somewhat later and several members of the Andover group joined us. Last but not least was Peter in his new shiny Stag. As usual lots of auto and aero jumble stands, as well as many aircraft movements during the day, the highlight of which was the firing up of the AN2 - very impressive. The three of us came back by the back wood to avoid any hold ups on the motorway.

Saturday 9th saw David in his TR6 and I in the Stag attend the Airdrie Village Fete. A pleasant day, although rather chilly. About 60 or so cars and various stands selling all manner of goods. I had to sample the Ale in the Beer Tent followed by a burger - it doesn't get much better!

Saturday 16th saw David, myself and Barb attend the Sparsholt College open day. About a dozen cars in attendance which fell rather short of the one to two hundred cars promised by a student organiser. Peter turned up in his Stag. A very enjoyable day, lots to see including Birds (before you get excited the feathered variety) and some exotic animals. Peter and I went to take part in a clay shoot. He beat me hands down; mind you zero does not take much beating. The main arena was busy all day with various events. We watched the gun dog display for some time. The 70 foot pole climbers were competing against the clock and were quite spectacular.

Sunday brought Mark, Vanessa and the kids, myself and Barb, Mike and Karen and David and Val to the open day at Merrist Wood College much in the same vein as Sparsholt but with the emphasis on Agriculture and Horticulture. Once again a good contingent of cars, some familiar and some new. A nice sunny day although rather chilly. A good beer tent, some rural crafts

TSSC AREA NEWS



being demonstrated plus the usual stands selling all manner of goods. The main arena saw an excellent stunt motorcycle act. Mike G

Sunday 24th May saw Peter and Wendy in his smart blue Stag, TR6 Dave, Mike H and Karen in the Triumph Healey attend the Haslemere classic car Show. A somewhat smaller than usual group this year as our other regulars were tempted away by an opportunity to kill themselves round the F1 circuit at Spa. Their loss, as Haslemere was the usual very professional affair and in spite of the threat of rain throughout the day it remained dry.

We consumed bacon baps before setting off on a 55 mile tour through Hampshire's beautiful countryside and picturesque villages. Elevenses was taken at Lasham Gliding club, who made us very welcome. Our small convoy was headed by an Austin A30 driven with spirit. It was impossible to overtake in the narrow lanes, with the old A30 approaching warp speed down hill but really struggling on the inclines. The young pilot had clearly not mastered the art of double de-clutching to select 1st gear while in motion and some interesting noises emanated from the gearbox culminating in a big bang and immobility. Passing chance, me thought! I hope he eventually got home. All in a good day marred only by the pub being unable to produce food due to the cooking equipment having a meltdown, but beer was still available, so who cared.

Thanks Mike H for the report.

Neil has asked me to mention that the **GRRC picnic will be from midday August 2nd in front of Goodwood House.** This is the same day as "Thoroughbred Sunday" at Goodwood motor racing circuit.

Also there is the **TR Register BBQ at Hursley House SO21 2JN, on the Tuesday 28th July**, last year there was a huge selection of cars at this event not just Triumphs. There is a club house selling food and, dare I say it, beer. A very good evening out.

This year SEM was the best turnout of cars in many years (helped by good weather). I arrived quite early on the Sunday morning as I wanted to get the TR7 tuned, as it happened the tuning guys didn't turn up until 10.30 am but at least I was first in the queue.

They checked the timing and dwell angles, but unfortunately still didn't rectify the under fuelling at high speed, so a little disappointed. I was joined later by Mike and Barbara, Dave H and Peter, no gongs for this lot this year. I eventually joined the disappointing line up of TR7s / 8s, there were only about 5 of us in the line up, thought there would be more as it is the 40th anniversary year.

There was a lot of auto jumble there this year as well, but nothing I wanted (yet) The day pressed on and got warmer as well so I gently persuaded Mike G to go for a cold one in town (actually, he needed no persuasion). I left before the prize giving as I had family business to attend too. Big thanks to Mickey and Julie for an excellent show.

Another good evening was had at our regular meeting, although the club cars were a bit thin on the ground, but newbie's Simon and Sue turned up again (glad we didn't frighten you off) with their immaculate Carmine GT6. A good chance to drool over it with the bonnet open.

Sunday 7th June was the SHVPS show at the Queen Elizabeth country park. Although we were down in numbers as some had gone off on Crinkly fest in Wales, we had a good day. Mark and Vanessa, with the kids in the 2.5s were already there, along with one of the Andover members in his TR6, myself in the TR7 and Guy left his Bond on the end of the line up. Dave Robinson and two of his lads were doing their annual pilgrimage to the show in his Vitesse 6 saloon and Kat, his wife turned up with Tom (another son) a bit later.

A huge variety of cars, bikes and commercial vehicles were on display and of course lots of auto jumble and other stands. Glorious weather brought the crowds in, which must have made





SOUTHERN . . . NORTH STAFFS SUSSEX . . . THAMES

TSSC AREA NEWS

any of the events, and check website for what's on.

Dave

Drive the dream
Visit website for latest news

it one of their most successful shows in recent years. Well done to Peter Harper and his friends in the SHVPS for a most excellent show.

Hopefully next month we will get a report on Crinkly Fest and one from Neil on their trip to the Spa Classic.

Up and coming events

July

7th Regular meet, Seven Stars. GU323PG

10th,11th,12th TSSC TriumFest UK. Donington.

11th Petworth

16th Roaming meet. The Titchbourne Arms ,SO24 0NA

19th Amberly classic car picnic

25th The Ripley Event

28th TR Register BBQ at Hursley House SO21 2JN

August

1st Stroud

2nd Goodwood breakfast club. Thoroughbred Sunday

Also GRRR picnic at Goodwood House after 12am

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 meet, 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

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Hi All. May did not have a wonderful start to the seasons shows, as the weather has so far been wet and cold reducing numbers attending.

Just three cars going to the CVR classic car and model railway event, and two to Capesthorpe Hall.

We did have a very good turn out for the monthly meeting, welcome to new members father and son team Michael & Clive Dooley, who are both restoring Spitfires.

With three father and son teams, Ian & Aaron Hissey with Spitfire and Herald, Adrian & Will Nixon with GT6, (MOT imminent), and now Michael & Clive with three Spitfires, I think they said all are Mk1's, do we hold the record for the most father and son teams in the TSSC?

With the number of cars that are being restored and returned to the road, and with new young blood, both the area and the Club's futures are looking good.

Two members and their families made it to Spa Classic and had a great time at the event, and praised the Club for the welcome and support and hope to do it again next year.

Some of the events for July that we hope to attend.

July 5th Cars in the Park Lichfield

July 11th -12th TriumFest UK Donington

July 11th -12th Chateau Impney Hill Climb

July 18th Standard Triumph Day

July 19th Bodolwyddan

July 26th Audlem Show / Capesthorpe

Aug 9th Sugborough Hall

Do drop me an email should you want any more information on

SUSSEX

Tel. 01444 450941

We had a large meet up for the convoy to SEM with four GT6 which was a first. Thank you for everyone that turned up. Unfortunately the convoy split up on the first round about with Gordon leading the second half of up the M23! Still he did get there before us. We had a pleasant drive even if we did come across an articulated lorry coming at us on the wrong side of the road. We all had a good time at SEM and the weather held off. I managed to compare my Stag with some others to check the difference. Gordon came second in the GT6 class. Clive took his Zetec engine Spitfire and it performed faultlessly. A number of people had their cars valued and a number of people had smiles on their faces.

Clive, Pete Jon and myself went over to Spa to see the classic meeting. We did have some confusion at Eurotunnel and we ended up on different trains! We had an excellent journey over passing (!) several other classics on the way. The Satnav found the campsite easily and we were soon booked in to the Mobile home which was excellent. On the Friday, John, Jess, Glenn, Joe and friends turned up. They were slightly delayed as they had to re solder the top pipe onto Joe's Radiator! Well done Glenn. On the Saturday Morning we had our track laps. It was interesting to say the least - 40 cars out on circuit at a time kept it lively. My Stag performed well as a mobile chicaner! It is only a three speed auto on standard suspension with questionable tyres. Clive's Spitfire went like a rocket and after the session we had an irate German coming up to us demanding to know what was under the bonnet of Clive's Spitfire. He was moaning he couldn't keep up with it in an AC Cobra. Praise indeed!! Clive thanks for organising the weekend it was much appreciated

I think we all enjoyed ourselves over the weekend and I now know who "The Who" are and I am almost word perfect!

Our meeting on the 3rd July was well attended with many people bringing partners and having a meal. Pete took his Sister but was vetoed on taking his Herald due to the condition inside! Clive had found out that he had pulled some muscles in his leg following Spa so perhaps he is getting to that time of life when he needs to upgrade to Stag!

There was plenty of talk about going to Le Mans next year and Dave needs to get out of his 30 Wedding anniversary!

Next meeting is on the 1st July and some of the Area will be going up to TriumFest on the 11th and 12 July but unfortunately I will be on Holiday

Regards

Martin

THAMES

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Welcome all. We had a great May, SEM went very well, thanks for your help and support. We had some great shows and kind weather. The Vitesse has mainly been behaving, but has thrown a couple of paddies (fuel vapour lock I think) at the Chiltern Hills Rally so a carburetor rebuild is planned and fitting a heat shield which I got a while ago. We have a local member who is looking to buy a Triumph 1300 FWD & has a Herald coupe for sale please contact me for contact details.

SOCIAL EVENING AT THE FOX & CASTLE - 7TH MAY. I have a pleasant drive to the Fox & Castle in the Vitesse and once there I am joined by Doug B, John P, Chris C, George B, Graeme & Martin F. In the car park we have a lovely mix of Triumph's, those were Doug's GT6 Mk3, Chris's Spitfire Mk3, Martin's Spitfire 1500 and my Vitesse Mk2. It has also been busy on the work front of our Triumphs: - Doug's fitted new front springs and shock absorbers to his GT6 and comments how much nicer it is to drive. John's Vitesse has a fresh MoT. Chris has had a new hood fitted

TSSC AREA NEWS

to his Mk3 Spitfire as well as a service but had to replace the oil filler cap as they miss-fitted the old one and was lost by the time Chris got home. George has fitted a gear stick service kit to his MK1 Vitesse. Graeme's TR6 has more gremlins and suspects the coil is playing up. Martin's Spitfire is running like a dream after resetting the carb floats. We had a wonderful meeting talking shop and putting things to rights.

21ST MAY. - It's a lovely sunny evening as I pilot the Vitesse to the Fox & Castle where I meet up with Julie, Graeme, George, Doug & John. We have four Triumph's in the car park tonight belonging to:- John P in his Vitesse Mk1. Doug in his GT6 Mk3. Graeme in his TR6 & my Vitesse Mk2. Work on our Triumph's has been :- Graeme got a new coil fitted and deep cleaned and polished his TR6 (looking very shiny). Doug has replaced the rear brake shoe spring on his GT6 hoping to sort out his long term brake servo problem. We have another pleasant night talking shop.

SHOWS & EVENTS. - **1st/4th MAY. IOW CAMPING WEEKEND.** Unfortunately we didn't manage to make it this year, we were due on the Saturday but a late return flight from holiday saw us sleeping until the afternoon and SEM still needed a lot of attention. All we have spoken to since said it was a good and well organised weekend. With most planning to return for the next one, us included.

9TH/10TH MAY. SOUTH OF ENGLAND MEE, LEATHERHEAD. With the folding caravan hitched up to my Transit loaded with show equipment, Julie follows me in the Vitesse to Leatherhead leisure centre. Once there we are greeted by George who is setting up camp. We soon have the folding caravan up and sorted. Then we unload the Transit and rope off the camper's area and put out TSSC signs in fine weather. We finish the day with a chip supper and enjoy Georges camp fire with a drink or too. We have a few campers here this Friday evening.

Saturday morning is still blessing us with fine weather as we set up the rest of the showground at our leisure, we have some Triumphs turning up for the day, most enjoyed a cuppa and returned on Sunday. We did have some more campers join us on Saturday. That evening we had a BBQ with George. With Adam, Karen & family, Liz & Con & Garth and friends enjoying a BBQ & evening quizzes with us in the campers marquee.

Sunday morning came too early for me but with things to do. The gate setup, put the marquee signs out. Julie was off collecting Emma & Shane as we are short of parking helpers. We soon have a steady flow of auto jumblers setting up, the catering van has wonderful smells starting waft through the air. The early bird Triumph owners start turning up & filling the rows of the showground. The TSSC shop is up and running by the start of the show at 10am, so is Adam oiling trunions the auto jumbles are selling and a queue is forming for the engine tuners who are a little late after an accident on the M25. We start selling raffle tickets and put out a call for Judges & volunteer's to start sorting out possible winners for this year's awards. We are a little short-handed for judges this year and this meant we had to judge some classes single handed even I had to help out which was quite nerve racking, so please come and help out next year also with parking up the Triumphs in there rows (they were parked in all sorts of manners this year & George will be white line marking next year). The amount of Triumphs on show this year was amazing thank you all for coming. The raffle draw went well and we hope you are enjoying your prizes, we also awarded the quiz winners, before moving on to the awards for the different classes of Triumphs and selecting a Triumph of show.

Soon after the Triumphs slipped off home and we started to dismantle the show, collecting up the signs & post, packing away the gazebos and our weekend home. A quick check of the showground and we hand back the keys and head off home. Once again a big thank you to all that helped with setting up the show, all the help beforehand and afterwards, not forgetting all those that turned up in their Triumphs and made it a wonderful show.

17TH MAY. CHILTERN HILLS RALLY. - Julie & I meet up with Trevor on the way to meet George & Chris at Amersham Tesco's. Once there we top up with fuel, before leaving in our own mini convoy of two Vitesse and a Herald. We have a lovely journey to the showground and meet up with Richard in his Vitesse at the entry gate then we park up on our stand. Having to push my Vitesse as it would not start (fuel evaporation?), we set up our

gazebo, Fly the TSSC flag and put out the banners. Relaxing over a refreshing brew. On stand we have Trevor's Herald 13/60 saloon, George's Vitesse convertible Mk1, Richard's Vitesse convertible Mk1, Dave & Nikki's Herald 13/60 convertible, Mark's Spitfire 1500 & our Mk2 Vitesse convertible. Tony, Penny & family join us in their euro box as their Stag is off the road with recent engine failure. Other Triumphs on show were 4, TR7's, 5 Dolomite Sprints, 8 Stags, 3 TR6's, a MK1 & MK2 saloon, 4 TR4's, 9 Spitfire's, 5 Herald's, 2 Vitesse's, a Bond Equipe, a 1938 Dolomite saloon, a Renown, 2 TR5's, a GT6 a 1300 FWD, an Acclaim, a Roadster & a Vitesse based Vincent, one of the traders was trying to sell a Moss shell but needed a lot of work. There was plenty to keep you occupied from the Auto Jumble, traders selling engine oils to fresh fruit and veg. beer tent all sorts of foods and drinks. Ice cream, kids rides and lots of classic vehicles. A great show and wonderful day out.

Our next meetings at the **FOX & CASTLE** are from 8pm in **July on the 2nd, 16th & 30th & in August on the 13th & 27th.** Please come and join us for a warm welcome or call me on 07773623807.

UPCOMING EVENTS

JULY

- 5th classic vehicle show Heathrow**
- 11th /12th TriumFestUK Donington**
- 12th McMillian cancer car show West Clandon**
- 18th Standard Triumph Marque Day**
Shelsley Walsh
- 19th Uxbridge Autoshow Uxbridge**
- 25th Ripley Event Ripley**
- 26th Ash fair & car Show Tongham**
- 26th retrojumble & car show Brooklands**

AUGUST

- 9th White Doves Collectors Transport show Kingsley**
- 15th Capel village car & bike show Dorking**
- 16th Classic Car show & Auto Jumble Cranleigh**
- 22nd Camberley classic car display Camberley**
- 29th Rudgwick Steam fair Horsham**
- 29th Wings & Wheels Dunsfold**
- 29th Surrey Royal Show Egham**

Mickey & Julie

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Hello, everyone. The month started off with the Gawsorth Hall Classic Show, held on Monday 4th May. A very good varied display of cars and motorcycles, from very early models to newer classics. M.G. Sam and Roger had set out our plot with the gazebo on the Sunday, so when we all arrived it was just a matter of parking and erecting flags. M.G. Richard managed to drive half-way across the display field when the throttle cable broke, so he had the indignity of being pushed onto our display. Should have bought a Triumph, Richard! The only cable that could be found in the auto-jumble was off a motorbike, but with a bit of modification by our rally driver, M.G. Ken, it was sorted. Much talk, wine and food made this another enjoyable day, and it was nice to have a chat with Henry from Cheshire Area, and also Ben Broadbent.

Tuesday 5th May our monthly meeting at The Plough was again a well attended evening, so much to catch up on past meetings, car repairs and social chat. Brenda sold tickets for the usual gigantic raffle, then Richard, Sam and Helena announced future



North Wales Continues

events and took bookings. M.G. Glen had a sponsor form, and nearly all sponsored her as she is going to jump out of a perfectly good airplane (she is doing a tandem skydive) to raise money for Acorns Children's Hospice Trust. She is a very brave lady as she is nervous of heights!

On Friday 8th May some of our group went to Prescott, these being Mick in his Stag, M.G. Sam (Midget), Celt (MGB) and Pete (Mini Cooper). On Saturday they enjoyed Rover Tickets on the Gloucestershire/Warwickshire Steam Railway, starting from Cheltenham station to Toddington, where they all had an excellent lunch at the Flag & Whistle. From there they went on to Laverton by diesel, then back to Toddington by steam, and finally back to Cheltenham Racecourse. On the Sunday they had an early start at Prescott to check in at 8.30 a.m., and have a drivers and passengers briefing before the hill runs, which were starting at 10.00 a.m. All of our group had two runs up the hill, enjoyed by everyone. There was a vast array of classics, some being most unusual. A good weekend.



On that same weekend we, along with Julia and Alan, went to Bulkington to join the Coventry Area at their Spring Rally. We took our Stag pulling our caravan, Alan towed their caravan and Julia followed in her Spitfire. At M6 Junction 2, where we turned off for Bulkington, our caravan was attacked by an enormous articulated lorry when he crossed into our lane. Fortunately the damage to our caravan is repairable, and the Stag was not touched. We set up camp along with Coventry TSSC caravans and camper vans, then we all went to a local hostelry for evening meals and drinks. On Saturday morning a group went to the Coventry Motor Museum, but we waited until 11.00 a.m. when they returned, and we all went to Leaping Cats Jaguar Restorers, and what a fantastic and interesting visit this was. The owner, John, let us wander around all the workshops, and explained about how they carry out the restorations. The skill of his work-force shows in the quality of the finished cars. The evening was in the Working Mens Club with various bars and rooms of the highest standard, and where we all enjoyed suppers brought in by a local chippy. Sunday after breakfast a very large group of assorted classics set off on a well sorted Spring Rally run. On our return the BBQs were fired up, and we all cooked and enjoyed a good lunch before hooking up and driving back to Wales.

A big thank you to Phil and Lyn, a great weekend, in spite of our dodgy start!

Laurel Smith had arranged an evening trip to Erddig on Thursday 14th May, and this had a good turn-out of classics:- we were unable to attend due to prior commitments, but hopefully there will be other opportunities.

On Saturday 16th May many of our group went to the Heritage Transport Day in Oswestry, an event that is in its second year, and where the rail enthusiasts are promoting a classic car show at the Cambrian Centre. Complimentary refreshments were available in the cafe, and a classic bus took passengers to Llynclys station, where a short train trip was taken, then back to Oswestry where many of our group took a walk around the town. Our Spitty was not running very well, so before leaving we filled up with some fresh petrol, and just a short way up the road she was running sweet as a nut! This modern fuel goes off so quickly, and can cause problems with these old engines.

Sunday 17th May Eaton Manor was an open invitation for classic vehicles to attend an event in aid of Macmillan Cancer Support.

Several of our group enjoyed a day where many vehicles that we had not seen before were in attendance, and gave a chance to talk to classic owners we had not met before. The Manor is a

hidden gem with much to offer, with an excellent restaurant providing hot food and drink all day. A total of £1200.00 was raised on the day for Macmillan:- this event is definitely one for next years calendar.

Friday 22nd May was arranged for the 4-Areas meet. Eight of our group met at Dobshill to travel together to The Wheatsheaf at Raby, Wirral, on a poor weather evening. In spite of the cold, everyone enjoyed the evening, and it was lovely to meet members from other areas and have a good chat.

Sunday 24th May was the Prestatyn car run. We checked the weather, which was fine but cool, so we made our way to the Mold Civic Centre car park. There was a very good turn-out, and we met up with many of our Chester and Wrexham group. A well planned morning drive, stopping for lunch at Llanrwst, where we had the opportunity of having a good look at the various classics taking part, and had a very sociable time. Then another well planned route in the afternoon, which finished at The Beaches Hotel in Prestatyn, where we found Bob with the bonnet up on his GT6, having blown some water out whilst racing!

Tuesday 26th May was our OFFAL run, and 29 of our group met for coffees, teas, cakes and retail therapy at Moreton Garden Centre before setting off on a run organised by Stag Jan and Geoff. We stopped off at Chirk Castle gates for a photo shoot before continuing on a pleasant drive through some lovely countryside, ending up at the Britannia Inn on the road to the Horseshoe Pass, where we all enjoyed a great lunch, with great company and lots of laughter.

Well, that's all for now. Don't forget our monthly meetings are held at **The Plough in Gresford on the first Tuesday of the month** at 8.00 p.m., and there is also a meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m. If you enjoy a good laugh, come along and see us, we are a sociable group. Remember, classic cars are not for men only, a lot of our ladies drive! Take care.

Forthcoming events:- 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 July:-** Manchester Airport Aviation & Transport Fair.
- 11th - 12th July:-** TriumFest U.K. 2015, Donington.
- 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:-** Wem Vehicles of Interest Rally & Grand Parade, Wem.
- 19th July:-** 6th Classics at the Castle, Bodelwyddan.
- 19th July:-** Clwyd Practical Classics, Caerwys.
- 23rd July:-** Community Evening at Erddig:- 6.00-9.00 p.m.
- 24th July:-** R.A.F. Shawbury Families Day.
- 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.
- AUGUST**
- 2nd August:-** Weston under Redcastle Village Show.
- 2nd August:-** Bersham History Alive Show, Bersham, Wrexham.
- 4th August:-** Monthly meeting at the Plough Inn, Gresford.
- 8th - 9th August:-** Astle Park Traction Engine Rally, Chelford.
- 16th August:-** Wheels Within Wem Show, Wem.
- 19th August:-** Meeting at the Plough Inn, St. Asaph.
- 22nd August:-** Bader Braves, Sleep Airfield.
- 22nd - 23rd August:-** Passion for Power Classic Motor Show, Tatton Park.
- 29th - 31st August:-** Oulton Park Gold Cup.
- 30th - 31st August:-** Wings & Wheels, Halfpenny Green Airport, Wolverhampton:- Contact Vaughn on 07773-053997.

Helena and Roger.

SOUTH WALES

SOUTH WALES Tel. 02920 315260

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The Following reports have been edited down
due to their length

FULL reports and Pictures appear on our Website
www.triumphwales.moonfruit.com

CARDIGAN SHOW MAY 3rd

Alan and I left my house in my TR4A at 6:30am in the drizzle and fog to meet Paul G in his TR6. Paul had txt'd me to say he was running a bit late as Barb had been ill through the night and was not able to come (caused by the chocolates that Mark Davies had sent her?).

At the allotted time the 2 TR's headed west along the M4 to the next rendezvous point at Pencoed where Action man and half of the population of Pontypridd had crammed themselves into the Red Tardis 13/60 (well actually it was only Pete, The Hammer & Mals Per Hour, but there seemed to be many more!).

At the Show as we had arrived together we were allowed to park together which we did and the area kettles were soon boiling away. Action man had re-filled his gas conversion bag from a few dubious sources (Mals & The Hammer were boasting about the spicy curry they had eaten the night before, I'll go no further on that subject) and we were ready for the off.

As we travelled along the M4 the conditions were absolutely appalling with heavy rain, mist and even hail stones making the journey quite treacherous, but those Triumph cars just kept on going. 250 miles were on my trip meter when I got home and as far as I know not one engine missed a beat.

Another run tomorrow to Singleton Park FANTASTIC!
Bern

SINGLETON PARK SHOW MAY 4th

Myself, Michelle, Emma, Al & Ant arrived at Cardiff Gate Services in my Stag Saloon where waiting for us were Paul G (TR6) Paul offered to give Ant a lift as Barb was still ill (hope you are better now Barb) and Mikey J (GT6). We left at the pre arranged time to travel West along the M4 to junction 35 where we met Tony & Lynne (Spit MKIV), and Action Man, The Hammer, Rob & Pete (Red Tardis minus gas bag conversion as Mals Per Hour had over done it on the curry the night before and had been plumbed into the Milford Haven gas line). Our small convoy then headed further west along the M4 turning off to travel along Fabian Way to our next meeting place at the McDonalds just off the main road. We were soon joined by Lisa & Larry (Vitesse Convertible), Paul (13/60 convertible) and John & Christine (TR International Concours winning TR3). At the allotted time our convoy of 8 cars travelled the last few miles to Singleton Park. Although we arrived together it was at the wrong gate, but one of the marshalls jumped into Lisa's Vitesse and led the first three through the labyrinth of paths back onto the main road where we could see the other cars just in front of us and the marshalls soon had us parked together (although we later came across an empty area with a TSSC marker!). The flags and banners were soon erected and the cooks were soon delivering hot tea and coffee. It was Lynne's first outing with the area and we hope that we made her welcome.

The weather was very kind to us and there were plenty of stalls and entertainment for the people there. The time flew by and we started to pack up at about 4pm.

It had been a great day out with some top Triumph owners and I think that the message that John & Christine had for us summed up the day well when they said that they had phoned Harry and he had said to tell us "well it seems that what you have in numbers has been surpassed by the quality of those who had attended". Nicely put Harry, hope to see you on the next run.

PAUL G's SHELSEY WALSH RUN MAY 10th

At Cardiff Gate Services, Al (wearing a nice tight brown jumper that he had found the week before in my Stag Saloon) & myself (TR4A) met up with Action Man, Mals Per Hour & The Hammer (Red Tardis 13/60) and Smiler, Lisa & Larry (Vitesse Convertible). At the prearranged time our small convoy travelled east along the M4 turning off along the A449 to the second meeting point at the designated lay by where Paul & Barb G (TR6) were waiting for us. Just as we were about to move off we were joined by Mike The Cake & Emma (Spit MKIV). Led by Paul we then headed off for the next meeting point at Abergavenny where Thumper & Neil Watson were waiting for us in their Toledo. We were soon joined by Tim (Spit 1500) and Gwyn & Babs (Dolly) and after a brief chat we moved on to meet Phil Gladwin of the Wye Dean Area



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(GT6) who was waiting patiently for us near Belmont Abbey.

Paul G's TR6 was suffering from a "presence" from the week before when he had given area navigator Ant a lift and although Paul & Barb are excellent pathfinders their TR6 took a few wrong turns along the route (I think everyone now knows where the blame really lies when Ant is with me and my car takes the wrong turn), but we could see from behind that they both remained calm and neither apportioned the blame to each other (that's a fiver you owe me Paul).

We then made our way into the paddocks and had a good look at the cars then we went for our breakfasts of either bacon rolls or full English breakfasts, very nice. We then had another look at the cars and walked the length of the hill climb which if I recall correctly was 7 miles. On our way back down we saw The Hammer on his way up, someone told him that there was a pub at the top selling Lager for £1 a pint, well Linford Christie couldn't have caught him then!

Then it was back to our cars for another chat and I was shocked when I saw that it was 4:30pm, the time had flown by, a sure sign of a fantastic day out. I think that Mike The Cake summed the day up nicely when he said "well, what we had in numbers was far surpassed by the quality of those who had attended". After saying our goodbyes the 5 remaining cars then left Abergavenny for home.

A big thank you to Paul & Barb for organising this run and to those who were able to support it.

TSSC S. WALES FAGGOTS & PEAS RUN MAY 14th

The weather had been appalling all day long, so as Al & I pulled up at the meeting point in the Stag Saloon we were pleasantly surprised to see Mike The Bass & Sandra, The Monmouth Mafia (Acclaim), Action man, Mals Per Hour & The Hammer (Red Tardis 13/60), Gwyn, Tim & Babs (Dolly), Paul & Barb G and Young Eddie & Mo waiting for us, it was Eddie's first run since his knee replacement so it was a great effort for him to support this run.

The rain had stopped late afternoon and the roads were drying up for our convoy to take the A roads to our destination of Porthcawl with the Stag Saloon leading the way (and not making one wrong turn). Lisa, Paul & Larry sent Al a txt message to say that they were on their way and would meet us at Porthcawl (as they live west of Porthcawl), another great effort as Paul came straight from work.

After our meals (a large percentage being Faggots, Peas, Gravy & Chips) we took a walk along the promenade to have a look at the new marina, Eddie only managed to make it part of the way as his knee was playing up a bit so he and Mo sat in their car until we returned.

It had been a good few hours out and as we said our goodbyes Sandra pointed out that what we had in numbers had been surpassed by the quality of those who had attended, very true I thought.

The Stag Saloon led the cars out of Porthcawl and onto the M4 keeping to a steady 60mph when the Red Tardis overtook!!!! "there will be two lines of fire in the road and the Tardis will disappear back to the future if it hits 70mph" said Al, so I accelerated past the Tardis and Al gestured a warning to a grinning Action man. We then settled down to a steady 65mph with cars turning off at their various junctions.

I had been another good run with the TSSC S. Wales that was marred a bit when I arrived home to receive a message from Steve Giffard, his 13/60 had suffered a break down on his way just past Port Talbot and had to be taken back on a recovery truck. I hope that you get it sorted out soon Steve.

CARDIFF CITY STADIUM SHOW MAY 17th

I arrived at Junction 33 services in my TR4A to find Mikey P waiting in his Acclaim. We were soon joined by John & Christine (TR3), Mikey J (GT6), Robbo (TR7 - for sale), Al G. (Spit 1500), Thumper & Neil Watson (Spit 1500), Mike The Bass & Sandra (Spit MKIII), Tony (TR6), Terrence & Martin (Spit 1500), Action man (Spit MKIII), Gwyn & Babs (Dolly), Tim & The Hammer (Spit 1500), Jack Penrith (Spit 1500), Paul, Lisa & Larry (Vitesse Convertible) & Terry, (Vitesse Convertible).

I led our convoy to the Cardiff City Stadium making a detour to have a look at the public car parking facilities with the rest of the cars following me! Derek Russell (our man on the inside) directed us to our reserved parking spaces in a prime location befitting the S.Wales TSSC. A great day out with a Fantastic group of people, thank you all for coming.

PECORAMA MAY 24th

Al and myself turned up at Magor services at 6:15 am in my TR4A. We were soon joined by The Monmouth Mafia Mike & John (Acclaim), Paul & Barb (TR6) then Action man, The Hammer & Mals Per Hour (Volumph as Tardis was refusing to make another border crossing!).

Paul had made the itinerary and devised the route and had allowed "TardisTime" so really we were about 3 hours ahead of arriving at Pecorama on time. We therefore had a long stop at Bridgewater Services then Paul led us along some great roads to Beer where Pecorama is situated.

We were among the first to arrive and as we arrived together we parked together and in no time at all our area flags were erected (Sue Franklin

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was impressed at how well they stayed up throughout the day so we passed on the secret recipe! Then we had a good walk around the classic cars that had assembled in our absence. The West Country Area and Devon Area were there in force and it was nice to have a catch up with them. John Franklin commented that "What we lacked in numbers was more than made up for by the quality of those who had attended". A nice sentiment and one that I think I have seen in his and Sue's Area write ups in the past, or was it somewhere else.

Another great day out with the S. Wales Area and another one tomorrow FANTASTIC!

VALE OF GLAMORGAN SHOW MAY 25

I arrived at Junction 33 services on the M4 at 6:55am in my TR4 to find Thumper Watson waiting for me in his Spitfire 1500, we were soon joined by Action man & The Hammer in their Spitfire MKII. At the pre arranged time we left for the show ground at Sully meeting Al G in his Spitfire 1500 en route. On arrival we were shown to an area befitting the S. Wales TSSC with another 11 spaces reserved for our other members who were to arrive later.

We had directed the rest of the S. Wales area to their reserved spaces and by the time we were able to join them, Paul, Lisa & Larry (Vitesse Conv), Mikey J (GT6), Jack Pemblehurst & Dana (who thought that Jack's surname was Penrith, a situation that was cleared up later in the day when Jack produced his latest Deed Poll to show that his surname was now Penketh, although the situation clouded slightly later on in the day when his dad called him John) in their Spitfire 1500, Rob & Pete (13/60 Shooting Brake), Paul & Barb (TR6), Eddie & Mo (Classic Ford), Monmouth Mafia (Acclaim), Roger (Vitesse Conv) and John & Christine (TR3) had erected the events shelter and were on their third round of bacon rolls thanks to Rob's kitchen.

The rest of the afternoon flew by with a live band playing good music and keeping the large crowd very happy and I was shocked when it was announced that it was time to pick up our commemorative coasters. Like a well oiled (or semi fluid greased) trunnion the area members flew into action and in no time at all the events shelter was packed away along with flags and poles etc and the marshals were beckoning us to move out. When I arrived home I checked my mobile phone to find that I had received 18 txt messages all saying "what a great day out and what we had in numbers was surpassed by the quality of those who attended". Very true I thought. A big thank you to those of you who were able to turn up and support this event.

Cheers



Bern

Events Coming up

July
Abertillery Show July Saturday 4th
Caerphilly Motoring Festival July 5th
TriumFest UK 11th & 12th
St. Fagans Show July 19th
August

Northcawl Vintage Fair Saturday 1st
Brecon And Radnor Classic Bike & Car Show Sunday 2nd.
Pontypridd Vintage Transport Day Saturday 8th
Tr International Malvern 9th
Thornfalcon Sunday 23rd.
Tredegar Classic Vehicle & Heritage Event Saturday 29th
August 2015 10Am - 3Pm

WESSEX

www.triumphnewforestrun.co.uk

Tel. 01425 475376

May started off with our stand with the TR's at Basingstoke. Meeting up with Keith & Rex at Winchester. This time it was Rex who was without his car, but at least it had decided to pack up close to home the day before! It was good to see Rex looking so well after all he has been through over the past year and may it continue! The weather was fair and the journey getting there was enjoyable, although it did take some time to get into the show ground. That said, there was plenty to see with the total spectrum

of transport there. Everything from buses and military vehicles to motor bikes and micro cars! We were kept amused by the auto jumble and bric-a-brac stalls while the ladies went shopping in Basingstoke town centre.

Trevor, Alan & Jerry attended Beaulieu Auto Jumble. Thanks to Suzie & Guy for making their day more enjoyable. Hopefully we will be able to join forces for future dates. Distance is always a governing factor, for various reasons driving is not so pleasurable on the main roads and modern drivers do not seem to have much patience or indeed, get any pleasure in seeing classic cars still being used!

We had a good showing at Bournemouth Wheels, on the Saturday with Janis & Richard (Mk3 Spit), Duncan (TR6), Jerry (Coupe), Alan & Fran (GT6) Trevor (TR7) and Peter (Beetle rag-top), but minus Jerry's classic caravan!

7th June Classic Hardy Tour, was a well organised run that we have been to before, with a good selection of classics. It is planned to go to **Dorset's area meet on Monday 29th June**, but as always it will be dependant on the weather, will let you know next report if we went!

Forthcoming events start with **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 Lymington.

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. Please Note: **Classic on the Proms will be at Highcliffe Castle on 5th July and Christchurch Quay on 23rd August & 20th Sept**, all from 11 a.m. - 5.00p.m. 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" & 7th August "Best of British"**

16th 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! - **5th/6th Sept Beaulieu Auto Jumble**, Dave Trevor and myself hope to have a stall, so please seek us out! - **12th/13th Sept, Swanage Railway, Harmons Cross - 19th/20th Sept Sparkford Museum**, we hope to make it this time, but again, it depends on the weather!

DON'T FORGET! We have decided to go run-about for our summer monthly meetings. So for **Thursday July 30th**, we are meeting at the **The Crown Inn at Bransgore. Thursday August 27th, Horton Inn, on the Wimborne to Cranborne road.**

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
Martin Berry berry223@btinternet.com

Martin

WEST MIDLANDS

Tel. 07969 024999
Chris. 07505 110922

Tuesday June 2nd was my first meeting since returning from my month long holiday to Australia and it was so pleasing to see so many familiar and happy faces at our normal monthly meeting. The car park of the pub was displaying a nice selection of cars, whilst inside others were having a good old fashioned natter. One of the things I like about our club the West Midlands Triumph is the way everyone gets involved with everybody else. It is extremely rare for anyone to visit our meeting and then to stand alone without in minutes a member introducing themselves and making the visitor feel at home. That just as it should be.

I suppose I am a little biased but there cannot be many area meetings which have a turn out of members such as ours, and able to show on the forecourt of the pub such a good selection of Triumphs, even on occasions one of those really rare Triumph Acclaims. Its nice to see so many people taking such good care of their charges.

Chris mentioned in last month edition of the Courier that I was

away on holiday in Australia, well I am back but very reluctantly. What a wonderful Country and what wonderful hospitality the Australians offer to visitors. My visit was not one of those tourist type visits, I went to visit my eldest daughter who emigrated there 20 years ago, and now lives with her two daughters, my granddaughters, and five great grand children in a town called Wagga Wagga which is the State of New South Wales biggest inland city with a population of about 60,000. Its about 500 km inland from Sydney. Now I know that like a great number of people you have probably seen TV programmes about Australia and wondered if it would ever be worth a visit. Well do not wonder any more, it is. There is only one thing which is a slight handicap for going and that is the 23 hour flight to get there, and of course back. With stop overs in my case going, it took 27 hours and coming back 30 hours.

I was in Australia for a month and sorry to report that not once did I see a Triumph, although there must have been quite a number exported to the colonies. In Wagga Wagga I spotted several Morris Minors parked in drive ways, some in quite a sorry state but saw only one on the road, one of my daughters neighbours, but he had taken out the original engine and fitted a Nissan engine with an automatic gearbox. The man should be flogged.

Chris also reported that one of our members, Malcolm had been badly injured when he was run over by his own car. I thought I was the only idiot to hold that qualification. Well its nice to report that Malcolm is on the mend. He was at the June meeting and although looking battered and bruised, he was 100 % in spirit and glad to be amongst friends. Now before you ask, Yes the car is OK, and No it's not for sale.

Well done Malcolm it nice to see you up and about and we look forward to your complete recovery and you attending as you always did in your pristine Triumph 2000. (With Bonnet Up)

Well that's all for now folks, we have a complete list of events taking place around the Midlands area, too long to list in my report, but if you want to attend an event and are not sure where they are happening then give me a ring and I will sort them out for you.

See you all on the **7th July 2015**. Best regards

Roger
the Dodger.

WIRRAL

Tel. 0151 339 4150

Here we are again folks with the July report. Hopefully when you receive this the weather will have warmed up and realised it is now summer. As I am having to write this in early June, here in the Wirral it is wet and windy and somewhat cool, certainly not top down, wind in the hair 'Triumph' motoring weather, I suppose it's a consolation that it can only get better, we hope!

What is there to report. Ah yes, "Drive it Day" on Sunday 26th April was quite a successful event. We covered nearly 100 miles around the Wirral and then out into the Cheshire countryside, Frodsham, Helsby and Delamere Forest, finishing up at the village of Mouldsworth in the local hostelry "The Goshawk" for a very enjoyable lunch. Twenty Six sat down to eat, so it was a good turnout. Sixteen cars in all, not totally "Triumph" a couple of M.G's and a very fine 1970's Ford Granada. A good day with wall to wall sunshine.

Sunday 17th May saw 10 of our cars attend a show organised by the Wirral Classic Car Club in Royden Park on the Wirral. In all about 200 cars were on show, this event gets bigger every year. Of great interest was a Model "T" Ford Of 1915 vintage which was purring away very nicely. It was there for its One Hundredth Birthday. Again the weather was dry but a bit breezy so we had the Club gazebo erected.

My co-writer Andy Todd who is our Area Organiser invited Cheshire, North Wales and Liverpool Areas to join us on Friday 22nd May at the Wheatsheaf pub in Raby Village. In all 16 cars turned up and an enjoyable evening was had by all in the comfort of the thatched roof hostelry, one of the oldest pubs on the Wirral Peninsula to give it its full title.

On Tuesday 2nd June we invited other Clubs to join us at our regular monthly meeting at the "Cottage Loaf" pub in Thurston. Also by the time you read this some of us will have attended "Burton Village Fete" on June 6th. Usually quite a pleasant affair with dance displays, dog shows, etc, not forgetting a few Classic Cars thrown in for good measure. On the weekend of Friday 12th/Sunday 14th June will be held the "Pageant of Power" at Cholmondeley Castle. Quite a lot of Hairy Machinery hurtling round the local circuit within the castle grounds.

June 21st sees us back in Royden Park at the invitation of the Wirral small scale railway and engineering club. There they have some remarkable steam engines pulling carriages round the track fully laden with adult and children passengers No weight limit either! All choo-choo enthusiasts and budding Casey Jones are welcome to join us. As an added bonus they provide us with copious amounts of tea and coffee and a buffet lunch. Quite a good day out and our cars are on display for railway buffs to contemplate an alternative mode of transport.

That's about all for July folks, I'll be back in September, My good-

ness it will be Autumn already. Have a salubrious summer surveying the scenery. Happy and Triumphant motoring Cheers

Ray

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

I rashly promised a write up for this month (thank you Andy for the date reminder!) so here it is – two in a row I'd better be careful you'll expect a third!

The big event for a few of the Worcester crew was our trip over to Belgium to see the racing at Spa. There were a couple of birthdays during the trip which necessitated cake and champagne (my mum came over for her significant birthday – she couldn't really be left behind!) so we got off to a good start. The trip down had a few memorable incidents, there were forgotten passports at the start, a carburettor rebuild in the middle and a shattered windscreen towards the end with a few others in-between. We all arrived at the campsite safely (if a little windswept for one) and after claiming our spot set up to enjoy the weekend. We do have a tried and tested system for feeding the gang, which is just as well as we had 34 on this trip to sort. A huge thank you to Jane and Andy for organisational skills and having the space to bring everything down (I do believe that the TARDIS is based on Andy's Herald.) The highlight for many was the chance to take their car around the Spa circuit (thank you to Jane for allowing me to be the lucky map reader for this one) and I have a feeling that most people are still grinning from the experience. Another shared group experience was the wearing of our tour shirts, when they were handed out you could see the slight shock on some faces that we were seriously expecting them to wear orange. However they proved invaluable for spotting missing passengers, or where your mates were sitting in the grandstand! The racing was excellent with a good range of grids and the night race was thrilling to watch as well as hear – 70s and early 80s touring cars sound phenomenal in the dark. Here's to the next trip.

The breakfast meet at Twynning was another trip that a couple of members went to, the weather was superb so brought a few people out of the woodwork and the bacon butties were up to scratch – hopefully a few more of us can make the next one (me included) as it's all for charity.

We have a few things coming up, I've actually put a list at the bottom this time, so hopefully we will see a few members out and about this month – remember if you've got it, flaunt it!

TTFN

Vicky

July 5th – Run out with Gloucester Area and Glavon TR, Black and White Trail (numbers are needed in advance, please let me know if you are coming).

July 14th – Fish 'n' chip run to Merchants Fish Bar Bewdley

July 18th – Standard Triumph Marquee Day at Shelsley Walsh (it is our 'local' so the more the merrier!)

July 26th – Treasure Hunt – starts at Hallow, finishes near Martley with a BBQ.

WEST YORKS

Tel. 07800 551363

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!)

Please note due to a lack of interest there have been a few changes to the planned upcoming events which had been arranged.

5th July, Dales Run - Cancelled

There has been insufficient interest to make this viable

14th July 2015 (Club Meeting Night) evening BBQ

26th July, driving treasure hunt and lunch time meet

Due to a lack of interest this will now not take place

20th September 2015, visit to the

Yorkshire Mining Museum

My sincere thanks to Dennis and Lynn for having done the preparation for the Treasure Hunt and combined Sunday lunch time meeting on the 26th July, however despite having talked about this before it appears the date clashes with other things people are doing also there now seems to be little interest.

At our next Club night we are to have a BBQ, thank you if you've given me your name. I've spoken to John and Suzy and the cost will be £5 per person. If you want to join in let me know in advance of the meeting, this is important as food will be purchased specifically for our meeting night.

Thanks,

Victor



Leicestershire and Rutland Area Triumph Sports Six Club



You are cordially invited to the
30th SUNSHINE RALLY
7th - 9th August 2015

We will be returning to
Our venue at the Rutland Caravan & Camping Site
Greetham LE15 7FN

An immaculate camp site with superb facilities
Our own flat, sheltered rally field with 7 hard standings pitches for
campers, electric hook-ups also available (1st come - 1st served), less
than a 10 minute walk to Greetham village with 3 pub restaurants
Camping Friday 7th & Saturday 8th with option for additional nights

Friday night

Warm welcome, meet old friends and make new ones

Saturday

Optional planned casual drive around stunning Rutland and Rutland
waters. Many alternative places of interest to visit

Saturday night

Fun & games, BBQ, quiz and more

Sunday

Treasure hunt converging at a pub/restaurant for lunch with its own
rally field for a car show with people's choice.
2 nights inclusive £40.

2 nights inclusive + hookup £50.

For more details & booking form contact:

Neil 07530307371 tr6scimitar@yahoo.co.uk
Jan 07799804415 j.muschilli@ntlworld.com
Dave 07774276564 davesmith.triumpht@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.lincolnshiretriumphts.co.uk/camping

More information available at:-

www.lincstssc.co.uk

www.facebook.com/events/1565504317001496

Twitter: @LincsTriumphts

Or join us, 1st Weds of the month, 8pm+. The Swan Holme, Lincoln



TSSC Herts & Beds Area
Present the 22nd



ALL TRIUMPH & CLASSIC DAY at DUXFORD

SUNDAY September 13th 2015

Gates open 10 am - Close 6pm



Event Tickets
Adult & 15+
£13.00
5 - 15 £6.00
0-5 FREE

Full Site Access with
Discounted Admission
See www.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 Flixton Aviation Museum (incl Dakota flypast & Big Band)

18th 19th 20th
September



Hermanus Leisure - Winterton on sea - Norfolk NR29 4BP
Accommodation and camping available



TR REGISTER * STAG OWNERS CLUB * TSSC * CLUB TRIUMPH

www.totallytriumphts.org