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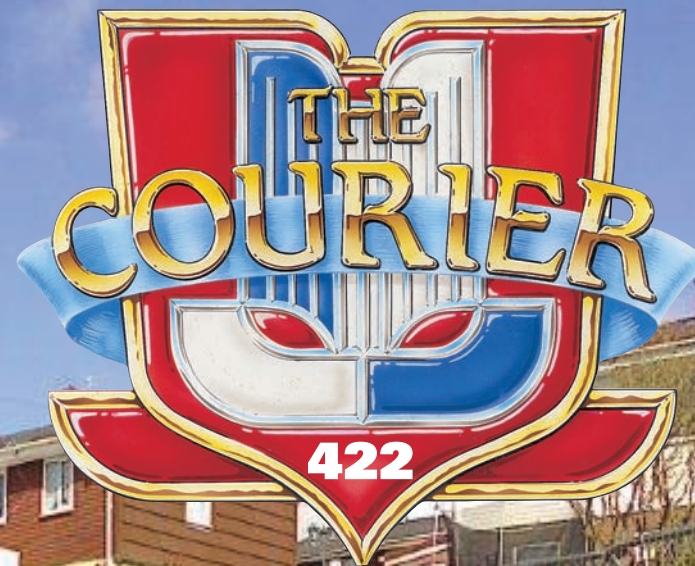
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Triumph Sports Six Club

The Courier 422

AUGUST 2015



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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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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2015 EVENT
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August 2015

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CoMment

A Triumphant TriumFest UK 2015

BY VIVIEN THOMPSON
COUNCIL OF MANAGEMENT

Thanks to brilliant weather (on the whole) and an excellent turnout, especially on Saturday, the Club's second TriumFest UK was a great success. The change from a formal concours to 'show and shine' ensured that the display of cars on the tarmac lake was excellent and ranged from 'Lightning McQueen' to the 2.5 Car of Show which was a veritable time warp.

The Rapide Brothers were kept busy all weekend with both children and adults trying out their circus skills and driving skills were put to the test with the race simulator which gave you the opportunity to drive a classic racing car around the original Donington circuit.

The Heritage loop proved as popular as last year and to add to the auto gymkhana from last year an autosolo was available for the more serious driving enthusiast. The driving experiences of the weekend were supplemented by not one, but two opportunities to drive around the main race circuit, so as well as being driven around on Saturday evening, on Sunday I had the delight of driving our Stag on the main track, which even with the speed being limited by the presence of a pace car, was a fantastic experience.

As usual with TSSC events people entered into the spirit of the masked ball and both the formal and informal entertainment and catering were enjoyed by all, with the usual party atmosphere that makes our International weekend unique.

In order to improve TriumFest UK each year we need to know what you thought, so please let us have your comments both good and bad. You can email info@tssc.org.uk or courier@tssc.org.uk and help us improve TriumFest UK for next year.

Obviously the event could not take place without the contribution of everyone involved, so on behalf of the



Council of Management I would like to say a HUGE thank you to all who helped no matter how small your contribution seemed to be, we could not have done it without you.



*Do More with
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NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TriumFest UK 2015 Volunteers

Frank and Pip would like to say a massive **Thank You** to everyone that Volunteered for Gate Duty over a very busy weekend.

Manchester Area
South Wales Area
Lancashire Area
Worcester Area
Guy & Suzie Singleton
Mickey & Julie Hazel
Phyllis Walker
Richard Malin

Vivien & Victor Thompson

Indeed All the volunteers without your help there just wouldn't be a show!!

Last but not least **Bern, Garth, Angie, and Trudi**, our TSSC HQ Staff!!

Pip Flegel & Frank Spencer
Manchester AO's

TriumFest UK a Triumph

Just got back from my one-day visit to TriumFest UK at Donington

I couldn't come last year - the Commonwealth Games were rude enough to be on at the same time.

And as someone who bitched for years about the old venue for the IWE, I congratulate the Club's Officers in finding such a good one!

The activities, especially the Heritage Loop were very popular. The circuit close by and the Grand Prix Collection museum just up the hill must have offered much more to do for those staying the weekend. I hope everyone enjoyed it - I did my one day, very much.

Well done!

John Davies

Angie Richardson Memory Giving Page



You may have heard recently that, **Dave Richardson** (ex AO and a long standing member from the Northampton area) wife **Angela** passed away following a short battle with Cancer. Dave has taken this difficult time and is trying to turn it into a positive.

Dave has created a memory giving page in Angelas memory, using it to raise money for Macmillan.

Memory giving works in much the same way as many of the just giving type of pages that operate for charity fundraising, visit the website and follow the simple instructions on screen, it's a totally safe process that also has the option of utilising gift aid to increase the size of the donation without doing a thing.

If you can spare the time please visit **memorygiving.com**. **Search for Angela Richardson via Neville Funeral Service** and follow all of the instructions from the site.

For now thanks very much

Richard Malin
Derwent Valley AO



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Council of Management Meetings

NEXT MEETING - SEPTEMBER 20TH 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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Phil Willson



Herald Snooker



An email from **Peter Hennell** brought forth this photo of the Herald Sporting Club in Milton Keynes. Peter had been attending the Stony Stratford Classic Car Festival on 7th June. While there he decided to visit the Milton Keynes Museum and opposite he spotted this snooker club. I wonder what inspired the club name.

I also wondered why the much-maligned Milton Keynes already has a museum since it has existed for less than 50 years. However, it appears that there was a village of the same name there originally and the museum covers the history of the whole area rather than the new bit, concentrating particularly on the Victorian era. So it's not all concrete cows and roundabouts.

It is Heavy, it's my Steering

I also had a message from **Colin Prior** regarding my article on steering weight:

"Thank you for a very interesting article on heavy steering in the June 2015 edition of The Courier.

My Triumph is a 1969 Vitesse which I have owned for 5 years. I have always found the steering heavy even compared to my wife's MGB which she has owned for over 30 years. I had excepted this as being the norm until I read your article.....I expect by now you are well ahead of me.....on checking my Vitesse it

took the 3.75 turns lock to lock.

This has opened up a bag of worms. I am at



Pic 1. *Anyone for snooker?*

the moment in the process of upgrading/overhauling the front suspension. On enquiring of the usual suspects for a correct rack it was clear that they were supplying a rack with 3.75 turns. To my surprise this included one of the major suppliers even after I pointed out to them that the rack they were advertising for my Vitesse was incorrect.

After contacting Canley's they are now supplying me with the correct rack.

The problem is knowing if the heavy steering is the norm or not when you have nothing to compare it with. To this extent I also find that the steering does not self-centre very well but will wait till the new rack, springs, dampers,

poly bush kit and trunnionless suspension kit have been fitted. It could very well be that the caster angle needs adjusting.....I believe that I should add spacing shim to the front of the lower wishbone to achieve this?

The answer to the last question is 'yes', but it cannot be done with any accuracy without the correct measuring equipment, which most of us don't have. Hopefully, though, Colin will solve the problem when all the moving parts have been serviced or replaced.

Plugs

Former Register Secretary, Nigel Clark, is a contributor to Practical Classics and I read his article in the 'Staff Car Sagas' section of the May 2015 edition in which he discussed spark plugs for 'our' cars. A popular fitment is the NGK BP6ES, which can be bought in most places for less than £1.50.

The TSSC Club Shop sells them to members for £1.36. However, Nigel discussed the possible merits of the multi-electrode plugs such as the NGK BUR6ETs which have a triple electrode (about £2.50) or the Bosch quad electrode WR78 (£4 each).

I would be very interested to hear from anyone who has had experience with these plugs. They do not necessarily work out any more expensive overall than standard plugs since they have longer service lives. Some people say that they noticeably improve performance but others say the opposite. One of the reasons put forward for not making a difference (or even making things worse) seems to be the notion that the extra electrodes get in the way of the fuel mixture getting to where the spark happens i.e. a sort of shadow effect. If there is anyone reading this who actually knows about this kind of effect then please get in touch.

While on the subject of prices, I note that a very well-known high street retailer wants £13.99 for a pack of four of the BP6ES and £24.99 for four of the BUR6ETs. They do come

nicely bubble-wrapped but, all the same, that's a bit of a rip-off price, so be warned – and shop around.

Wipers

In preparation for the MOT on my Vitesse, I thought I would treat it to some new wiper blades. As you know, I'm sure, new ones are available from most Triumph suppliers. However, you may not realise that replacement blade rubbers are still widely available from Canleys and others for about £5-6 a pair. They



Pic 2. *The retainer for the Tek-type blades*

are usually 28 inches long so you cut them to fit. My local wholesaler supplies them for a mere £3 a pair. However, the 'very well-known high street retailer' mentioned above has the self-same things for nearly £10. Guess where I went? At that price there is no excuse to fail an MOT on faulty wiper blades.

The 9mm wide blades fit both the later Tek type and the earlier Arman type. Changing blades is very simple. If you have a modern type blade such as shown in photo 2, then you



Pic 3. *Cutting it off*

need to cut off the little bit of protruding rubber that holds the blade in place (photo 3). Then slide the new rubber into position until the



Pic 4. The traditional type of fixing clip

fixing clip is ready to be pushed into the frame (photos 4 and 5).

Finally, cut the new blade to length.

Note that if you already have this type of blade fitted then you only have to compress the clip in order to slide the old one out.



Pic 5. Finally pushed into position

Now for the monthly throw-away (please do):

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Phil



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



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Colin Lindsay



I must go down to the sea again

I've always wondered at the nerve of those who build gyrocopters or maintain aeroplanes, flying high above the earth and wondering if they tightened all the nuts correctly... 500 feet is not the place for a dodgy fuel line with no hard shoulder to coast onto. Similarly I've got the greatest admiration – I think that's the word – for those who go down to the sea in ships, or things that are meant to float in any case. And often don't....

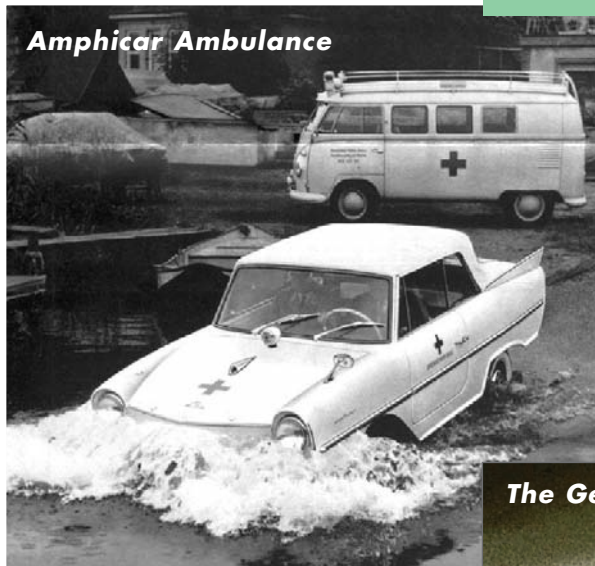


Amphicar 770

If you thought that James May's Top Gear Herald was the first, think again.... Back in the heady days of 1961 Hans Trippel was building on earlier success of small amphibious vehicles and with the aid of a \$5,000,000 loan from BMW came up with the Amphicar 770, which as one loyal owner stated is: ***"Not a good car and not a good boat, but it does just fine"***. It looks much better than its' predecessor, though. The name comes from the potential 7mph on water and 70 mph on land, although one owner states that the only 70mph Amphicar he ever saw was out of control... It may be a tenuous link with the Heralds, but according to Wikipedia: ***"The Triumph Herald engine was 'state of the art' in 1961 and had the necessary***



Amphicar predecessor

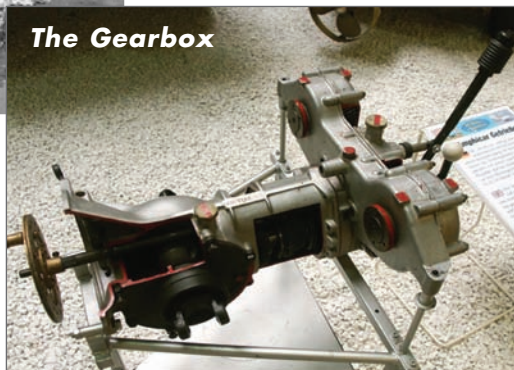
Amphicar Ambulance

propellers, and off you go.

An amazing concept that I can't help thinking borrowed Herald-style quarterlights as well as the fins, which are apparently to prevent waves from lapping into the engine compartment. The London Sales outlet was through **Sidney Marcus Ltd** of Sloane Street London and would set you back just £995 compared to the somewhat less buoyant Herald at around £600.

They were practical in a limited sort of way; they've been used as Police

combination of performance, cool running, weight and reliability" and was selected after many alternatives had been tried and failed. The gearbox is entirely the car's own, and looks it; but remember that this controlled not only the driving wheels but also the twin propellers at the rear. Steering was by front wheel on both land and water as there was no rudder. Brakes are allegedly from Mercedes. Optional equipment included an anchor, floating cushions, and a paddle. You drive into the water, engage the twin

The Gearbox

cars, ambulances and taxis and as an emergency life-saver driving straight across a river whilst avoiding traffic could be critical.

One appeared onstage in Cleveland with The Beatles in 1966, but wasn't used by them due to safety concerns. Sadly it's believed the manufacturers lost around \$700 on each car and while they soldiered on until 1968, construction had ended years before the existing stock could be sold off. As with most niche cars, they now have a fanatically loyal following with celebrity owners such as Madonna, Dan Ackroyd and Uri Geller. There's a local Northern

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TRADE ENQUIRIES WILL BE WELCOME

Ireland connection to the Amphicar; Ivan Tinman and Sam Allen sailed 6011 JZ from Mull of Kintyre to Ballycastle, Co. Antrim on 3rd August 1968. This car is now in a poor

Amphicar owners seem to share my sense of humour; the Time Magazine motoring correspondent Dan Neil called it "a vehicle that promises to revolutionise drowning" claiming that *"it's flotation was entirely dependant on whether or not the bilge pump could keep up with the leakage."* They did sink; this photo shows one salvaged after decades underwater.



Salvaged from Lake

state in the vaults of the Ulster Folk and Transport Museum at Cultra. This feat was also attempted in 2009 in a Renault Laguna – I kid you not – but although the crossing was successful, none of the four intrepid sailors wish

President Lyndon B Johnston used to frighten guests in his Amphicar by driving downhill to a lake screaming that he had no brakes. I always wondered what the 'B' stood for.

Although owners and critics tend to put them down as "the fastest car on water and the fastest boat on land" it should be remembered that these cars crossed the English Channel and navigated the Yukon river in Alaska; they also appeared in The Simpsons as 'Springfield Aqua Cars' driving straight off the production line down a ramp and into the water.

3,878 were made; possibly if they had not been



President Lyndon 'B' Johnson

to repeat the performance due to repeated vomiting and four-foot waves.

built from Italian steel more would have survived; in fact fiberglass versions are now becoming



A Tennessee restoration project

available among enthusiasts keen to have a lasting restoration. Wrecks and basket cases abound but the cost of restoration is prohibitive for many. Prices these days vary; the Amphicar Owners Club advises prospective buyers to keep a level head and ask a club Official or restoration expert what a car is really worth.

One valued at between \$25000 and \$30000 actually sold for \$125000 in 2006; one auction watcher commented: ***"There's a lot of buyer's remorse this morning."***

They were originally available in four colours only: Red, White, Blue and Green, but many have been resprayed in the latest owner's preferred shade. Seasoned enthusiasts have a prepared list of questions for admiring on-lookers: ***"Yes it does float... no the wheels don't fold up... yes you can still get parts"***. Sound familiar?

The last word should go to an enthusiast and owner, who when asked by a motoring journalist what kind of water they could cope with: ***"How deep will they go?"*** replied: ***"All the way to the bottom...."***

Need I say more?





e-mail.

vitesse@tssc.org.uk

Dave Rumens



Couldn't give a Hoot

Hello all, as I am typing this month's article in early July the outside temperature is over 30 degrees C. [Picture 1](#). Let's hope by the time you read this in August we are having a good summer this year.

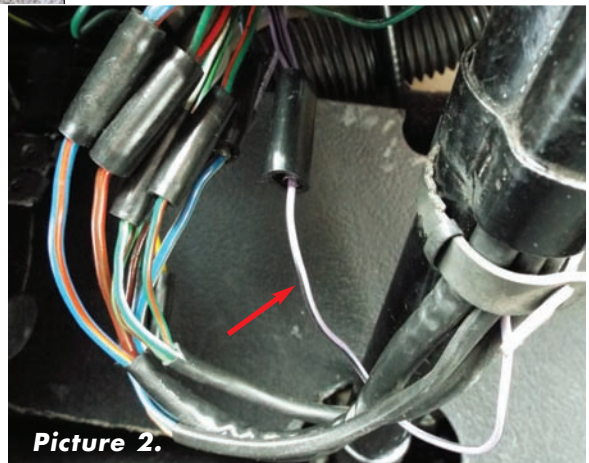


Picture 1.

Now on to the subject this month which is **"COULDN'T GIVE A HOOT"**. The title doesn't mean we don't care on the contrary the opposite is true in this case. It's the Vitesse that doesn't hoot. Press the horn button and not a lot happens which has been a long known affliction with all Herald-based cars. It would help if I gave the background to how the horn system works. The horn has a permanent 12 volt supply connected to one of its terminals, the lead colour is purple. Though this is fused it also carries a number of other circuits. As a result if you inadvertently short this lead to the chassis and the fuse blows it will stop the interior light and headlight

flasher from working. To complete the circuit and make it work its other terminal has to be connected to the chassis through the horn button. Most causes of the horn not working are either the horn itself is defective or the return circuit associated with the steering column is at fault.

So you have no hoot. The first thing to check is that you have 12 volts supplying the horn. This you can check with either a multimeter or simply connect a 12 volt bulb from the purple lead to the chassis of the car. If no, then check the wiring and the fuse. If yes, then next move is to check the horn button circuit. Remove the other lead, purple with a black tracer, from the



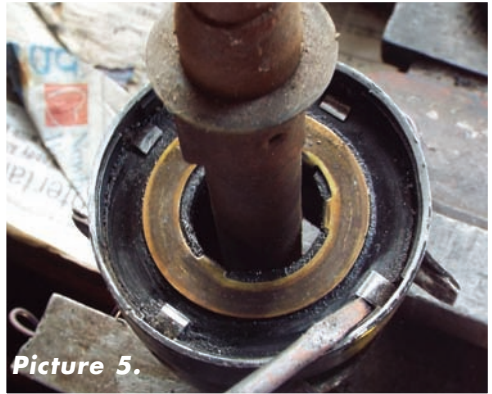
Picture 2.

horn terminal and connect to a 12 volt bulb. Connect the other end of the bulb to the horn purple lead, 12 volts. Then push the horn button. The bulb should light up, if it does then

the horn is at fault. If it doesn't then the horn button circuit has a fault. You can double check by shorting the non 12 volt supply terminal on the horn to the chassis and the horn should work. But don't do this without ear defenders!

The horn button circuit associated with the steering column has a long term reputation for giving problems. To be fair to the designers some of the problems are caused by people working on the car without a full knowledge of what they are doing, more on that later. The next step is to look at the wiring on the steering column. In the leads coming from off the steering column there is a single, on its own, purple lead with a black tracer. [Picture 2](#). This is connected from the main wiring loom to a

As the horn wire is unprotected and the copper



Picture 5.



Picture 3.

copper ring at the top of the column. [Picture 3](#). It is connected to the under side of the copper

Picture 4.



ring by a solder tag. [Picture 4](#).

ring solder tag is near the metal of the steering column, both can come in contact with the metal column and cause the horn to blow. This normally seems to happen at the most inconvenient times. If this happens then the cure is to replace the horn wire with a thicker type and place some insulation tape between the copper ring solder tag and the steering column.

You can remove the copper ring assembly to get at the connecting tag by very carefully lifting the four retaining tags. [Picture 5](#).

Be very careful lifting these tags as they easily break off. Next goes the

horn button connector, sometimes call the pencil, which connects the horn button to the copper ring. [Picture 6](#).



Picture 6.

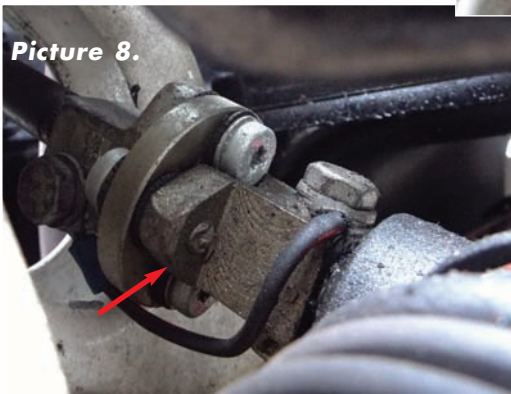
These have a habit of either going open circuit due to the braid inside breaking or the plastic breaking, shorting the connection to the steering column when you turn

the wheel. The former results in no horn whereas the latter results in the horn sounding intermittently on its own when you turn the steering wheel. Next comes the horn button, [Picture 7](#), which acts as a switch. When pushed it connects the horn circuit to the centre of the steering column through the steering wheel. Problems around the horn button can be as follows: defective contacts (switch not working), poor contact between



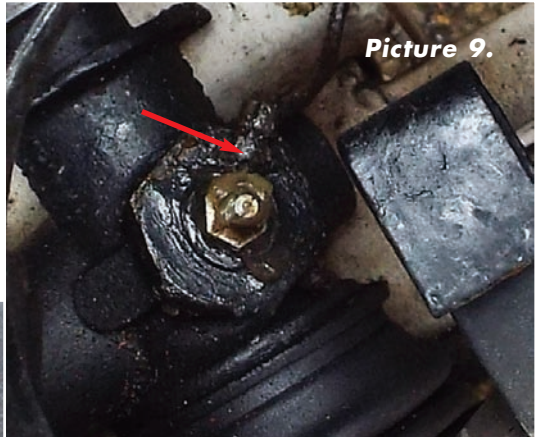
Picture 7.

the outer connection of the horn button and the steering wheel (paint on the inner part of the steering wheel), no contact between the horn button inner connection and the (pencil) connector (horn button not aligned correctly).



Picture 8.

This is where we come to a couple of areas that if you are not aware can prevent the horn from working. The first is the coupler between

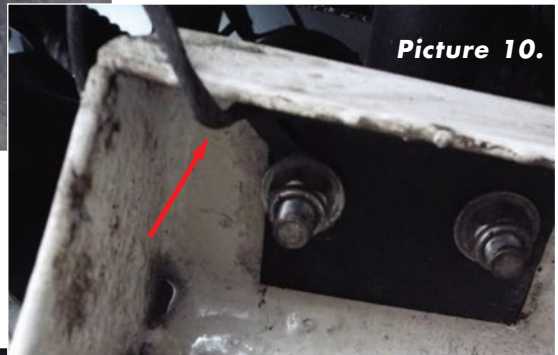


Picture 9.

the inner steering column and the steering rack. This has rubber bushes and as such is an electrical insulator.

Therefore it requires an electrical wire strap across it. [Picture 8](#).

This is often forgotten when fitting a



Picture 10.

replacement coupler. The next point is the rack itself, as this is normally mounted with rubber bushes this also requires an electrical earth strap. This is connected from the rack greasing point to one of the rack clamp bolts. [Pictures 9 & 10](#).

As you can see it is quite an involved circuit for just the horn. That's why some of the problems occur and they are difficult to resolve. I have sketched out the circuit, [Picture 11 \(To Right\)](#), to help you through.

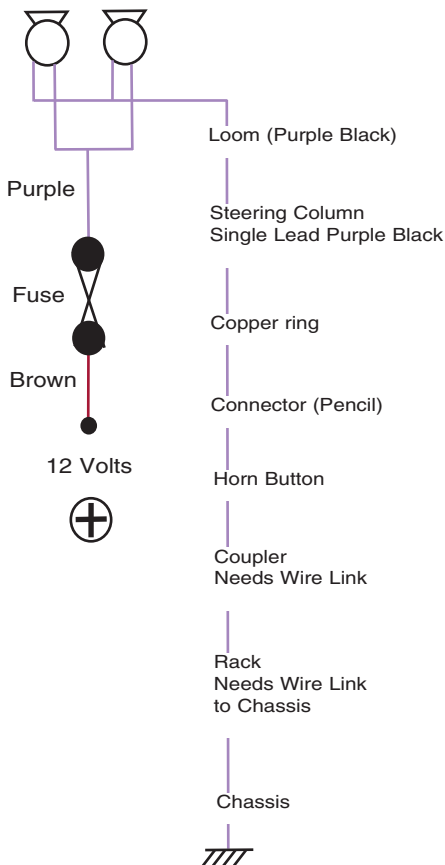
That's my lot for this month and you can now use your hooter like Mr Toad would.

See you all next month and

Keep Running On All Six

Dave.

HORNS



Picture 11. Horns Layout

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Trevor Collett



A Mystery from The Other Side

My last two pieces were centred around cars resident in New Zealand, for this month we make a hop across the Tasman Sea, to Australia. I first came across a reference to this mystery Herald-chassised in a forum posting from around 2006. This is what it said:

"I have just purchased a Triumph-based sports racing car in Australia, it is believed to be an early 60s car, the body appears to be too well made to be a one off (but always possible).

I am looking for any information people may have, unfortunately the previous owner has passed away and his family know very little about this car, any information you or your club may have would be greatly appreciated. I hope to rebuild it and race it in historic racing in Australia, however to do so I need to establish much more information about it."

The posting was made by one **Norm Vesty**; he obviously learnt a bit more about the car, as a while later he wrote this on another forum:

"Hi all, I am hoping someone here may recall this car. It is believed to be a 60s sports racing car; it is a Triumph Herald chassis and drive train with a modified Goggomobil Dart body fitted. I purchased it from a person in Victoria, Australia who had very little knowledge, as it was his uncle's, who had passed away.

He recalled it was brought by his uncle from Geelong over 20 years ago.

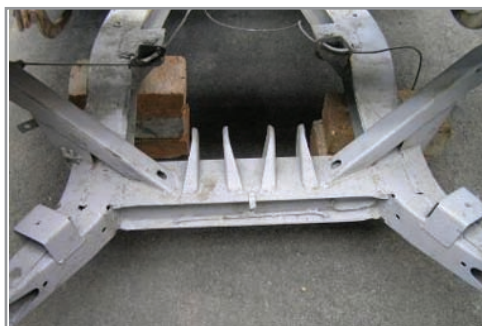
It is quite distinctive and has had the rear flared guards added at a later time to the front modifications, based on layers of paint. Any assistance with this vehicle's history would be much appreciated."



Goggomobil Dart

Well then, a Goggomobil Dart based on a Herald chassis? Those of you familiar with the Goggomobil Dart, which is surely all of you,

Norm's mystery special



may well express some scepticism at this assertion, as although the rear of the body looks very much like the rear of a Goggomobil Dart, the front very much doesn't.

Okay, to save you looking it up, let me tell you what a Goggomobil Dart is: The Goggomobil Dart is an automobile that was developed in Australia by Sydney company Buckle Motors

and produced from 1959 to 1961.

The Dart was based on the chassis and mechanical components of the German Goggomobil microcar, which was a product of the Hans Glas company of Dingolfing, in Bavaria, Germany. The car featured an Australian designed, fibreglass, two-seater open sports car body, without doors. It was



engines from 322cc to 692cc, and front wheel drive, between 1956 and 1960. The Berkeley car was a collaboration between designer Lawrence "Lawrie" Bond – yes, that Mr. Bond, and the Berkeley Coachworks factory owned by Charles Panter.

It certainly looks a lot more like a Berkeley than a Dart, but not quite the same, to my eye. So the car remains a mystery, or even, to quote the quote, it is a riddle wrapped in a mystery inside an enigma.

These internet posts were a few years old, so what has happened to car since?

Norm Vesty helpfully posted his email address, so the other day I

used it in the hope of bringing the story up to date. It took some time for my words to get from my computer in England to Norm's in Australia, about 0.2 microseconds in fact, but they solicited a response:

Hi Trevor

Yes the car is still around, however we have not restored it. We did sit it roughly back together so we could take it to a historic race meeting with the hope someone would recognise it. We got some leads, but they never amounted to anything concrete.

We have been unable to identify any concrete history; in Australian historic racing you have to prove it raced back in the day, I am sure it did but cannot prove it. As such we have not started a rebuild, as without history the time and expense cannot really be justified, as there would be nothing we could use it for. Hopefully one day some old evidence will turn up and then we will start on a rebuild.

Regards

Norm

Fascinating isn't it, just how many uses the little old Triumph Herald chassis and running gear found themselves being put to around the globe. On the very off chance that any reader of this little old article knows this car, you know what to do.

powered by a rear mounted twin cylinder two stroke motor available in both 300cc and 400cc variants. The Dart was designed in 1958 and went on sale the following year with around 700 examples produced up to the time that production ceased in September 1961.

If we accept that the rear is, or is a copy of, a Dart, what is the inspiration for the front? We can all certainly recognise the grille set inside the opening in the nose, complete with the



good old blue and white Standard shield (no one knows what the "E" is about). One reply to Norm's postings suggested the front was a Berkeley - Berkeley Cars were based in Biggleswade, Bedfordshire, and produced sporting microcars with motorcycle-derived



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GT6 Mk I - II - III Register



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Andy Cook

GT6 European Touring

S

start off this week's Summer Holiday time is now upon us so time to think about a summer break.

As long as you don't have a family with kids the GT6 comes into it's own as a great car for a motor touring holiday. The clue is in the "GT" part of the model

International Spitfire Weekend or the STER (Standard Triumph European Rally)



Taking a break in Germany, touring is what GT6s are made for.

name, I'm sure most people are aware that this stands for "**Grand Tourer**" so you could say that a GT6 was designed for long distance touring. For two people the GT6 gives plenty of room for luggage and all the camping gear.

Before I had a family I used my own GT6 for many touring holidays in Europe, usually combined with a trip to a European Triumph event such as the Dutch

Two well loaded up GT6s stopped for a brew en route.

events in the 90s. Back in those days I was the Area Organiser for TSSC Essex and used to organise European trips for our area which ranged from 4 up to about 12 Triumphs of various assortments, Heralds, Vitesse, Spitfires and of course GT6s. Nowadays it would be good to combine a tour with Classic Le Mans or the Spa Classic.

Some years we would have a tour around various parts of Holland (or to be correct "the Netherlands" as to the Dutch Holland is a particular region in the Netherlands rather than a country), other years we'd go further afield. Usually we'd take camping gear and not actually have any campsite bookings or even a

planned route, we'd get up in the morning, look at the map, head off for a region, find a campsite, pitch up and decide where to go the next day. A true "freedom" holiday.

Some of the memorable trips included a



Crossing the Rhine between Germany and France

lot of car based activities including:-

A drive around the Nürburgring, trying to keep up with Colin Geer's turbo GT6. Followed by a visit to the Motorsport museum there.

A trip to the Mercedes Museum in Stuttgart, which includes the 1st Daimler Benz car which they actually start up about once an hour.

A visit to Spa race track on a none race



Area convoy parked up on the start finish straight at Spa

day when the start/finish is on a public road so great for pictures of the car

outside the grandstand!

A visit to Zaandvoort race track in Holland including a blast around their go kart track. A painful memory as the brake cable on my Kart snapped and I went into a tyre wall at about 70 mph and hurt my back.

A visit to the fantastic Schlumpf Museum in Mulhouse. This was a private collection of cars owned by the Schlumpf brothers that



Loads of Bugattis at the Schlumpf Museum, Mulhouse

was given to the French state after they died. I've never seen so many Bugattis in one place.

Driving the GT6 as fast as I could on public roads without worrying about speeding, 120mph on the clock on the optimistic GT6 Smiths Speedo along the Autobahn!

Other great memories are not car related, like the wonderful scenery in certain parts of Germany.

The friendliness of the Dutch people.



On the banks of the River Maas, Eastern Netherlands

Stumbling across the biggest waterfalls in Europe, The Rhine falls in Switzerland, found totally by chance and most impressive

indeed we thought.

So hopefully you are convinced that a tour in the GT6 is a good idea. There are a few companies around organising official tours and clubs like Club Triumph have the 10 countries run for Triumphs (which I'm doing this year) but a nice relaxed unorganised holiday is best.

Some great camping locations, on the banks of the Rhine and Mosel, in the Black Forest, overlooking Lake Constance, on the Dutch Coast next to the racetrack in Zaandvoort.

So some tips.



On the German side of Lake Constance, (known as "Bodensee" in Germany), this huge lake is bordered by Germany, Austria and Switzerland and is part of the River Rhine.

Book your ferry or the channel tunnel early as the prices go up nearer the time.

Buy a European campsite guide (the AA do a good one), this will help you find campsites, essential if you want a "freedom" type holiday picking your destination each day you're away.

Make sure you have European breakdown cover, some of the TSSC insurance schemes include this. If not some breakdown covers have restrictions

on covering old cars.

Not sure if it's still the same but at one time if you joined the RAC through the TSSC not only did you get a discount but you also were exempt from car age restrictions on their European cover.

It's worth having some travel insurance in case something bad happens, like your gear or money gets stolen, or something unlikely like you end up in jail in Spain (you'll need a bail bond to get out from your insurer!).

Check out the specific requirements for stuff you need to have on board as most

European countries are stricter than the UK. You are likely to need, beam deflectors, a first aid kit, a warning triangle, a fire extinguisher, spare bulbs, hi viz vests for driver and all passengers.

Make sure you take all your documentation including your V5 log book, insurance certificate and driving licence. Although the DVLA have now said the paper counterpart is no longer valid it's worth taking this as



Camping by the side of the Rhine, Köln, Germany

many foreign officials may not know of this change yet.

Give your car a thorough service and

check over.

Back in the day I'd have said get some decent maps, however nowadays get a Sat Nav with European maps, I'd still want maps as a back up though.

Take some spares, Triumph parts are not that easy to located on the continent.

Be careful not to drink too much booze in the evening in countries which have a lower drink drive limit as you may be over the limit the next day.

Some European campsites close to new arrivals quite early so aim to be pitched up by 5pm.

Finally, have fun!

Of course if Europe all sounds a bit foreign you can always have a touring holiday around some of the British Isles.

GT6 Meet up at Shelsley Walsh "Retro Rides" Gathering

Unfortunately I'm unable to go but fellow TSSC member and GT6 MK3 owner **Chris Hollingsworth** has been drumming up support on various Triumph facebook groups and Triumph club forums (including the TSSC forum) for a meet up

of GT6s at the "Retro Rides" gathering at Shelsley Walsh hill climb on the **23rd August**. It's £7.50 to get in, accompanied Kids under 16 free and £30 for 3 runs up the hill, if you want to give your GT6 some

"exercise" up the hill. Worth noting you'll need your documents (MOT, Insurance, driving licence) and crash helmets must be worn if you do want to venture up the hill. I know quite a few GT6 owners have

already bought tickets, wish I could go but it doesn't work out with holidays. More details of the event from the Retro Rides Gathering website (www.retroridesgathering.com) or the Retro Rides Gathering facebook page.

From The Archives

Actually all the pictures this month are "from Cookie's archives",

All the ones used in the touring article are from the 90s! Here's another couple of older ones though from **Leon Guyot's** excellent collection.



Taken on the M1 in May 1982 at Newport Pagnell Services on the M1.



Pirbright, Surrey in June 1983, the tyre lettering highlighted in white really dates this photo, very popular in the 70s and early 80s, I remember car accessory shops selling tyre pencils for this.



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Suzie Singleton



MoT Testing, Part 7



Driver & Vehicle Standards Agency

You can breathe a sigh of relief as I'm now getting towards the end of this series on MoT regulations; just a few more aspects to go then I'll need to find something else to write about.

The exhaust, fuel and emissions systems

The exhaust system is checked for security and leaks. It should be securely supported and any repairs are acceptable if the system is left structurally sound. Silencers should be effective in reducing exhaust noise.

All fuel system components must be secure and in good repair with no leaks. The fuel tank cap seal must be present and effective.

Emissions

Q plated vehicles are emission tested in accordance with the requirements for a vehicle first used before 1st August 1975.

Vehicles fitted with a different engine must be tested to the requirements of whichever is older, the engine or the vehicle. Eg, a 1965 Herald fitted with an engine from a 1980 Spitfire 1500 would be tested to the levels expected for a 1965 vehicle. The onus is on the vehicle presenter to prove engine age.

If the vehicle emits excessive dense blue or clearly visible black smoke during acceleration which would obscure the view of other road users, this would be a Reason for Rejection

Note: Older vehicles, particularly those pre

1960, may emit unavoidable smoke due to their design.

Such smoke is not a reason for rejection.

For vehicles first used before 1st August 1975

★ Visual test only

For vehicles first used on or after 1st August 1975 and before 31st July 1986

★ CO is to be less than or equal to 4.5%

★ HC is to be less than or equal to 1200ppm

For vehicles first used on or after 1st August 1986 and before 31st July 1992

★ CO is to be less than or equal to 3.5%

★ HC is to be less than or equal to 1200ppm

For vehicles first used on or after the 1st August 1992

★ CO is to be less than or equal to 0.2%

★ HC is to be less than or equal to 200ppm

For emissions only, a kit car registered used before 1st August 1998 is to be considered used before 1st August 1975.

A kit car first used on or after 1st August 1998 is required to obtain Single Vehicle Approval or Individual Vehicle Approval and should be tested to the limits stated on the Registration Document.

Drivers view of the Road

Mirrors

There are 3 acceptable rear view mirror/device positions.

- a. An exterior mirror that provides a view along the offside of the vehicle;
- b. An exterior mirror that provides a view along the nearside of the vehicle;
- c. An interior mirror that provides a view to the rear of the vehicle

Vehicles first used before 1st August 1978 must have any one of the above.

Vehicles first used on or after 1st August 1978 must have two, one of which must be (a).

All goods vehicles are to be treated as being first used on or after 1st August 1978.

Any additional mirrors are not subject to inspection.

When sitting in the driver's seat each obligatory mirror must be present and secure and provide an adequate view to the rear.

Wipers and washers

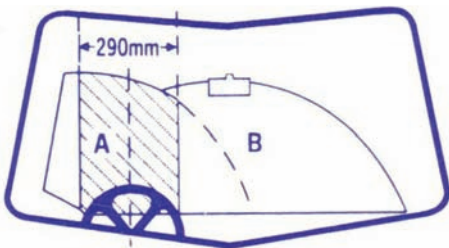
Applies to all vehicles except those:

- ★ with an opening windscreen
- ★ with some other means of providing the driver with an adequate view.

Reasons for Rejection

A wiper installed for the use of the driver does not operate over large enough area of the windscreen to give the driver an adequate view of the road to left and right including the front.

Windscreen



The inspection of the windscreen applies to all vehicles (including those with opening windcreens) and includes all items that could affect the driver's view of the road: the condition of the windscreen, Sat Naps in the windscreen, furry dice, air fresheners or trinkets hanging

from the mirror. It is sensible to remove such items prior to the MoT test. They are unlikely to result in a fail but the examiner may remove such items and note them as an advisory. Better not to upset the tester in any way!

Whilst sitting in the driver's seat the view of the road will be examined through the swept area (Zones A and B in the diagram)

Zone A indicates an area measuring 290mm (11½ ") wide taken from the centre of the steering wheel.

Zone B is the remainder of the windscreen swept by the wiper blade/s.

Reasons for Rejection

★ Damage not contained within a 10mm circle within Zone A; stickers or other obstructions encroaching more than 10mm into Zone A, a combination of minor damage areas which seriously restrict the driver's view;

★ Damage not contained within a 40mm circle within Zone B; stickers or other obstructions encroaching more than 40mm into the rest of the swept area, a temporary windscreen fitted. Light scratches are not considered damage but an area of concentrated scratches will.

Suzie Note: This is an area where Spitfire and GT6 owners in particular may have to take extra care. With only a small area of windscreen not covered by either zone A or zone B it doesn't leave a great deal of space for TSSC membership stickers, event commemorative stickers or parking permits etc so do take care that you don't encroach into the swept area with any of these.]

As part of the need to be able to have a clear view of the road around the car the MoT now contains an item to be checked in that the bonnet must be capable of being safely secured in the closed position, and the retaining devices must not be deteriorated or insecure.

And that, I believe, completes my coverage of the salient points of the MoT test with regard to our cars. I haven't covered every point in detail, although I have gone into much more depth than I had intended when I started this series back in February. Part of that can be blamed on the extended list of items to be

checked due to amendments in the MoT regulations over the last few years.

I'll round this up next month with a much briefer overview of the main items to check before you drive your pride and joy into the tester's lair, and then, I think, we can leave that topic for a few more years!

'Where is it now'

Going away from testing subjects and back to the main theme of these articles a partly successful **'Where is it now'** enquiry was instigated by **Lawrence King** who wrote to me a couple of weeks ago asking if I had a Mk3 Spitfire, VJH 602F, on the Club Register, as he had rebuilt the car back in the early 1990s. As the Register is still relatively small, just over 400 cars, I was not hopeful of being able to help but was pleasantly surprised to find the car there from 2009 when it had been in Guildford. I had an email address for the owner at that time so fingers crossed I dropped him a note. Just over an hour later I had a reply from Mark to say that he had sold the car in 2011 and that it was trailered to Belgium by the new owner. Mark was able to give me the buyer's email address and I then wrote to **Max** in Belgium. Definitely my lucky day – if not Laurence's – as just a few hours later I received the following response from Max:

"I have bad news for you... One of the worst failures in my life and I'm not sure Laurence will be pleased to hear this: one week after I trailered the car back to Belgium, I parked it at my parents' private parking place. A (drunken) SUV driver lost control of his car on the highway along the parking place and drove at high speed into the parking place, driving over the Spitfire which he was facing. The front end of the Spitfire acted as a jump and literally sent the SUV up in the air, which fell back a few meters further and slid on its flank until it totalled a second vehicle parked a bit further. Luckily, the crowd of students waiting for the bus right next to where



the crash happened had hopped onto the coach a few minutes earlier! And luckily I wasn't working on the Spitfire when it happened!

Attached are the last pictures I have of the car,



when we trailed it back to Belgium.

The wreck was sold to a car trader who had in mind to have it repaired. I have to say I don't



think the car was repairable:

Last minute of glory: the event appeared in the local newspaper. Article attached."

A sad end to the car, but I was really chuffed

CHAMPION

Un ancêtre complètement détruit

Une perte de contrôle, deux véhicules percutés dont un ancêtre : spectaculaire collision à Champion. Bilan : un blessé.

Mardi soir 17 h 50, une spectaculaire embardée s'est produite chaussée de Louvain à Champion. Elle s'est soldée par un blessé. Une Nissan Terrano venant de Namur circulait en direction d'Eghezée quand son conducteur a perdu le contrôle de son véhicule. Se déportant vers la droite, le 4x4 a effectué une solide embardée, percutant deux véhicules stationnés devant la pharmacie située sur la chaussée.

La Nissan a littéralement chevauché un ancêtre de marque Triumph de près de 40 ans et acheté il y a peu par le pharmacien. Continuant sur sa lancée, le véhicule tout terrain a percuté une Mini également stationnée sur le parking.



tionnée sur le parking.

Les pompiers de Namur se sont rendus sur place avec le véhicule de désincarcération, deux ambulances et le SMUR du CHR de Namur. Fort heureusement étant

donné que les autres véhicules étaient vides, seul le conducteur de la Nissan était blessé. Il a été conduit en milieu hospitalier namurois.

Deux équipes de police de Namur se sont chargées des constatations et du balisage. Le réparateur Dominique Lories de Courrière a pris en charge les véhicules complètement hors d'usage. ■ S.G.

mur se sont chargées des constatations et du balisage. Le réparateur Dominique Lories de Courrière a pris en charge les véhicules complètement hors d'usage. ■ S.G.

that the trail took us all the way through and we managed to find out what had happened to it.

I also learned that Max hadn't given up on Spitfires and has since set up a classic cars company in Belgium (www.slgcars.be) with at least two ex-UK cars receiving his ministrations, including a Royal Blue car which was re-

even some spares for it if he can contact the current owner.



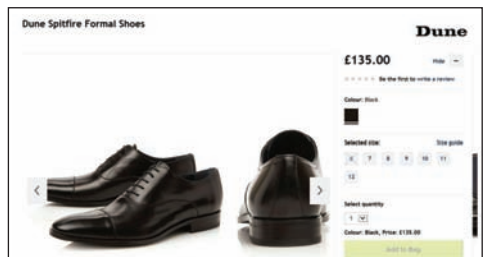
sprayed Conifer green at his customer's request – and a Conifer Green one repainted Royal Blue!

The foregoing was a great result, I wonder then if we can help Mike Smith who used to own a Wedgewood Blue Mk3 with OD and hardtop and, at the time he owned it, red GT6 seats a previous owner had fitted. The registration number is SYK 304F and according to the

DVLA she's still out there with a current MoT (until 6th August, at least) although the tax ran out at the end of May. Can anyone shed light on the car's current whereabouts? Unfortunately this car isn't on our register so I wasn't able to kick-start the search in that way. Mike bought the car in 1976 so was pleased to see that it was around quite recently and says that he has some information about the car and for it if he can contact the

And finally, some black Spitfires for you – shoes from the House of Fraser.

Suzie



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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
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Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
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Herald 3 Synco (exchange gearbox)	£350.00
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Service exchange oil pump 215573	£35.00
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Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

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Rear sub frame mounting 150382	£22.50
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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
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TR6

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Rear quarter bumper O.E.	£80.00
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Recon steering rack (exchange)	£62.50
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A' post lower filler inner 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
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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
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GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
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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
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Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£108.00
Front shock absorbers	£20.00
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Recon exchange brake caliper	£56.00
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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 18/50/3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
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Recon steering rack (exchange)	£55.00
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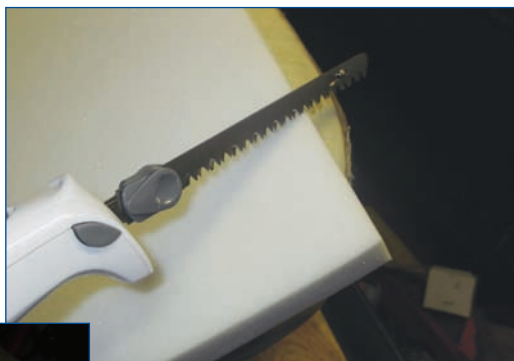
Are you sitting comfortably?

A

lthough I did this work on my TR4A, the same principles would apply to any Triumph or other Classic car seat.

foams. I bought a piece of memory foam 1 ½" thick and large enough to cover the top of the seat base.

On the return journey from Le Mans in July 2014 I found that I continuously had to "squirm around" in the driver's seat as my right arthritic hip was causing me great discomfort, probably a combination of fairly long trips and camping out for 4 nights (I had covered longer distances before and hadn't had an issue) and of course getting even



Electric knife for cutting foam

With the seat removed from the car and placed on my workbench (a piece of plywood on the boot rack on my TR) I carefully removed all the clips and screws from the base cover and placed them in a sealed container so that I wouldn't lose any (believe that and you'll believe anything). I then peeled off the base cover being careful to separate the glued areas. My first thought was to cut the foam to fit inside the outer foam "frame" (the centre of the seat where the pleats are), but as the memory foam compressed well I decided to trim it to cover the whole top of the seat base foams using the S. Wales area's electric knife (thanks Rob I won't let on). With this done I placed the memory foam on top of the seat foams and pulled the seat base cover back in place and pressing down



Seat Base cover peeled back

older! Anyway I thought that I would attempt to address the issue and had a look at the various seat "booster pads" that help to firm up the seat base. As I didn't want the younger lads in our club to take the mickey out of me I decided to try to bolster (pardon the pun) the existing seat



Finished seat looking slightly bloated

on the foam I managed to fit the clips back in their original positions on the seat base cover.

The finished seat base looked a bit "bloated" but not that bad and maybe with the passage of time and miles it will settle down a bit. When re installed in the car it looked fine and on a short run it felt a lot more supportive than before.

Only time will tell if it will ease or eradicate the discomfort that I had in my hip, but I am pretty sure it will help and the seat can easily be changed back to standard should I wish.

But for an investment of around £5 for the memory foam and less than 1 ½ hours work (1/2 an hour looking for the clips that I had thrown into a pile on the floor then accidentally kicked them under the car) it was well worth a try.

Foot note: at the time of submitting this report this "mod" has been in place for 11 months and I have not had any discomfort while driving my TR, also the seat looks almost standard as the foam seems to have settled.



Seat reinstalled looking OK ish

TR4A "B" POST REPAIR

After putting up with the intermittent sticking when closed (I would have to give a mighty pull on the door handle) of the driver side door of my TR I finally got around to finding the fault.

I checked the door latch mechanism and it looked like it was functioning correctly so I then removed the anti burst catch. I opened and closed the door many times and could not get it to stick. I found a few very slight marks on the male part of the latch which indicated that I would have to adjust the two parts so that they were closer together when the door was in the closed position. This I accomplished by cutting a thin piece of rubber to use as a shim/gasket on the B post part of the latch to replace the paper gasket. I checked this out by once again opening and closing the door many times, there was no sign of the door sticking.

Now if I had addressed this issue 10 months ago when the problem started occurring this would have been the end of the story, but as I hadn't because of either pure laziness or other more important car related jobs the story continues! Please use this as a reminder of the old saying of "a stitch in time".

On very close inspection when I removed the catch from the B post I noticed a hairline crack that was running along the leading edge of the catch (not visible with the catch in position). This had obviously been caused by the poorly adjusted anti burst catch. I scraped off all the paint along the length of the hairline fracture

and cleaned it up using an emery bit in my Dremil. I then carefully welded along the length of the fracture with initially just a spot of weld every ½ inch, allowing each weld to cool then filling in the gaps, again allowing each weld to cool. I then ground the weld flush, gave it a coat of etch primer and applied a skim of filler. I then applied waxoil underseal to the back of the B post.

The next day I used 320 graded wet or dry to sand back the filler and gave the area a coat of primer. After this dried I applied a bit more filler to the imperfections.

After leaving this for another 24 hours I sanded back the filler and primer using 320 then 600 wet or dry then gave it 3 quick coats of primer and applied some stopper.

This was then left for another 24 hours to dry then I sanded back the stopper with 600 wet or dry then applied 3 coats of primer. The aerosol can of Fern Green arrived from the TSSC club shop so I then sanded back the primer then using my hot air gun to warm the area (as it was freezing cold) and after having stood the spray can in hot water for about half an hour I applied 5 coats of top coat. I have to say that the aerosol cans that are supplied through the club shop deliver an excellent spray pattern and are very easy to use.

I left the paint to harden fully for a week then I sanded the top coat with 1200 wet or dry then polished it up using "T" cut. I then re fitted the anti burst catch. I have to say that the repair is invisible thanks to the "T" cut blending in any paint colour difference that there might be.

Bern

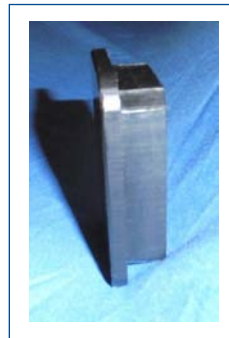
TR4. BLANKING THE FRONT CHASSIS RAILS TO PREVENT INGRESS OF DIRT ETC.

by John Williams

Another article from **John Williams** whose help filling column space is greatly appreciated. John Provided Last months article on TR4 Alloy Sump fitting for which I'm very grateful.



The method involves creating a pair of blanking plugs

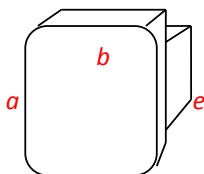


A blank

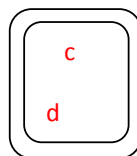
Top chassis rails about 4" from the open front have holes already drilled

Drill a hole in the plug [it could be self-tapper into back of blank]

Blanking plug – dimensions per sketch



Front



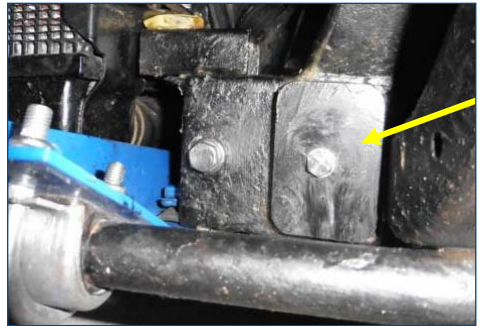
Rear

$a = 75 \text{ mm}; \quad b = 50 \text{ mm} \quad c = 40 \text{ mm}; \quad d = 65 \text{ mm}; \quad e [\text{width of "step"}] = 15 \text{ mm}$



The bracket ready to install [access from under bonnet]

You need a captive nut on the inboard end of the mounting bracket [I found 2 strips of metal with pre-threaded holes and screws to fit]

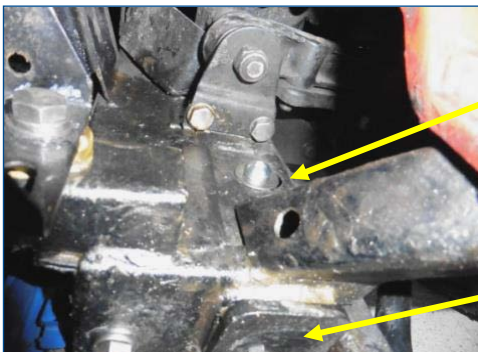


Nearside blank in place

The blank shown here is plastic, but any non-rusting item is good!

Many thanks for that John!
Whether 6 cylinders or 4, a TR is more

Bern



Screw holding bracket and cap [N/S]

The blank



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Paul Lewis



Smoke & Mirrors

After the fabulous time I As the TSSC Summer open day loomed the weather was not kind with forecasts of heavy rain during the weekend 13/14 June 2015. The Saturday was very wet indeed with large downpours but on the Sunday the Triumph gods were smiling and the weather turned out a little overcast but dry.

Prior to this open day Bernie had suggested that the club would like to change over the display of cars at the museum so that future visits would be different and make a repeat visit to the HQ even more worthwhile. It was

suggested that I could provide a TR7 for the 40th Anniversary of the launch in the USA. After much deliberation over the vehicles



available in my small but growing fleet I decided that UPK688S would be the most suitable. The inca yellow TR7 is rare due to

the fact it is an automatic, but rarer as its only covered 20,000 miles from new. The car has been a popular choice for magazines and was displayed on the front cover of Triumph World with a large article about the car inside. The photographs displayed behind the car are from a period photo-shoot with the previous owner's daughter dressed in the 1970's attire.

Meeting fellow club members over a drink with a BBQ



TR7/8 Register



form of English.

Section 6.6 applies to obligatory mirrors and "Indirect vision devices" such as cameras – and in this case the method of inspection and reason for failure will apply to both the camera and the screen. Not all mirrors or cameras etc. on all vehicles are subject to Test, depending on the age of the vehicle.

Obligatory mirror options are:

- A.** an exterior mirror fitted to the offside (right-hand side when seated in the driver's seat), or
- B.** an exterior mirror fitted to the nearside (left hand side when seated in the driver's seat), or
- C.** an interior mirror.

So where does the Triumph owner know what is required. The manual defines the following:

Passenger vehicles with no more than 7 passenger seats first used before 1 August 1978 must have any one of the above options. So all Triumph owners.

This means that if you own a TR7 registered

smoking away in the background was the aim of the event and it definitely ticked all the boxes. So if you haven't been to the HQ, please make it one of your priorities over the year to come. It's a fantastic place with so much history enclosed within the site it's Triumph heaven.

Anyway back to the article. I thought this month I would talk about mirrors and the legal requirements as it sometimes seems vague in what is required by law and for the MOT test.

The MOT tester's manual section 6.6 gives all the relevant information about mirrors that guides the MOT tester to pass or fail the vehicle but I will try and break this down into hopefully some



in 1976 similar to my white 'P' registered FHC then all I really need for the MOT is any rear view mirror in the positions A,B or C. Triumph provided for that model year an interior mirror(C) and a door mirror (A).

Passenger vehicles with more than 7 passenger seats of any age, and all passenger vehicles first used on or after 1

August 1978 (not being a minibus as above), must have two mirrors, one of which must be option 'A'.

mirror (C) or a passenger's door mirror (B). Triumph being ahead of the game provided all three options for this model year.



Reasons For Rejection

An obligatory mirror:

- a.** is missing or insecure
- b.** is so damaged or deteriorated that the view to the rear is seriously impaired
- c.** does not provide a view to the rear of the vehicle
- d.** is not clearly visible from the driver's seat, or incapable of being adjusted to be clearly visible from the driver's seat.

Additional mirrors

So for my 1981 register DHC then I require a driver's door mirror (A) and either an interior

Any mirrors additional to the obligatory mirrors are not subject to this inspection.



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In the August issue...

Matt George gets stuck into a **2000 Saloon**,
Nigel Clark reports on his latest **TR6** repairs hand Gary Stretton joins the PC
team with his **Peerless GT**. Plus tips, tests, guides, news, tutorials and trips.

Acclaim Register



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Chris Gunby

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Unbelievably No mechanical upgrades but on the outside a comprehensive overhaul adding a vinyl roof, coloured to match the below the waste line colour of the car.

Colour co-ordinated wheels and a chrome grille making this the Vanden Plas equivalent of an Acclaim.

I saw an Avon for sale on e-Bay a few months ago in quite a bad way are any of our members restoring it?



The only one I have ever seen in the flesh is owned by **Roger Hayward** from the West Midlands, how about a few pics please Roger?

Then of course if that isn't enough you could have the Ultimate Acclaim but that will have to wait for next month.

If any acclaim owners would like to put a few words together about the car they own or experiences they have had, then please send them in to me.

Chris

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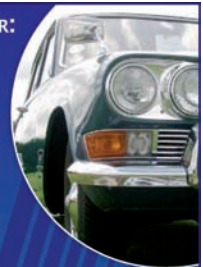


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Guy Singleton



Saving Bonds

As I write this we have just returned from Donington. We had a good time there; not many Equipes, but there were some additional owners who made it and are working on their cars, so it was good to



Following on from last month I have heard from **Mike Newman** that he has managed to raise the front of his 4s so he can now get his new wheels fitted, this was partly by placing a spacer between the top the top of



meet them, put some names to faces and to get an update on their endeavours. Apart from my 2l convertible **Andy Belcher** was there with his 4s and also a 2l coupe which, on our return and checking the Register, I found had not been heard of since 1993. Unfortunately I didn't manage to speak to the owner properly, if you're reading this, please do contact me to let me know a little more about your car.

the front spring cap and the turret and also by



adjusting the fit of the bonnet.

I have also heard from **Duane** in Australia: he asked if a bit of riveted on aluminium on the top of the screen frame was original. I said that that was not correct, it appears as if a non



standard screen has been fitted so we are now trying to arrange for a correct one to be sent over so that he can progress with the screen

frame repairs. It is difficult to see in the photo



of the car but it does look as if the top middle of the screen is low, and also that the frame is in a poor condition, again something confirmed by Duane - it appears that the car must have lived in a wet environment for some time. The other thing I have waiting to be shipped to him is a pair of front footwells! It's pleasing to see that he is persevering with the car, it does seem to turn up new hurdles every time he sorts out the last one.

Duane now has the car split into most of its constituent parts, and is hoping that once the bulkhead is done then he might be able to start putting things back together rather than taking them apart.

I have been contacted by **Denise**, the widow



lump. There are many new parts in the house for these cars and these will be sorted out as we come across them.

Both vehicles have a registration document. I am attaching pictures but really it all needs viewing and with some imagination in order to fully appreciate the work involved. I have no doubt that they could both be restored and I will help in any way I can to make sure that enough bits can be found to satisfy an enthusiast.

of Bond owner **Cliff Wood** who died a few years ago, and her fiancée, **Jon**. They have two of Cliff's cars, a 4s and a 2 Litre Convertible in the garage which need to find new homes, in both cases Cliff had started work on them so whilst most parts should be in the garage somewhere, both cars will need a lot of work. They would prefer the cars to go to someone who will restore them. They wrote :-

"First the convertible. It is a 1969 and containing the two litre Triumph engine. It is substantially in one piece but many parts have been removed as part of the restoration. There are many parts in the barn and anyone seriously interested would do well to make sure which part goes with which vehicle.

Second the saloon, registered 1970 and also of the two litre variety (Guy's note – this should be a 1300 but I understand to date they have not found a 4 cylinder engine so it appears that Cliff intended to convert it to 2 Litre). This one is more dismantled and has the engine, gearbox and front axle removed, again as part of the restoration, but they are there and in one



We are located between Scunthorpe and Barton upon Humber and someone reasonably local who is able to spend a fair amount of time would benefit from a long viewing and sorting out session. Ideally we would like to sell the two together but we will let them go separately; it just means more sorting out."

*if you are interested please let me know and I can put you in touch with **Jon and Denise**.*



I have also heard of a 2+2 and Convertible for sale, they are currently in France near Roscoff, where they have been stored in a barn for a long time, the 2+2 rebuilt stalled in 1985 but I

understand now that the chassis, floors and indeed the bodywork are all good (except for paint) and that most of the parts are there for the car to be completed. I also understand that the Convertible is in parts and I do not currently have any pictures at all of it.

In both of the above cases please let me know if you are interested, if so I can put you in touch with the owners.

Guy



SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Steve Payne



A Nice Response

The been asked to try and fill Thanks to those who rang with questions and sent me their Spitfire stories (which I hope to use in future articles). One gentleman in particular made my evening when he rang with a few questions regarding his Spitfire, chatting to him I was surprised to hear he was in his eighties and still enjoyed driving his 1500, despite owning several other classic cars including a Jaguar. I have asked him to send me his story so I can share it with you in a later publication.

In last month's Courier I started telling you about my Triumph Spitfire 1500 which I purchased with a rear wheel bearing chewing into the driveshaft. After parting with £250 I carefully drove the vehicle home, confident that I couldn't really do anymore damage to the bearing or shaft, and I would have to replace both anyway. Once home I stripped the nearside hub and examined the drive shaft and bearing closely, unfortunately I do not have any pictures to show you, but the bearing had collapsed and at least two or three of the outer ball bearings were missing. The shaft was very badly worn to say the least, and heavily scored with large chunks of burred metal where the bearing once sat, you can imagine the noise it made.

I ordered a new shaft, bearing and seals and several days later they were fitted and it was running fine. No noise from the Diff!

I obviously checked the offside hub at the same time and it seemed absolutely fine. I

repacked both sides with grease and the car was used daily after that. However within a very short time a few other issues started to come to light!

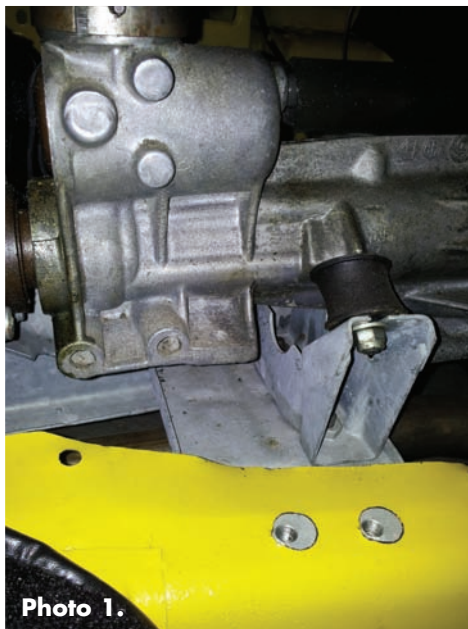


Photo 1.

The gear lever appeared to 'bounce around' excessively in all gears at all speeds. After several weeks I became suspicious and removed the gearbox tunnel and examined the lever. It was immediately obvious what the problem was, the gearbox had been changed for a Triumph Dolomite box which did not have the tapped gearbox mounting holes at 45 degrees at the rear of the gearbox housing (I believe the Dolomite uses the two holes which

go through the gearbox horizontally further back), see [Photograph 1](#).

The previous owner, instead of drilling and tapping the holes in the gearbox for the two bobbin mounts to screw into, had cut the thread off the bobbin and rested the gearbox onto them. He had then put a 6" jubilee clip loosely around the box and gearbox mount in an attempt to secure it.

The result was the gearbox bounced on the bobbins and was 'checked' by the jubilee clip if it got 'over' bouncy, hence the gearstick would jiggle and dance around. Needless to say I removed the gearbox, drilled and tapped the holes and fitted two new bobbins (with threads on both ends).

The gearbox and lever then stayed securely in one place.

During the removal of the gearbox tunnel I also noticed several wires hanging from behind the instrument panel, and more to the point several 'scotch locks'. Personally I'm not a big lover of 'scotch locks' and see them as a temporary measure rather than a permanent fix. I decided to investigate further and found several wires had been 'scotch locked' to a live feed and stretched from one side of the vehicle to the other, supplying an oil pressure gauge, clock and a map light with either power or illumination. The live feed came from both courtesy lights, and the cigarette lighter, crossing to opposite sides of the vehicle (I assumed these additions were carried out by different people at different times, otherwise why cross them?). I removed each 'scotch lock' in turn and covered the exposed wire (as small a cut as it was) with insulation tape and promised myself to carry out a more professional repair when the vehicle was restored. Meanwhile the various gauges and light were rendered in darkness or unusable.

The other issues with the vehicle were mainly rust and badly fitting panels, a few water leaks

around the 'A' pillars in heavy rain, badly



Photo 2.

scratched door glass and a driver's door handle that suddenly stopped working, the plastic lever which connects the handle to the release mechanism had snapped inside the door, and I had to let myself in through the passenger side. [Photograph 2](#) shows the offending handle on the top and the working handle below from the passenger door. It had snapped around the pivot pin, probably a common problem. Other than that it ran well and had very few if any mechanical issues.

I ran the Spitfire for 6 months before finding something else to drive as an everyday car and garaging the Spitfire ready for restoration.

In future articles I will describe some of the issues I had with the rebuild and go into detail (as much as I can remember) about the work undertaken, including the decision to have the chassis galvanised.

I wasn't able to go along to the TriumFest in July but would be interested to see your Spitfire IV/1500 pictures and hear your comments if you went. I shall be at Silverstone, although it's unlikely I will be in my Spitfire as I'm struggling to get the final bits completed for the MOT this year (I live in hope).

Steve.

Area Showtime



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



A Trip to Shepherd Neame Brewery

By Colin Saunders, Peterborough Area

Twelve of us from the Peterborough area met near the A1 for the 123 mile journey to Faversham in Kent to visit the oldest brewery in Britain, where they make **SPITFIRE** bitter and stop overnight at a 14th Century inn.



Pre Run Briefing

book online. Once over the Dartford Crossing some of us stopped for a break. Brian and Ann were the first to arrive at the Sun Inn in Faversham and reported back that the rooms were good and the food was good!

Most of us arrived at about 1 which was perfect timing. We used the pay and display car park behind the inn. Unfortunately, later that afternoon, Tina won a parking fine. Tina had bought a ticket for parking but it became obscured when she put the roof up on leaving the car, having travelled topless all the way from Peterborough – the car that is, not Tina. Our rooms were all ready for us, so we checked in and had lunch. There were many places to eat in Faversham but it just seemed convenient to have something in our lovely inn

Our cars included several Triumphs including Spitfires. We had a steady run down the A1, the M11 and the M25 to cross over the Queen Elizabeth II Bridge. The tide was down and the toll booths had gone as you now

Shepherd Neame Brewery



We learnt that the vast amounts of water they use comes from their own Artesian well and that most of both the barley and hops they use were grown relatively close by. We learnt that they now export to many countries overseas and that although the famous Spitfire bitter was produced to commemorate the Battle of Britain, it was so successful they kept on brewing it and now has major distribution to pubs, clubs, bars and supermarkets. We saw the Triumph Spitfire used for pro-



with oak beams, ingle nook fire places, an interesting menu and a range of Shepherd Neame beers including Spitfire!

Some had posh sandwiches but Sav had a yummy looking fish and chips and peas, the envy of all. Well he had driven down in his Red Spitfire.

We walked round the corner to the visitors centre at the brewery where our cheery guide was ready to meet us and fix us up with



motional events. Then we had our Tutored Tasting of six different beers each but as there were a couple of non-drinkers among us, a few of us helped out and may have had "one over the eight".

Afterwards, as it was a pleasant evening, some of us took a stroll down to the quay to see the old sailing barges, while others repaired to the bar at the Sun Inn to continue the important business of learning more about Kentish Ales. So it was that we were all in good form when we all met up together for dinner in the evening. The pork was the most popular. Most had three courses.

The next morning brought a fine warm day and after a good breakfast all together, we went our separate ways. Andrew headed for home to get some work done. Peter went to visit Brands Hatch. Michelle went to see wonderful Whitstable. Others went to the coast. Two went to the Isle of Sheppey and some stayed to walk round the lovely attractive town of Faversham and this is how alas Tina lingered a little too long and managed to win another parking fine!



headsets so we could hear him over the noise, as the brewery was working during our tour.



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by Garth Jupp

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Kit Parts



Hub assembly with cap

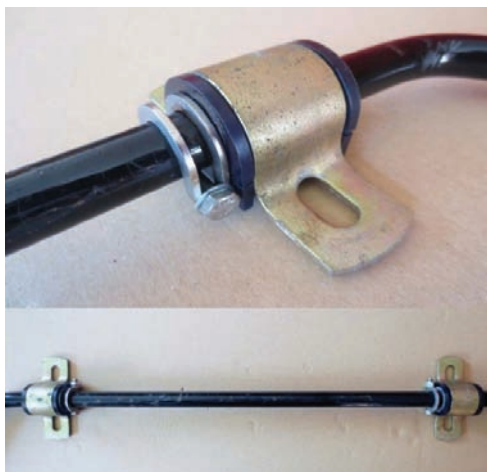


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The clamp, bolt, nyloc and washers are all stainless steel.

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These are **£20 per pair** with P+P of 2.5kg



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The only problem with the hub studs is the fine 5/16 unf thread stripping the thread in the alloy trailing arm. The strength of the stud is very adequate. So these studs are 3/8 unc thread into the alloy and 5/16 unf into the hub carrier and the brake back plate, saves a lot of work!

Made from Hi Tensile Steel they come as a car set (12 off) with washers and nyloc nuts

GRIP or GRIPE? YOUR CHOICE!

These cost **£90 for a car set (includes drilling jig hire) with P+P of 5kg**

very low friction and very high precision so it vastly reduces the resistance on the link joining the suspension to the anti roll bar, giving more response and a better drive.

Unlike 'Rose' joints these links with their sealed pre lubricated ball joints last a long time and do not transmit NVH (Noise, Vibration, and Harshness)

This kit compliments and enhances the fitment of larger diameter anti roll bars and 'poly'bushes.

These cost - **TR 4 to 6 £66.00 and for Stag £78.00 with P+P of 2.5kg**

NOTE: The parts books and welding helmet are stock items, but the suspension upgrades are to order, **except** for the anti roll bar clamps and ball joint links.

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Suitable for TR4-6,
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This link connects the lower suspension arm to the anti roll bar.

With the standard link a lot of effort is put into twisting the two rubber bushes. This is inefficient and dulls the driving experience.

The use of ball joints gives



Minutes of the Annual General Meeting TSSC HQ - 12th April 2015

by Ben Broadbent

Hi Everyone, I was asked to publish the minutes from the last AGM. **Important Note:** The minutes will need to be ratified at the next AGM, therefore, if you have any observations and comments please attend the next AGM and highlight your issues. I can not make any changes until after the next AGM.

Thanks

Ben Broadbent
General Secretary

1. Welcome and Introductions

Ben Broadbent welcomed everyone to the meeting then explained that he would chair the meeting, due to a change of circumstances.

Ben explained that Vivien Thompson had asked to stand down as Chair. Ben thanked Vivien for all her work and efforts over the years. Vivien was presented with a bouquet of flowers and was applauded by the meeting.

Ben then informed the meeting that a new Chair had been elected. Ben introduced Chris Gunby as the new Chair to a round of applause. Chris had been elected to the position of Chair by a unanimous vote by the Council of Management members.

2. Minutes of the Annual General Meeting held on 13th April 2014.

The minutes of the 2014 AGM were reviewed. Two spelling mistake corrections were asked for and noted. Acceptance of the minutes was proposed by Kevin Rochfort,

seconded by Victor Thompson and accepted 39 for, 0 against and 1 abstention.

3. Reports and Presentations

Finance and the last business year Ben Broadbent

Ben presented a review of the Club's accounts for 2014, produced following the Auditor's visit. (However, the figures presented were not the company's statutory accounts. The accounts had not yet been delivered to the registrar, and no auditor's report had yet been made on the company's statutory accounts for the 2014 financial year.)

Ben explained that the Auditor had revised the reporting of the account to comply with new Accounting legislation.

Therefore, the Accounts for 2014 expressed an operating profit of £1,590, (a minor increase (9%) on the £1,451 operating profit for 2013). However, this became a deficit of £13,511, once Finance costs, Depreciation and Corporation Taxation were included. Although, these figures are again disappointing, they are a minor improvement on the deficit of £15,154 for 2013, being a reduction of 11%, and a major improvement of 55% on the loss in 2012 (£28,985) and a 77% improvement on the loss in 2011 (£55,914).

Ben further explained that the current deficit could in some part be attributed to the ongoing investment in the Club Website and Forum, and the investment in the EPOS system.

We now have a fully functioning EPOS system and website. Despite this increase, the administrative budget is still an 11% reduction on 2012, and a 19% reduction on 2011.

The loss of the old Website had a devastating effect on shop sales and membership in the early months of 2014. For the whole year, Shop sales are down by 28%. However, the new Website has seen shop sales increase. Sales for the second half of the year are 15% down on 2013. However, for the last quarter of the year, sales are 15% up on 2013. Membership revenue is 3% down on 2013. Ben noted that the provisional figure for shop sales for the first three months of 2015, showed a 64% increase in sales compared to the same period in 2014.

In summary 2014 was a difficult year due to the loss of the Website in December 2013. However, following the launch of the new website and the huge success of events such as Le Mans and the HQ open days, the Club from a financial perspective improved as the year progressed.

Ben had been asked questions in advance about certain figures within the accounts.

i. He explained the vast difference in current assets and current liabilities between 2013 and 2014, were due to the prepayments for the Le Mans event.

ii. The increased difference between the Current Assets debtors account (Trade Receivables) was NOT monies owed long term to the Club and lost, but current business transactions within normal trading practices of the Club.

iii. The changes in expenses were due to reassigning staff to different roles with the Club and supporting the new and improved IT infrastructure now in place.

The question was asked as to why NI contributions had decreased from the 2013 figure. Ben noted it was due to a reduction in the level of staffing from early 2013, which provided for a government rebate of £2000 to be included in the figures.

Chris Gunby proposed the accounts be

accepted. This was seconded by Nigel Hill and agreed with 40 votes for, 0 against and 0 abstentions.

Forward Planning - the next twelve months - David Embury

David presented the plans for the future of the Club. He noted that the Club had managed further progress down the two way street! An equal working partnership between the club and its membership! David referred to the Club's New Year Resolutions -

Do More With Your Club!

a. **Insurance Panel**, the benefits of using the Insurance panel was highlighted, with the both the individual member and the Club as a whole benefiting from this facility.

b. **Club Shop**, David emphasised the service to members from the Club shop with parts and components being of the highest quality.

ii Do More For Your Members!

a. **HQ** - many more HQ events were planned

b. **Events** - many more events around the country would engage the membership

c. Members Services/Benefits

- The Courier
- Le Mans!,
- Spa Classic!,
- TriumFest UK 2015!
- Five Point Tour 2015!
- Insurance Panel
- Guaranteed Insurance Valuations
- The Web-Site, Technical Forum & Social Media
- Club Shop

iii 'TriumFest UK 2015'

A summary of what will be on offer at TriumFest, was given.

IT - Website / Forum

Simon Morgan

Simon explained the investment in the infrastructure for Club IT, Website and Forum. He explained the website usage of the past 12 months and the success of the website and its popularity across many countries around the world. General enquiries had been high on the website. Simon thanked Angie for dealing with

these enquiries. Membership renewal were high on the website. Online Shop sales were also encouraging.

The Forum is working well. Simon thanked Kevin Rochfort for his efforts in moderating the Forum. It is well used and provides what was required by the membership. Members have to register to be able to post messages, this prevents Spamming from the general public.

Social Media

Jane Rowley

We now have a Twitter Account, with a growing following. We have a Facebook page and a Facebook group, with many people engaging in posting.

Social Media is being utilised to communicate with the membership. The Facebook page is used for most communications, such as promotion of events, pictures of cars, etc. Jane noted that if you clicked 'like' on the page you would get regular updates. Jane asked AO's to let her know of their events so she could post them on Facebook. The future use will be aimed at promoting the Club, what the Club is about and can offer members. Twitter can be used for discussion and feedback. It's out there so make the most of it. Jane gave a technical explanation of the difference between the types of Social Media. Technical questions were asked, with explanations given.

Area Liaison Officer

Pip and Frank

Pip and Frank had announced their retirement from the CoM and as ALO's.

They were thanked by the meeting.

Ben highlighted that a new ALO would be sought to be appointed. However, in the meantime, regional ALOs would be appointed from CoM to oversee liaison with the Club and act as a focal point for AO's

4. Approval of Club's Auditors - Haines Watts Chartered Accountants

Ben explained that the Auditor from HW had provided a very quick turn around of the 'Draft Audit', allowing production of the AGM flyer.

Sue Franklin proposed Haines-Watts were re-elected as the Club's auditors. This was

seconded by David Embery and accepted with 40 votes for, 0 against and 0 abstentions.

5. Re-election of Council of Management

Ben asked if anyone had any objections to Vivien Thompson, David Embery and Jane Rowley being considered together for re-election. There were no objection to this proposal. Vicky Dredge proposed and Nigel Hill seconded that all three be re-elected to the Council of Management. This was agreed with 40 votes for, 0 against and 0 abstentions.

6. Ratification of Area Organisers

Pip Flegel thanked all areas who had registered early, she then read out an alphabetical list of the Registered areas. Bernard Robinson proposed and Peter Lewis seconded, this was agreed with 40 votes for, 0 against and 0 abstentions.

7. Questions

Del Holman asked about the AGM minutes being released for next year - Ben answered that the release of the minutes would be able by the end of the month and discussed at the next CoM meeting.

Kevin Rochfort asked if the CoM had a 'communication calendar', for noting dates for the release of important events notifications - Ben answered that this had been considered and would be further considered at the next CoM meeting.

8. Presentation of Awards - Chris Gunby

Chris thanked everyone who had attended and for all the effort during the year. Without the membership there would be no Club.

**Special Thank You: Paul Robinson,
Northern Ireland.**

Area of the Year : South Wales.

Outstanding Achievement: CLM team;

**Bernard Robinson, Angie Hill and
Chris Gunby**

Members of the Year: Frank and Pip

9. Closing of meeting

This brought the meeting to a close, Ben thanked everyone for attending and wished everyone a safe journey home.



Frank Spencer & Pip Flegel Members of the Year 2015

Award presented By Chris Gunby (Right)

FAMILY INSURANCE POLICIES

by Elaine Hawkins



Question: "Can you get classic car insurance for an 18 year old that hasn't held his full licence for a year?"

Answer: Yes you can, thanks to Peter Best Insurance Services

As a family we have always loved our classic cars from Triumph Spitfires to Ford Mustangs, from Riley's to Healeys, in fact my husband has pretty much at one time in his life owned all of the original Triumph Sports Six Club chassis cars so it is no wonder that our son had a passion for them too. Jason and I have been members of the Triumph Sports Six Club for a combined total of 56 years(!!!) and this is how we met and we understand that the younger generation are the ones that will keep our cars, the club and the passion alive. We see TSSC members as extended family as everyone is so friendly and willing to help with that missing part and fixing that tricky problem or just sharing the love of driving these lovely old classics, so to keep the family growing we wanted Jo, our 18 year old son, to be involved with the club which meant being able to drive one of these beauties.

He has grown up watching his parents, grandparents and uncle driving and tinkering on them and even started to build one with his grandpa so it was no surprise that once he'd passed his driving test he wanted to have the same unique driving experience and wanted to drive his Dad's spitfire.

His God mother, Tracy Cleaver, had given him TSSC membership for his 18th birthday present so now it was time to sort the insurance out and that's when we hit one brick wall after another, metaphorically speaking that is

thankfully. The insurance companies blocked us at every turn, "he's too young", "he hasn't been driving for a year", "the car's not in his name", we'd tried his own insurance company "no", we tried my husband's insurance company "no", in fact we were at our wits end as, yes, he is young, yes he hasn't held his licence for over a year and no the car isn't in his name but he is a careful driver, his black box proved that as he is always near the top of the leader board in fact he is proudly, and rightly so, in pole position a lot of the time that in fact he managed to half his insurance premium when it was due for renewal. Added to that we live on the Isle of Wight, you can't go far or fast so we were extremely frustrated that we couldn't sort out affordable insurance until we spoke to Peter Best Insurance Services.

I had asked a fellow Isle of Wight TSSC member who suggested speaking to Head Office for suggestions, which I duly did and was messaged back to try Peter Best. After initially speaking to Emma who advised me of all the normal hurdles but listened patiently to our trials and tribulations of trying to get insurance cover, she said she'd speak to her manager who would call me back that afternoon.

The call came within the hour and the very well-spoken gentleman introduced himself as Peter Best!!! Mr Best was extremely helpful and reiterated the normal hurdles and once again I thought we'd hit a brick wall but TSSC HQ had mentioned a Family policy, this turned out to be the answer as it had restricted mileage, ideal for us, and a higher excess for Jo which also made

perfect sense to us. I was then passed back to Emma who gave me the quote which was 1/10th of some of the prices we'd been quoted if Jo had been older and driving for longer.

Thankfully for Emma persistence and Mr Best's understanding, our son is now able to experience the joys of driving a classic car and carry on the family tradition of being a petrol head.

It is so important young members are encouraged to own and drive our cars as they will be the future of the club and they deserve the same respect from us that they show our classic cars.

"We are thrilled that Jo is able to join in with the love of our classic cars"

Jason and Elaine Hawkins

"I am truly grateful to Peter Best for the opportunity to drive a classic car"

Jo Hawkins

"The fact that my son can join in with car club events is brilliant"

Jason Hawkins

"It was an absolute joy dealing with Emma at Peter Best, she was friendly and extremely efficient"

Elaine Hawkins



"Don't forget Dad is watching you!!!"

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RESTORATION MKIII 1970 which needs restoration. Restoration has started but due to other commitments I no longer have the time to restore the car. £1200. Andrew Clarke (Studley, Warwickshire) 07590 110103.

1500 1978 Tartan Red. MOT. Full body-off restoration. Full service history since restoration. Excellent condition throughout. £4,995. Simon Hulme (London) 020 7561 0603.

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1964 BOND EQUIPE The car was put onto a 13/60 chassis in 1985 and not finished. The front suspension was rebuilt, and has wire wheels. It is located 30 miles from the Roscoff ferry. £800. e-mail robin.bye@orange.fr Robin Bye (Plounevez-Lochrist) 00 33 29 86 16 40 8.

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)

RMB GENTRY



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SPITFIRE Mk IV/1500

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TSSC

Area News Review

August 2015

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AREA DIRECTORY

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

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
DI ALLEN, NIGEL HILL
TEL: 07976 163006
E-MAIL:
alo@tssc.org.uk

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	
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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.	
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	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
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		Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT . . . ANDOVER / NORTH WILTS SOUTH BUCKS . . . CANTERBURY

TSSC AREA NEWS

AREA LIAISON OFFICERS

Hi All. Just would like to say a Huge Thank You to Pip and Frank for all the years they have given as ALO's and they are still working closely with us to move forward.

Had a great weekend at Triumph Fest it was nice to catch up with the AO's that attended the weekend, just want to say Thank you for your Help and support with the Fest. It was nice to put faces to names finally and we only know but a few, will hopefully get to meet the rest of you in due course. Please do not hesitate to contact us.

Leicester and Rutland Sunshine Rally is taking place from Friday 7th August through to Sunday 9th August at Greetham LE15 7FN contact Neil on 07530 307371 one not to be missed.

We are already looking for volunteers to help with next years TriumFest UK, it, does not have to be yourselves, are some of your members interested in helping? Events don't run themselves. It's all about Team Work.

We will be attending the Leicestershire & Rutland Area Sunshine Rally, pop over and say hello. Speak to you all soon



Neil & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

We were pleased to see Graham Ness at the Bruce Arms who was anticipating the MoT he'd booked for his Spitfire shortly afterwards. He was quietly hopeful and we heard the good news the following week that the car - and its brakes - had passed! Congratulations! Unfortunately, a couple of weeks later the celebrations have been put on hold as Graham has discovered a continuing problem with one of the callipers so this still needs to be resolved. There is also an unresolved problem with his calendar in that his Wednesdays keep filling up so he is unlikely to be able to bring the car out to play for another couple of months.

No Club cars in the car park that night as Graham's Spitfire was pre-MoT, Frank's 'Bruce' was still being contrary and we had poled up in our newest acquisition - a Bedford Bambi! We thought we'd try out this introduction to motor-caravans to see if something like this would work for some of the shows we now attend to trade at. We gave it its inaugural run to an event the following weekend but it disgraced us by conking out less than 5 mile from home - cue a dash home in 'Doris' to transfer over to the folding caravan and Volvo. Another job on the waiting list- find out what's wrong with that.

We had thought about going up to Donington for TriumFest on the Thursday evening as we were going to be manning the gate on Friday but in the end, as it was Club night we did decide to stay home for that then leave early the next morning. It was probably a good decision being one of our quieter evenings but nice to see Norman and Sharon, Burbage Bob and Frank and Kelly who were also there, albeit without Bruce who had been left at home to rest and contemplate the journey to Donington the following day. Unfortunate - as we discovered on Friday - he had been given too long to think about the journey, rather than Frank just sneaking it up on him, and after 30 miles decide to take a break. Mr RAC came along to chivvy him up and managed to encourage him to do another 20 miles or so but at that point he completely ran out of steam and had a lift home on one of the

orange taxis he's getting a little too used to.

The good point about Bruce's cantankerous behaviour was that on this journey he met the right RAC man who diagnosed the ongoing problem - a dodgy alternator - so Bruce just ran out of Lucas electricity just when he needed it most - when caught up in traffic jams. The Kenlowe was just too hungry using too much of the power the alternator could produce.

Next meetings:

Thursday 13th August - The Plough, Grateley, SP11 8JR

Wednesday 19th August - The Bruce Arms, Easton Royal, SN9 5LR

Guy & Sazie

SOUTH BUCKS

Tel. 07788 436167

www.tssc.org.uk/southbucks

email carlswanson@btinternet.com

Hi. Hope this edition finds you well. Just a short report this month as I have been busy at home and work once again.

June 9th was the 1st attendance of the classic car meet at the Harte and Magpie. Dan was in the RR, I took my 2000 mk2 and we met Chris in the GT6 Mk3. Austin was also there in his Mustang convertible although didn't manage to catch up with him! There was a large collection and variety of cars, very relaxed, no parking marshals! It made a pleasant change from the Ace Cafe night, and you can't complain at the location!

June 17th was the monthly meet. Weather was really very good, too good it seems at just Paul & Liz and the sheep, Phil in his Hurricane. Nice to see Keith again from Hemel H in his Spitfire. So, a limited number but still a good evening had.

I have been sending out text message over the last few week-ends advising of local shows I hear about. I hope you find them useful. If you do attend, please do let me know how it went so we can add it to the report so assist if people should attend the next time it's on.

So, what's on in August?

Wed 5th - Classics on the Green - Croxley Green near Rickmansworth. 3pm until its dark!

Sun 9th - Newbury classic car show - RG14 7TD.

Bit out of area but a good show.

Tue 11th - Ace classic car night / Harte and Magpie classic car night.

Wed 12th - Gerrards Cross classic car show - SL9 7AD - small but well attended. Starts midday until approx 5pm.

Wed 19th - South Bucks TSSC meet at The Squirrel.

Penn Street from 7.30pm

Mon 23rd - Littlewick country show with large classic car show. Just off the large roundabout at Maidenhead head out towards Bracknell, its about 400 meters on the right.

Take care,

Carl

CANTERBURY

Tel. 07810 438074

e-mail: philrogers002@gmail.com

www.canterbury-triumphs.org.uk

The field was not available to us on Thursday so we all parked in the car park and doubtless caused a bit of an obstruction for the regular customers!

The main topic of immediate interest was Peter's TR4 which had overheated badly at the Rare Breeds show a couple of weeks previously. The diagnosis on site was a jammed thermostat, so this was promptly removed and the car made the journey home without drama, albeit a little cool. Further investigation revealed, unfortunately, that the overheating had blown the head gasket, so this work is now in progress. It just goes to show how a small component failure can have serious consequences.

Charles was there with his rally car which had snapped a fan belt on the way to the meet. He was refilling it while it made some strange noises but Charles (as usual) said it would be fine - and it was.

TSSC AREA NEWS

Tim W's smart GT6 was there sporting some nicely refurbished seats, although they do raise the seat height so that my head was perilously close to the headlining.

Still, they'll sink a little with use.

Steve B showed us the pictures of his latest project motorcycle he is restoring. Unfortunately, serious damage was caused when a duplex chain broke and went through the engine casing.

We had Kitty the Mk III Spitfire there and checked the timing with the aid of Tim's trick timing light which shows the actual degress BTDC. It was showing 3 and should be 6, so that should be an easy adjust.

On a personal note, we have a wedding in the family in August and four members have offered themselves and their Stags as wedding cars. More on that after the event but a big personal public thank you from me.

On the subject of the rare breeds show: this was a good event. Seven cars made the trip and only two got lost! The weather was kind and there was plenty to see and do and much interest in the cars. Paul and Diane gained a water pump for their Mk IV Spitfire from another exhibitor who had obtained the wrong one and no longer needed it. Stuart and Candy were there in their lovely light blue GT6 and report that their latest project, a Herald convertible, is now complete. We all look forward to seeing it in the near future. Paul and Penny were there in their Stag and had brought their relations as the entrance ticket covered car and passengers. Good value! All in all, a very enjoyable day out and one worth considering for the future.

Our next group outing is the **Bearsted Green classic show on the 19th. July**. Of course, by the time you read this it will have been and gone but I am hopeful that a handful of us will turn up and wave the flag for Triumph.

That's all for now. The usual apologies if I have forgotten anything or missed out something of importance.

Regards,

Phil R

CHESHIRE

Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

Looking at my photos and things for June it seems there hasn't been much activity over the last month. Adrian and I travelled down to the Stagfordshire meeting in two cars to help swell the number of Triumphs in the car park. As it was a pleasant evening, we all sat outside, and (unusually for Stagfordshire) there were relatively few people there. Perhaps they were all on holiday. On the way back Adrian commented that Hark's new halogen headlights were 'a bit bright in the rear view mirror, which is a nice way of saying they might be aimed a bit high. But they do light the road up a lot better than the old sealed beam units.

Cast your mind back to 1st of July. It was a tad warm, followed by thunderstorms and things in the night. The next day, our meeting and run out, it was a lot cooler, and the elves opened the rain taps in the late afternoon. Consequently I travelled to the Cock and Wotsit with the hood up, and waited a while for anyone else to arrive! Roger arrived in a French device, the Spitfire being afraid of going out in the rain. Then Paul and Richard arrived (the latter hood down), the weather by this time being quite pleasant and sunny. So four of us set off for the Red Lion (my hood down by now) where Adrian was waiting for us. A little later Mike appeared with his newly repainted XK150 and we all talked about the fun of assembling the insides of doors, how to put the world to rights, and going to Donington.

There are reports from Crewe that the Herald Estate being developed there has made a self-powered trip up and down the drive, and that the bonnet (or is it part of the bonnet kit?) will be retrieved shortly. The threatened sale of parts at the Head Office of Cast Iron World (and Peugeot Garden Ornaments) remains a threatened sale. And at the third attempt, Heap's propshaft has the correct size flange at both ends and doesn't vibrate at 60mph.

The Wilmslow Show was interesting this year. Once again the threat of rain in the afternoon seemed to result in the number of cars on show being reduced – or was it the result of the altercation in 2013? Anyway, there were 5 small chassis Triumphs in the

vicinity, and a good selection of other cars. It's a local show with cars rather than a car show, so all the stalls were selling produce rather than car bits, and the big tent I looked at was full of flower displays. I did get to sit in the driver's seat of a 1950s Manchester double decker bus, an education in climbing and a lack of creature comforts. At 3 in the afternoon, the rain arrived, right on schedule, and all the punters left the show in a hurry! It then proceeded to rain harder and harder which was a good test for the hood installation – the driver remained dry.

August events include **Carfest Oulton Park (31 July to 2 August)**, the **Tern Valley Vintage Show on the 16th and 17th, Tatton on the 22nd and 23rd, Capesthorpe on the 30th and Woodsmoor on the 31st.**

Our next meeting is on **Thursday 6th August at the Cock and Pheasant**. It's the last run out of the year, the destination being either the Bear's Head at Brereton Green, or the Flower Pot in Macclesfield, depending on a Cast Iron World Director.

Whatever, it's 7:30 for 8 at the C&P.

Henry

CORNWALL

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Apologies for no report last month, time just got away from me, as it nearly did this month.

The Camping Weekend was another success, although we may change the name to Caravan Weekend! I was amazing to see such an array of caravans being towed by Triumphs. Our own restored Cosalt Safari Classic made its debut and was admired by many across the campsite. I may be biased, but she does look very good behind the Stag. Friday most people turned up and pitched in soggy conditions. Later that evening we reconvened in The Ferry Boat Inn and it was nice to see Bev from Worcester Area who popped in.

Saturday dawned bright, so we set off through the country lanes, rooves down, along the south coast. Passing through Looe and onto Seaton we found some beautiful views and some narrow country lanes, although there were some complaints that they weren't narrow enough! Reaching Antony we returned to Polperro by the main roads for lunch. Spending most of a breezy, but warm afternoon there was lovely and it was soon time to return to the campsite for the barbecue. We gathered in the marquee, barbecue lit and drinks flowing. Cooking started, eating under-way and Robin (Southern Area) produced his masterpiece; a litre and half of sloe gin. I gave up about halfway through and headed to bed, but I did see the empty bottle in the morning. One, or two thick heads were evident the following morning too! A gentle morning was followed by a gentle drive to The Jubilee Inn, Pelynt for lunch. Goodbyes said, it was time to head home; thanks Brian for the complements as you passed us on the A30. It was nice to see old friends from Southern Area, Worcester Area and Thames Area who came to visit us; next year Kilkhampton!

Some new (or returning) faces at our last meeting. Welcome Ray from Penzance in your Java Green Spitfire and welcome back Chris from Falmouth in your Blue GT6 Mk1.

Members are visiting shows all over the place at the moment and the only real way of keeping up is at meetings, but here are some of the highlights:

AUGUST

Thursday 13th Meeting at The Hawkins Arms, Zelah, 8pm onwards

SEPTEMBER

Fri 4th – Sun 6th Swanage Folk Festival, Dorset – Graham & Karen Whiting

Thursday 10th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Give us a wave if you see us out and about.

Mike

COVENTRY

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Hi Everyone. We started our July outings with a trip to Woodford Halse in Northants on Saturday the 6th along with Rikk & Jeanette and Mike & Viv, the event being a large Village Fete with classic cars, about 50 in total although the weather was a bit breezy it was nice and sunny for most of the day, there was a good Bar, good BBQ plenty of charity stalls from which we won a bottle of Bells Whiskey on the Tombola for £1, we were also entertained by the Morris Dancers while we had tea & cakes on the lawn.



Both of the Heart of England meets were once again very well attended with a few vehicles not seen before. Wednesday 17th it was a run to the pub for some grub at the Blue Lias, Stockton we were joined by Keith & Trish, Craig & Sarah and Steve Cox from Rugby, the night being a little overcast so we had to eat inside instead of in the garden by the side of the canal.

Ashby Magna Vintage Gathering on Saturday the 20th we didn't attend due to it raining for most of the day.

The next trip on Sunday 28th was to the Banbury Steam Fayre at Bloxham where we were joined by Paul & Joan, Steve & Sharon and Mike & Viv, the show being a first for us, there was a lot going on but very spread out, also the day and attendance was affected badly by the rain in the morning which didn't stop till about 11am.



Sunday 5th July it was off to the Hollowell Steam Fayre another big event we were once again joined by Steve & Sharon with 2 of their grandchildren, Ryan & Charlie and also Mike & Viv, there was a fly over by a Spitfire and a lovely day was being had until about 3pm when the heavens opened and we got drenched trying to put up the roof on the "Smiffy Spitty" so when the thunderstorm passed over it was off home driving saturated to get dry.

Our meeting at the Bull & Butcher Corley Moor on Tuesday 7th July was once again affected by the weather, although the rain had stopped in the afternoon it had the normal effect on the turnout, we were able to use the paddocks at the bottom of the car park which saw 8 classics lined up 6 of them Triumphs, a Moggy Minor and VW Camper Van. After a lovely meal in the restaurant it was into the snug for the meeting as it was still a bit chilly outside, 19 in attendance in total. The meeting followed the normal noisy jovial format.

On Saturday the 18th for the trip and picnic at Rainsbrook Valley Model Railway we will meet at the Jet Station on the A45 Tollbar Island at 1.00pm

Sunday 19th Dalos Day being planned by Steve & Sharon we will meet in the Layby on the A444 in between Bedworth & Nuneaton just before Amids Palace Restaurant at 12.15pm ready to leave at 12.30pm. Must know numbers by Wednesday 15th.

The August Dalos Day will be on Sunday 23rd to be devised by ourselves meeting at the Oak in Bagington and finishing at the Fleur de Leys in Lowsenford.

The trip to Bruntingthorpe on **Saturday 8th August** we will meet at the Griff, Bedworth ready to leave at 8.00am.

Fillongley show on Sunday 9th August must be there by 9am.

On **Saturday 15th August** we have been invited to put on a display of our cars at the Marina Hotel, Hinckley on the A47, it being an open day for the Marina and Hotel which all proceeds going to Great Ormond Street Childrens Hospital any one wishing to join us please let me know asap so they can allocate us the appropriate space.

The event taking place from 10am til 4pm come and go as you please as long as we know you will be coming.

With the uncertainty of the Coventry Motoring Festival taking place the Heart of England has decided to have a **BBQ meeting with live music at the Bulkington Workmens Club on Sunday 30th August.**

We have been promised the field behind the Bull & Butcher to display our cars at the August meeting subject to weather of course so lets see you all there with your lovely classics on **Tuesday the 4th August**, don't forget bring your friends along all makes welcome.

Looking forward to a great July & August
Regards

Phil & Lyn

Forth Coming Events :-

Tuesday 28th July HoE Meet at the Griff, Bedworth from 7.00pm Just turn up.

Tuesday August 4th Our monthly meeting at the Bull & Butcher, Corley Moor 7.30pm

Saturday August 8th ASDA Day At Bruntingthorpe. Meet at the Griff, Bedworth 8.00am

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

Must be there for 9.00am.

Tuesday 11th August HoE meet at the Griff, Bedworth from 7.00pm Just turn up.

Saturday 15th August Marina Hotel Hinckley on A47 10.am til 4pm. Contact ourselves.

Sunday August 16th John Brookes Memorial Meet, Greyhound Pub, Sutton Stop, Longford, Coventry. Contact Roger Perkins 07860 826607.

Sunday 23rd August Dalos Day planned by ourselves, meet at The Oak, Bagington 12.15pm ready to leave at 12.30pm. Must know numbers by Wednesday 19th .

Sunday 30th August. HoE BBQ Meet at Bulkington Workmens Club, Chequers St, Bulkington from 11.00am.

Monday 31st August Pershore Plum Festival.

annebremer@yahoo.co.uk Brian Bremmer 01386 556945

www.pershoreplumfestival

Saturday/Sunday 5th/6th September Shackerstone Festival. www.shackerstonefestival

Friday/Saturday/Sunday 18th/19th/20th September Stoke Prior Steam Rally. www.shakespearesteamrally.com

Saturday/Sunday 26th/27th September Sywell Classic , Sywell Aerodrome, Northants, NN6 0BN Pistons & Props, we have a stand please contact ourselves.

CUMBRIA

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There was a very good turnout for the Grasmere show held on 21st June. 10 cars were on the club stand with a good cross section of models from concours, Nigel Dean's Spitfire, and work in progress, Nigel Entwistle's Spitfire. Considering what the weather was predicted it turned out a fairly dry day. The show is getting bigger every year despite the £5 entry fee per car, which is donated to a number of charities. The fact that the show ground is within easy walking distance to the village helps with the

DERWENT VALLEY . . . DEVON



TSSC AREA NEWS

turnout. I don't think I saw my wife all day.

The Scotland Trip accommodation is now booked Monday 17th August to 22nd August. We will be traveling on Monday to The Galloway Forest and staying one night at Newton Stewart. The following day we travel to Wemyss Bay and catch the ferry to the Isle of Bute. Stay two nights on Bute. Thursday 20th catch ferry to Colintraive and travel down to The Isle of Gigha. Staying one night in the Gigha hotel. Friday 21st, Gigha to Lochgoilhead in the Argyll Forest, staying at Drimsynie for the night. Saturday Travel back to Cumbria. The tour will not be over for Anne and I as we will be leaving Drimsynie and heading for Oban to visit her brother and family. The Scotland group who came to the camping weekend last year saw the notice about the Scotland trip and hope to meet up with us somewhere on route in Scotland.

No one has expressed any interest in going to **Dalemain show 23rd August**. I have therefore not booked the show for the club. **Forth coming events: 9th August – The Millom car and Bike show at The Green near Millom.** You can just turn up for this as I have arranged for the usual club stand and the Show is not normally oversubscribed. **Scotland week 17th – 22nd August. Bootle Show Monday 31st August.** There is another show which we were invited to and attended last year at the Auction mart junction 36 M6. When or if I find out anymore about it, if it is going to be held again? I will ask Anne to put the details on Facebook.

Congratulations to Phil and Sue who have recently become Grandparents. Phil has sold his TR7.

Is anyone looking for tools? If so Mike Rigg has a number of items for sale. He has had to retire from the motor industry.

Safe motoring

Roy

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Hello everyone. Well what can I say, it's been a busy summer so far. As an area Derwent Valley have been busy attending lots of shows, events and meetings all over the place and I am sure there will be several more before the end of the year.

The most noticeable one for me is of course the Peak Run. At the time of writing this report we have just completed our 27th event and what a fantastic weekend it was. I look forward to reading reports and hopefully seeing lots of picture over the coming months both here in the courier and via social media. Don't forget we have a Facebook Group. Just search for Derwent Valley TSSC to find out what we have been up to and have planned for the future.

Putting together an event like this takes a lot of effort from a large number of people doing all manner of different jobs to make sure that the whole event passes off without too many hitches. There are far too many people doing bits and pieces for me to list and mention them all but I would like to once again say a big thank you to all those within Derwent Valley that helped to put the weekend together.

What I would like to do though is also extend the invitation to all members in the Derwent Valley area to come along and get involved, we can always use new people with some new energy and ideas to come on board and join the event.

On that note I would like to say hello and welcome to the new faces that have come along to recent meetings, there have been a few new faces recently, it was good to meet you and I look forward to hopefully seeing you all again soon.

At the time of writing our July meeting hasn't yet taken place but it will be our now annual Fish and Chip run out to Matlock Bath, so here hoping for some good weather for the run out to Matlock Bath so we can enjoy some scrummy goodies before heading to the arcades or the pub!

Also Triumphfest will have taken place at Donington Park so hopefully I will have seen a few of you there making the most of the weekend and maybe taking your cars for a spin either around the heritage loop or maybe even on the full track.

I would like to close this month's report on a positive note. You may have heard recently that, (ex AO and a long standing member from the Northampton area) Dave Richardson's wife Angela died following a short battle with Cancer.

Dave has taken this difficult time and is trying to turn it into a positive.

Dave has created a memory giving page in Angelas memory, using it to raise money for Macmillan.

Memory giving works in much the same way as many of the just giving type of pages that operate for charity fundraising, visit the website and follow the simple instructions on screen, it's a totally safe process that also has the option of utilising gift aid to increase the size of the donation without doing a thing.

If you can spare the time please visit memorygiving.com. Search for **Angela Richardson via Neville Funeral Service** and follow all of the instructions from the site.

For now thanks very much

Richard

DEVON

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Firstly, a big welcome to all the new members who have joined TSSC recently – we look forward to seeing you all soon, at either the Devon meeting at Liverton or the North Devon meeting at Littleham, details of which are below.

Several of us supported the Scarecrow Festival at East Budleigh in June, a great day out – thanks to Karen & Ian for organising. This was closely followed by our midsummer Club night at the Star Inn which, as usual, packed the pub's car park with 11 Triumphs. Amongst these was Terry's lovely 4A from Plymouth on his first visit to a Club meet. Also there for the first time was long standing member Howard from Teignmouth, and hopefully we were able to help him with his steering lock problems and will see him and his car soon. Welcome to you both.

Our cars were out in force for Fathers Day, several at both Morwellham Quay, and also at Woodlands, where Steve Chudleigh's Stag was voted Car of the Show, beating off competition from many other lovely cars. Allan even managed to fly the Devon banner flag at Morwellham successfully!

Sadly but gladly we were able to provide 3 cars to accompany the funeral cortege of the late Bill Grantham from Teignmouth who for many years ran a business called 'Spits & Pieces' in Newton Abbot. Thanks to Neil and Allan & Jackie for joining us and enabling us to respond to Vanessa's request.

John and I went up to the Crealock Arms for the July North Devon meeting and it was good to see so many people attending. Apart from very new member Ian and his wife Sue, it was lovely to catch up with long term member Andy Luckhurst and to see Sheila and Lindsay there in the Spitfire. As Darren says in the North Devon report, it was a lovely evening spent nattering in the car park.

Ian & Karen have been busy organising events, with the Retrofundraising Weekend at Martock falling to them this year.



Once again a great time was had by all, meeting up at the campsite and watching spectacular lightening on Friday evening after a short drive out for a meal. A lovely drive on Saturday along the



TSSC AREA NEWS

DEVON DEVON NORTH . . . ESSEX

Devon Continues

Fosse Way to Radstock, apart from the traffic jam which saw our temperatures rise somewhat, where we visited the Museum there before picnicking in the car park – only Devon could do that! Sunday was the main event, all the cars gathering before a 27 (or 7) mile drive through country lanes which were new to us Devon members. Driving once again down the closed main street of Martock, past the charity shop which has raised a huge amount of funds over the past few years, and past hundreds of people lining the route waving us on, in the rain, at the time. Rain cleared through and we ended up displaying the 200 plus cars on the Recreation Field. Stalls, live music and childrens' entertainments. We met up there with Trevor Carlyle (Wessex AO) and three of his members with some great cars.

COMING UP IN DEVON

On **2 August**, members will be split between **Mt Edgcombe Show** over the Tamar, or at the **West Somerset Railway** at Bishops Lydiard where we are entering as individuals. The next **North Devon meeting at Littleham will be Thursday 6 August and Devon's Club Night at the Star Inn will be in Wednesday 19 August**. The Star will be under new management then so we will be keeping our fingers crossed that we will still be welcome. If there is anything different to report, we will email around to all. There are a number of small shows that members will be attending individually in August too.

David Fitzgerald from Radio Devon is holding his **Rally on Plymouth Hoe** again, this time on **Sunday 16 August**, but they are asking for donations of minimum £10 per vehicle (for Children in Need). My feeling is that, as we are exhibiting our cars for the benefit of the show, and for which the public do NOT pay, this is a little steep. Maybe though it is something to do with the status of The Hoe itself?

The popular informal **Thornfalcon Show at Henlade near Taunton will be on Sunday 23 August** this year, so we will meet at Exeter Services at 9am. Afterwards we aim to have our usual cream tea if we can find Winsford on Exmoor this year.

The show season winds down a bit after August, and we will be arranging our popular Sunday runs and lunches again. The first will be on **Sunday 6 September** when we will meet at Exeter Services for a run in the East Devon area, probably taking in Exmouth en route to the lunch venue. We have yet to finalise the details but please do let us know if you will be coming so that we can book appropriate numbers at the pub.

Christmas is coming – yes it is inevitable – and we will again be producing a Devon Area calendar for you to buy – your car may be in it so let us have a heads up soon if you would like to reserve one.

DEVON DIARY

Thursday 6 August North Devon Meeting at the Crealock Arms Littleham EX39 5HN

Wednesday 19 August Club Night at the Star Inn, Liverton TQ12 6EZ

Sunday 23 August Thornfalcon Show – Henlade near Taunton

Thursday 3 September North Devon Meeting at the Crealock Arms Littleham EX39 5HN

Sunday 6 September Run and lunch East Devon Area

Saturday 5 December Christmas Evening Meal at the Dartmoor Lodge Ashburton

Sue & John

DEVON NORTH Tel. 07806 351499
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The day started very wet for the third North Devon Club Night, but by late afternoon the sun was out and it turned into a perfect summers evening for a run out in a Triumph or any classic in fact. Due to the beautiful weather, after those that sampled the good

food on offer at the Crealock Arms, the rest evening was spent in the car park around the cars and enjoying the sun and the conversation.

It was really good to see some brand new TSSC members come along in Ian & Sue Silcock in their newly acquired Vitesse Convertible. Ian & Sue look to have got themselves a really lovely car, apart from the obligatory oil leak which Ian is keen to fix (good luck with that!) the car didn't miss a beat on its journey home from Hertfordshire to Devon. We look forward to seeing Ian & Sue at more Devon events in the coming months.

The weekend before I went to the Holsworthy Vintage Rally and came across Alan Brace and his son who were showing their lovely Spitfire 1500. Even though Alan was not a TSSC member he was interested in coming along to the monthly meetings, so it was great to see him arrive with his wife. He's also restoring a MK3 Spitfire which is only a few months away from completion; we look forward to seeing that car later in the year.

Other new attendees to the meetings were long standing TSSC members Lindsay & Sheila Deering in their exceptional Spitfire and Andy Luckhurst, owner of 3 Triumphs but all of which are in various stages of restoration currently. Andy is now working closer to home so he hopes to have a little more free time to get his projects roadworthy. Also non-Members Gary & Tanya Liminton came along for the first time as they are restoring a Spitfire for their daughter and Steve Morris (aka 'Tavistock' Steve) who is well known to many Devon members as he is prominent seller of used Triumph spares in the region, unfortunately his Spitfire didn't make it for its MoT in time so he had to make do with his Jaguar S-Type.

Club Night regulars Steve Williams in his lovely TR5 and Malcolm Huxtable in his Spitfire 1500 both made it along. It was Malcolm's birthday the following day so his wife Mandy came along to start the celebrations early, but Malcolm had to behave as he had to drive himself home, I'm sure he made up for it the following day.

The ever supportive Devon AO's Sue & John Franklin made the trip up from the south to add to the numbers. They were in their MX5 but wished they'd brought the Stag as they enjoyed some of the twisty roads we have up in the North.

So along with myself and my non-Triumph owning but petrol head friend Steve, we had healthy turnout of 17 people, 3 Spitfires, 1 Vitesse, 1 Herald, 1 TR5 and a Jag....can't think of a better way to spend a summers evening.

Next Meeting: 6th August 2015

Darren

ESSEX

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www./sites.google.com/site/tsscsexesarea/

The summer is here at last, the top is down on the Tallulah and the hat and sun cream is out, time to take your cars out and have some fun.

My office - A busy time in my office this month even with a holiday in the middle of it I managed to find some garage time.

I have the last bolt out of the water pump on the Stag without breaking it, but the water pump looks ok????? Where now? is the question. New water pump and bolts and hope for the best or it may have just been an air lock watch this space.

The Toledo (Kiki) has had a some time spent on her as well the other rear wheel bearing has now been replaced, some welding on the front inner wheel arch. New bits in the front brakes, brakes working but not how I would like, needs more thinking about and we all know how much hard work that is.

Out and about - Ace cafe held an all Triumph day we had 4



Essex cars do the run up. We were joined at the cafe by Cookie in his GT6 and then by Jasper and his chauffeur Jane there were

lots of other Triumphs there so it was an interesting day chatting with Triumph owners and having a meal at this classic site.

Club day the swap to the second Sunday went well we had 18 people 9 Triumphs we managed to park them all together it made quite a nice show. There was some lively conversation over racing and race tracks, lots of looking at each other's cars plus lunch and coffee, all the elements for a good day.

Arretton Barns isle of With. Just a quick mention that whilst on holiday I could not resist dragging Janet and the family down to the local car show and to meet up with friends. As usual it was a very good show and we met up with quite a few friends it was a bit of a mixed bag but all island cars. Also a bit of retail therapy in the barns for the girls. win win situation (I think).

Impromptu breakfast and camping or shopping. We have local camping and general arrangement with a cafe that does a really good breakfast as used by the Bakers. We got a phone call Sunday morning, did we fancy a last minute trip to the camping shop before Donington to get a huge bbq for the trip. Unlucky for us we had had breakfast but headed out for a coffee and cake. Whilst the others tucked into breakfast we chatted. We headed into camp shop Kirk got the bbq and it is huge, the rest of us got bits and bobs. Think we have everything now for Donington but who knows, I'm sure there are shops up there.

Maldon the day started out wet but the sun came out later we had 9 cars ranging from Spitfires, Stags, heralds, 2000/2.5 and Toledo's.

Day started off with Coffee then a walk around the stalls, some auto jumble some retro. Back to the car to shelter from the rain lunch time the sun came out and it was wall to wall people i spent a lot of the day giving out info and advice on peoples car and suppliers of bits.

Up and coming August

Sun 2nd Orsett heavy horse show club stand good day out
Sat 8th Waltham Cross Classic Vehicle day held in the pedestrian high street

Sun 9th Club day Halfway house A127/A128 12:00 onward
September

Sun 6th Harpers Hunt (see kirk for details)

Sun 13th Club day Halfway house A127/A128 12:00 onward
Friday 18th – Sunday 20th Norfolk (was mile of triumphs)
see Lesley for details

Sat26th-sun27th Oh so Retro in Margate

Birthdays: son in law Stuart on the 12th, Marian on the 16th, Steve Hall on the 17th, Kirk on the 19th, Janet McCall on the 20th and toby on the 25th. Happy birthday everyone August is a busy month.

New members this month **Kevin Lovell** and **Sameh Gad** hope to see you at club day sometime.

Allan & Janet



The Hollow Bottom will have to wait until next year to serve us a few orange juices, a quick diversion thank you Bev, lead to us meeting at the Farmers Arms and what a pleasant turn out we had. A great drive there, some lovely triumphs and a beautiful long sunny evening. It was really nice to catch up with Howell Jones, who popped out on a 'triumph parts raid' to try and fix his GT6 convertible that was causing him much frustration. I'm glad you got it going again with the bits and bobs, hopefully you are now tuned up and running smoothly as well. A lot easier to go and get help when you can actually start it, thanks to Paul and Eric for chipping in with ideas of other things to try. Hope we see you again soon Howell when shifts allow.

I took a jaunt over to the Ace Café and caught up with Alan & Janet from Essex & GT6 guru Andy Cook. Always nice to see the Triumphs in an atmospheric setting it is a shame more people don't attend the Triumph day there.

Our June meeting was very well attended, thanks guys for tipping in to have some grub with me on my special day, most welcome, how many cakes?? Thanks to everybody for cards, presents and laughter! Great to see BJ out at the meeting again apart from the frivolities we also had a cracking turnout of cars and people for the normal meet, with lots of 'Spa' banter still being chucked around.

Next up was the Summer Solstice at Shelsley Walsh, it was lovely that 'the Islanders' came over to burn a bit of rubber up our local track always good to see you both, thanks to Eric for trusting me with his TR4 up the hill, I enjoyed that a bit too much. Needless to say we had a great day out and raised a few coffers for St Richards Hospice. Jean, James and Victoria had worked very hard to make the event happen and we just turned up and trashed a few cars on that adorable hill.

Moving swiftly on we were off to Bourton on the Water for a Fish 'n' Chip run how great was it to see Dave and Chrissy popped back to check we are all doing well!!! Great Fish 'n' Chips, complimented nicely from with a visit to the ice cream van and then off to upset the natives. Well at this point I would like to formally apologize to the guy who got a bit upset because we were blocking him in.....!! He had to be away early the next morning and didn't seem to happy that 10 triumphs had arranged themselves between him & the exit. The things we try and do just to get a good shot for next years calendar. We left fifteen minutes later & he still didn't seem happy..... so sorry mate.....

That takes us neatly to our joint run out with our local TR Register Group Glavon TR's. Whilst we have a number of our members that are also Glavon TR members we have never actually organized any activity together. So I approached Jeanna with this in mind and we had to meet in a pub a couple of times (see what I have to put myself through to do this job) and we formed a plan.

With routes driven, directions formulated, coffee and lunch stops tried and tested.....we were ready. What a fabulous turn out, I actually don't even know how many came, 50 people 30 cars!!? I know we took the large picture of everybody at the end not even realizing that four cars hadn't made it back! Sorry Vicky & Eric. We would have sent a search party out eventually Maybe after we'd eaten your lunches.....!!

Ye ole Salutation Inn at Weobley was a lovely pub for our coffee stop & the Brockhampton Golf Club was great for our own sitting for lunch we certainly filled the place, good meal.

The black and white houses steeped with history from the 12 century etc were fantastic. Admittedly your view of them was a little restricted as we were driving through the most amazing monsoon conditions at the time. The famous great oak was a terrific sight, apparently you can get 5 people in the hollow of the trunk. At that point I should have tried to drive my spitfire in there to try and erect the sticks and canvas the triumph laughing called a roof (in 1959). Rather than thinking it will pass and ending up looking like I had been doing my bronze survival swimming award.

Yes I think I can award myself the first prize in the hood fumbling contest, maybe with a certain TVR driver coming second (although he probably had heated seats for the rest of the journey I didn't). If anybody fancies doing the route again when you can see it and maybe even take photographs then I will happily

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

Right thenAndy claims to be 'away on business' so you have to put up with me for a change. I would like to take this opportunity to Thank Andy very much for stringing a few sentences together on a monthly basis to keep you all informed on what we have been up to. But now I have to remember what we have been up to.....

A couple of us took a run out to the Breakfast at Twynning event which was a very pleasant morning, nice to see Andy and Gay out and about.

We had one of our Pub Runs out, and as usual I managed to pick a pub that was closed! (I do plan these months in advance).



TSSC AREA NEWS

Gloucester Continues

supply with my route card.

Big thanks to Jeanna for all the help support and lets do it all again sometime, I will probably laminate the route cards next time !!!!

Jane

Hope to see lots of Triumphs out and about through August we have the following events coming up:

Wednesday 5th August – Pub Run to The Langton in Cheltenham

Friday – Sunday 7th – 9th – Club Stand at the TR Register International Weekend at Malvern.

Monday 17th – Club Meet at The Swan Inn Coombe Hill

Sunday 23rd – Prescott Breakfast Club meet

Or Sunday 23rd Retro Rides at Shelsely Walsh

Saturday 29th – Area BBQ at Hosted by Vince, Jane & Celia.

Monday 31st – Drive out in the Brecon Beacons.

Thursday – Monday 3rd – 7th September European Triumph Friends Weekend in Holland.

HERTS & BEDS Tel. 01582 750943
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Hi folks, we had 8 Triumphs in the Falcon car club fish and chip run, all got to the finish, albeit I made a detour due to a navigational misread !!! We have a new Thames valley run on August 16th for around 100 miles starting at the MacDonalds on the A505 at Leighton Buzzard (start times not finalised - ring me) this is a fair run with stops for comfort, fodder, general interest and takes a pleasant run through to places like Marlow and Henley on Thames.

Triumfest and Kimbolton will be over for those who went to whichever they fancied.

Good display at the Luton Festival with over 40 cars on the plot, and a whizz around the arena.

We have the **The Willington Dove Cote Tuesday evening August 4th** at 6pm bring a picnic or fish and chips in, Twin **Classic and craft show 23rd August** and **Buckingham Steam Railway classic on 31st August**, bring a classic for £3 (including occupants) and take as many steam rides as you can with much to see.

On the car front Val and Christines Spitty died due to the wondrous SU choke sticking, Jason has had his Strombergs twiddled and went home like a rocket, and Robin decided the HS6 conversion on his Vitesse wasn't working so we converted her back to Std Strombergs and removed the KN for a std airbox and another happy drive home.

I nipped over to Barry's hoist to fight the 2000 silencer and the support clamp with success, who else has done what, I don't know !

SEPTEMBER 13th, see the 22nd All TRIUMPH and CLASSICS at DUXFORD IWM, this is £13 adults for the whole museum site, children 5-15 are £6 under 5s free - see the advert in the Courier

Come and see us in our tent for a cuppa and natter (we can't sell refreshments but donations work well)

Have a good summer, enjoy your cars and get them out and running. Regards

Peter

IMPORTANT NOTE

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

GLoucester . . . HERTS & BEDS ISLE OF WIGHT . . . WEST KENT

ISLE OF WIGHT

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Well here we are in the middle of summer and enjoying our Triumphs to the max, with so much going on, there just aren't enough weekends to fit everything in.

Elaine and Jason organised another Brunch Run which coincided with Father's Day, so what a great excuse to go out for a drive ending up at The Chequers Inn for a breakfast carvery. It proved to be a true family day out with extra dads and their children turning up. Great fun was had by all as usual. If you like the sound of this, we will see you on the next run, the more the merrier. A few of the group then went on to the VHVC Open Day at Arretton Barns, this is a classic and vintage motor show with all sorts to look at, another sunny day on the Island.

Marcus and Tracy went off to join the Gloucester and Worcester Areas for a charity day at Shelsely Walsh Hill Climb, what a spectacular day with all sorts of beautiful cars hill climbing, an auction by a man from the BBC no less, as well as live music, great food and all with fabulous friends, thanks to Jean and James for the organisation and all for a great cause too.

This weekend (as I write) is TriumFest at Donington Park and at the time of writing the weather is set fair, the Vitesse is packed and polished and we are all ready to go, it was such a refreshing change from Stafford last year, so we are looking forward to a marvellous weekend.

These are just some of the things we get up to. If you fancy joining in with any events or have any suggestions, email us at tssciew@hotmail.com for details.

Things to do in August:

Sat/Sun 15th/16th - Garlic Festival

Mon 17th - Isle of Wight Triumph Meeting,

Woodmans Arms 8pm

Sun 23rd - TSSC Brunch/BBQ Run

Fri-Mon 28th-31st - Havenstreet Steam Show

Happy Motoring!

Elaine and Tracy

WEST KENT

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Bit thin on news this month. My Dolomite did make it into the Aug Classic Cars magazine article and front cover, so one month of fame, then old news.

Best meeting all year with 13 people attending, was so pleased to see George and his friend John return, Ruth and Erminio in the GT6, did promise 2 more but Ken was away and a new GT6 owner was also tied up. Both promising next month. Always good to see M25 so thanks to Chris and Malcolm. Also a new Dolomite with Michael at the wheel there when I arrived. I say arrived gliding into the car park with a dead engine. Sounding more electric than petrol. Blockage in the fuel line so my apologies for the lack of attention to duty, but I was concentrating in the pits.

Did limp home.

Next day popped over to East Sussex. Was intending this as a club run, but after such a good Tuesday just me. Martin and Clive were away so nice informal gathering in the beer garden. Now that got me thinking! Glyn has always been a great host, but the pub does lack something. It would be nice to find somewhere where we could sit outside looking at the cars in the carpark, and with a bit more space inside. I have a couple of ideas I'll bring to the next meeting but if anyone has any suggestions, please say. Wet run out to the Buds of May. Rained nearly all day so numbers seriously down, with leavers from midday. Soggy Anne with no hood or brolly, Chris Lilley and Phil Willson also there staying till 4. All for a good cause and good run home in the sun.

Club Run. On the 2nd August there is a Sunday Lunch Club at East Peckham, there is a link on the website. I'll be at the Cock Horse at 11am and we head over for lunchtime. There's usually up to 50 cars there so a cracking day. Food is excellent. Stay as

LANCASHIRE . . . LEICESTER & RUTLAND LIVERPOOL . . . MANCHESTER

long as you like. Please come.

Else this year is just rushing by. Next meeting is the **28th July**, let's see if we can beat 13 bodies.

Colin

LANCASHIRE

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Hi All. Manchester Weekend - 6th/7th June, This was the third year on the trot I'd gone to this weekend and again I was joined by Dennis and Chris. Pip and Frank with their able assistants Pete/Janet, Mark/Tracy do put on a good weekend. This year we were at a small (and brand new) campsite near Rochdale on the edge of the Saddleworth moors.

The Friday night competitions devised by the entertainment team made for the usual icebreaker with Lancashire winning most of the events (not bad for the smallest team). Saturday's run was around 80miles and Sundays run around 35miles ending up at the Ellenroad Steam museum (well worth a visit). Lastly, a word on their Saturday night's games and silliness, well done to them for the effort that they put into it.

Woodvale show 20th/21st - There wasn't any interest in going to this so I joined in with Club Triumph on this one. Disappointingly I have to report that the show which is now held at Victoria Park Southport not RAF Woodvale is a shadow of the show that it once was.

Towneley show 28th June, the three of us from Lancashire TSSC lined up alongside Pendle & Pennine division of Club Triumph and Manchester TSSC which all together created a good showing of Triumph cars. And again similar weather to the week before with showers followed by an afternoon of sun. We met up with Nigel Hook who is restoring a Vitesse and had aimed to have it done for TriumFest but probably won't quite make it, there's always next year Nigel. So, with the dog obedience attraction, Accrington pipe band, charity side tents and kids attractions, our view was that the show is getting better year on year.

June's meeting 30th June, was a really good turn-out, largely due to the 30 degree heat wave, in fact on our way over to the BAE venue Dennis, Chris and me went the scenic route over Pendle hill, Clitheroe, Hurst Green and Ribchester. At BAE we had 10 Triumphs (+1 BMW) comprising of - 3 TR6's, 1 TR3, 2 Vitesse's, 2 Heralds, a GT6, and a Spit six, all outside till 10pm made a very pleasant meeting, talking most things Triumph.

Now for the last few months you have been reading what Dennis and I have been doing with our cars, what have you been doing with yours?!!!!.....Drop us a line.

That's all for now....

Kev

LEICS & RUTLAND Tel. 07530 307371

We have all been flying around to various events for the last few months (including TriumFest UK) but we all come together in a few days at our **30th Sunshine Rally on 7-9th August at Rutland Caravan and camping site at Greetham**. We have around double last years bookings so far so hope the weather is kind to us. If you haven't heard of this one or are still undecided then please come along if you can. It is a generally relaxed affair with a 50 mile circular drive around part of Rutland on Saturday with plenty of places to stop off along the way including 2 historic market towns that will keep you amused all day. Friday is a meet and greet day but you can start on Thursday if you wish. The site is superb with facilities second to none and there are THREE pub/restaurants within a short walk from the site. Our drive round is on Saturday, with a BBQ/ploughman's lunch on the evening open to all. Later we have a "stinker" quiz designed to tax the brain cells a little with a general evening get together in the large club gazebo. Sunday is the day that you get chance to gently walk off your hang-over with an on-foot treasure hunt around the area, though this will involve walking past the THREE pubs again!

TSSC AREA NEWS



Contact me for more details or just turn up if you want.

That's all this month as I have so much to do before the Sunshine rally including putting an engine back in to a Dolomite.

Keep running on 4/6/8.

Neil

LIVERPOOL

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Hi Folks. It's been a busy couple of weeks for us in Liverpool Area. First-up we were at the Hale Carnival for North West Casual Classics annual event, luckily the rain stayed off this year!

We then attended the Woodvale Rally, at which our new banner made it's debut. It even managed to stay attached to the gazebo, which was a bonus considering the substantial wind. Falling on Father's Day, Woodvale wasn't as well attended as recent years, especially since it's move to Southport. We still had a good day though, the drive there and back in sunshine is always a bonus.

We had split loyalties at the start of July, with our usual show at Lydiat facing competition from the Transatlantic 175 at the Pier Head in Liverpool. Both shows had fantastic weather in the morning, and torrential rain in the afternoon. The Liverpool event in particular suffered, as the horrendous downpour coincided with the cavalcade through the city centre. Half the cars went home rather than participating, with the other half wishing they had! I gave it a go, with Richard filming our progress for posterity, the fruits of which can be found on our Facebook page - [facebook.com/groups/triumphliverpool/](https://www.facebook.com/groups/triumphliverpool/)

At the time of writing, highlights of events coming up include Triumfest and the Speke Hall show - our third attendance at this increasingly popular event. There are one or two other shows we have been asked to attend or have planned, we'll be discussing them at our meeting tonight, so I'll report back next time with details.

Cheers,

Alex

MANCHESTER

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A fab response to our request 28 members turned out to what was a great meeting. We really appreciated it, besides the usual on the agenda like events and such like, you came back with some great ideas from extra run outs to a country pub, doing a fish and Chip run to attending meetings more in your Triumphs everything is possible nothing is impossible!! It was great feedback and we will have some more discussions at the next meeting, thank you Lorraine for a great quiz even supplying the winning prize you are a star!!!

Frank and me have been busy wading through the messages and ideas that you have been texting emailing and phone calls. It was great to see some old but loved faces again Brenda, Peter, Linda, Richard Gary and Mr & Mrs Wicker who are always travelling the world it certainly made our night.

We would like to wish John and Anne Keast "All the Best!!!" For the future, and we regret due to ill health they have had to retire from the club "we will miss you, look after each other, luv from the Manchester Area"

Manchester Continues

We confirmed names for **Tatton Park (21-23 August)** Tatton Park is a popular show with lots of competition for club stand space, so if you have a pass could you please try to bring your car, even if the weather is a bit "British".

Manchester Area has sixteen confirmed passes for **Event City (19-20 September)** - the most we've ever had and it means we can put on a really great display.

Area BBQ - 4-6 September - our annual BBQ is taking place at **Piethorne Valley Camping in Newhey near Rochdale**. The camp site has facilities for caravans (some with hook up), camping, and a limited number of camping "pods"; all prices are on their website. There will be a run on Saturday with the BBQ on Saturday evening, and Manchester Area now has its own shiny new BBQ (thanks Paul!).

Last but not least We have managed to book for our **"Manchester Area Weekend 2016"** We have managed to book **The Cotton Arms Cholmondeley Road Nantwich CW5 8HG weekend 3/6/2016** it is a fabulous venue with a rally field, a pub and a massive big room Yeah!!!! More details to follow.

May I take this opportunity to thank our entertainment officers for the fantastic job that they do every year Mark, Tracy, Pete and Janet.

28 Manchester Area members attended Triumph-Fest we had almost wall to wall sunshine, and a great weekend with runs on the Heritage loop, track laps, Show and Shine, Auto jumble, Valuations, Clowns, Autosolo, Auto Gymkhana, Live band, Beer Festival, Racing Simulator and Main Circuit Parades plus a fully



Stocked Shop, The masked ball you guys looked Fab including Bumble. Oh!!!! And plenty of drunk and debauchery in a field, and still had time to volunteer to do gate duty all weekend!!

We would like to say a massive thank you to all the Manchester Area that volunteered to do gate duty once again Manchester Area stepped up to the fore, indeed thank you to all the volunteers that were on the gate it was very much appreciated.

Roll On 2016!!!

Pip & Frank

NEWBURY

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Had a good first meeting in June and it was good to see Robin again. He was able to have a good chat with Eric as they are both rebuilding Heralds. Robin's aim is to have the car back on the road by 2018!

Malcolm, Dave and I went up to Newtown Common with Lloyd and Debbie one evening at dusk to listen to the nightjars (a bird - not an evening beverage!) Not only did we hear them but saw them flying around.

There were woodcocks as well. Malcolm, Dave and I have never seen either bird before so was very interesting.

Our camping weekend went well even though we had reduced numbers this year. There was Andy in Vitesse, Ian in TR6, Lloyd in Spitfire, Malcolm and Josie in GT6 and Dave and I in Vitesse. The weather was good for putting up tents on the Friday - Nigel put his up in record time as he got delayed by traffic on the way down. Malcolm and Josie stayed in comfort in the shepherd's hut, and very nice it was too. Friday evening meal was good and we were all able to sit down at a large table together. There were only a couple of drops of rain on Saturday and everyone went off and did their own thing. Debbie joined us on Saturday afternoon in the Scimitar. The barbecue went well and everyone ate their fill before we went to the games room. We had a quiz which the team of Ian, Nigel, Lloyd and Debbie won. Then there was the traditional game of skittles which saw Malcolm triumphant. Fortunately there was enough breeze on Sunday morning to dry the tents before packing up. We had our usual run to Stockbridge and enjoyed a delicious lunch, with complimentary bottle of beer for all the fathers as it was Father's Day. From there we made our way home. A good weekend and thank you to everyone for making it an enjoyable event.

Thatcham Family Fun Day was at the end of June. This has grown from a few cars in addition to the main event, to quite a big collection of vehicles. Lloyd and Debbie were in Scimitar, Malcolm and Josie in GT6 and Dave and I in TR7. There was rain in the morning and we were grateful that Malcolm and Josie had bought the camper van as well as the GT6, so 8 of us plus dog sat in it to wait for the rain to stop which it did soon after midday. The afternoon turned out better and the 3 club cars took part in the parade round the field.

Roy in TR3, Malcolm and Josie in GT6 and Dave and I in TR7 went to Compton Village Fete. It is quite a small event, but there were a lot of classic cars there, many of which we had not seen before. The weather was very warm and dry which made for a good day out.

Meetings

Wednesdays 12th and 26th August at The Berkshire Arms
starting about 7.30 p.m.

Events

Sunday 9th August Newbury Classic Car Show at
Newbury College

Keep 'em flying.

Mary and Dave R.

NORFOLK

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It's been a good month weatherwise in Norfolk and Norfolk TSSC has certainly made the most of the good weather with some excellent top down trips. A massive thank you from me for everybody who participated.

On the 19th June 8 cars met up for a Friday nights Broads trip that ended up at The Malsters, Ranworth Broad for a meal.

The evening started off very mild and everybody who could put the roof down did, whilst on the run the weather tried it's best to rain but luckily the rain held off until we were all sitting down in the pub for our meals.

A huge thank you to Dominic Horner for organising the route as any help with club duties is greatly appreciated.

On Saturday 20th June three cars from Norfolk headed down the A12 to Woodbridge Primary School as a request had been sent out by the organisers of the School Fete for Classic Cars to put on a bit of a side show. Our three TSSC cars were joined by a very nice TR4 a Jaguar and a MKI Landrover. Many admiring glances were cast over the cars and lots of photographs were taken although it had to be said that not many of the children actually knew what the cars were - a sign that our cars are now approaching vintage territory perhaps.

Three cars met up at the Easton lay-by on Saturday 27th June for a trip up to Sandringham Estate to put on a show of Classics during the Sandringham Horse Driving Event. Two made the trip from Easton and we picked up Laurie in his very nice yellow 2.5

NORTH EAST NORTHANTS . . . NORTHERN IRELAND



TSSC AREA NEWS

Spitfire along the way. We were joined by Cliff Anderson and his wife in his Stag and Peter Doerer and his wife from Switzerland who were touring Norfolk in a stunning TR 250 before attending a sun soaked Henley Royal Regatta. Although outnumbered by a very friendly MG Club from Kings Lynn we put on a varied show and the venue and event was well worth a visit, definitely one to pencil in as something a little bit different for next year.

For anybody interested in the **MOT** now called **Totally Triumph** the event is taking shape with a varied itinerary for the weekend. As I stated last month TSSC involvement will probably cease next year and this will be the last year that we as a club are involved in organising a TSSC event in Norfolk. If you have enjoyed previous events then come along as we have a terrific venue in The Hermanus sited right on the beach in Winterton-on-Sea. The event field for the fun and games and Car Show on the Saturday that is part of the campsite that we have managed to have sole use of over the weekend are superb, only a mile away from The Hermanus and again right next to the beach. The Sunday run will end up at an Air Museum and there will be (subject to weather conditions) a fly past by a Dakota. All in all a much improved itinerary over the last few years and all I can say is please support the events that are organised by your local Clubs or we all run the risk of losing them.

As I write this report I am eagerly looking forward to Triumfest at Donington and also joining up with other TSSC members at Silverstone Classic. Reports to follow.

Next meeting date **Monday 10th August at The Bird In Hand, Wrentham.**

Finally if you wish to be kept up to date with local news and events and are not receiving the newsletters via e-mail please contact me via e-mail at mike.carroll01@btinternet.com and I will add you to the list.

Regards.

Mike.

NORTH EAST Tel. 07917 738091
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Well summer has eventually arrived in the north, temperatures of nearly 30 degrees, thunderstorms and hailstones, a typical British summer.

A few of us attended the revival of Morpeth fair in mind June, another day that provided us with poor weather, but a decent assortment of cars on display, this is the first year that the display field has been used, since the work on the town's flood defences have been completed, next year will probably see a return to the numbers that used to attend.

The first weekend in July brought us some fair weather, on Saturday the 4th was Longhirst open garden day, we had 6 club cars on display in the village, then afterwards a BBQ at Kevan's, thanks go to Kev and Jane for their hospitality.

The next day was the MG Northumbria show at Corbridge which was well attended, with over 700 cars of all types on display, on our club stand we had 12 club cars and 3 guests. This was the first time the new gazebo has been used and was a huge asset Brian didn't quite make it to the show ground, breaking down not far from the display field, his stag now has a serious knock and no oil pressure, looks like it could be major bottom end surgery this time.

Brian has a new acronym for his Stag, ... Serious ... Trouble ... Again ... Geoff ...!!

Club meeting night saw the welcome return to Mr Tucker senior, who promoted a healthy discussion about rear wheel geometry and body alignment, I hope we helped with your predicament

This months tips

Don't park your convertible with the hood down, especially in a thunder storm. (Aaron)

Don't accept sweets from Steve Overall, unless you want to turn your tongue inside out.

See you all next month

Geoff

NORTHANTS

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It is with an air of sadness that I begin this months report. As most of you will already know by the time this reaches print we lost a good Friend of ours and the Club when Angie Richardson lost her short battle with cancer on 16 June. She has always been a keen and active member of the TSSC and will be greatly missed and certainly not forgotten.

Since I have been on holiday for a couple of weeks this month the rest of the report will be brief as I have not been able to catch up with events while we were away. As usual we were treated to another brilliant weekend at the Peak Run and thanks to the Derwent Valley team for all their hard work making it another enjoyable weekend.

For those members who are unable to make the monthly meetings then please email me for a copy of the events list.

Our monthly meetings are held the **second Wednesday of each month at the Overstone Manor, Sywell NN6 0BB** at 8.30pm

Hopefully more to report next month
Regards

Nigel

NORTHERN IRELAND

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One of the biggest classic car shows in Northern Ireland takes place in June each year in Kilbroney Forest Park, an absolutely beautiful location on the edge of the Mourne mountains and overlooking Carlingford Lough. On a sunny day there are few places to match its' beauty. This year the sun shone and over 1,000 classic cars descended upon the venue on Saturday 20th June. Thankfully the TSSC had booked a stand and one of our members, John Hewitt was, by co-incidence, camping there that weekend and was able to see the organisers first thing in the morning and make sure we got an excellent location for the stand. Gary Carson and his son turned up very early in their beautiful Triumph 1300 FWD and were the first on the stand. Paul had sent out an email asking for members to confirm if they were attending the show so we could work out the size of stand needed. Only a few replied and so, based on our best guess, we marked out an area for about 10 cars. In the end there were more club members at the show than we had space for on the stand - apologies to Jarlath, Alasdair and anyone else who was unable to park on the stand. Douglas was unable to come in either of his Triumphs but thankfully came anyway, along with Heather, in a modern Mini Cooper. It was very warm, there were large crowds, Alan (French) brought along his BBQ and all in all we had a very relaxing, very sociable and totally enjoyable day! To cap it all there was a special commemorative Kilbroney Grill badge for anyone who had booked in advance plus a free car magazine and tyre pressure chart for UK classic cars (including both Standard and Triumph).



The very next day was the Planes, Trains and Automobile event organised by the National Trust at Mountstewart on the Ards Peninsula. It is another event popular with local members but not

Northern Ireland Continues

on the same scale as Kilbroney. Overall car number seemed well down on previous years. our club had a reasonably good turnout although it's not possible to pre-book a club stand at this event so we were not all parked together. The weather was also not as good as the day before - it was lovely when the sun was out but there were frequent showers throughout the day. A three year restoration of Mountstewart House has recently been completed and a few members took the opportunity to take a tour of the house.



There was a good turn out for the July area meeting. Alan (French), Frank and Bert sent their apologies. Peter Mann confirmed that his Spitfire Mk2 was entered the Terenure Irish & Classic Motor Show just outside Dublin on Saturday 4th July. We have never gone to this show as a club which is a bit of a shame really as it is said to be very good. There are two club members going over for TriumFest at Donington (Frank and us) plus we are staying on in England for an extra week so we can go to the Standard Triumph Marque day at Shelsley Walsh.

That's all for this month except to report that unfortunately we will be standing down as joint AOs at the end of August. We had intended to continue until the end of the year but for a variety of reasons this will not be possible.

Best regards

Jacqui & Paul

NOTTS

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Sorry nothing was put in last month's Courier. Adrian, Jordan, Nigel and Di ventured to the Manchester weekend which was Kids TV based with many challenges and games over the weekend culminating in a visit by Lady Pete Penelope in Fab one which strangely was a stretched Pink Vitesse Driven by Mark Parker Blease on Saturday evening. Sunday was a drive to Ellenroad engine house steam museum seeing this 3000hp beast working was truly amazing.

June saw the Notts Area hold our first BBQ for the neo natal unit at Nottingham hospital, which raised £55 from the raffle and car rides.

On the Thursday 11th saw many of us attend the Peak Run at Ashbourne Peak Gateway the weather was nice to us on the Thursday and Friday but on the Saturday we had some rain. Many of the campers went into Ashbourne to do a treasure hunt which was won by Garth Jupp. On the Saturday night we all got our fancy dress Rock outfits on and went to the room to await the brilliant night ahead. The guys from Derwent Valley exceeded themselves yet again and kept us entertained all night with some very special guest appearances and silly games. On the Sunday saw us all gather in Belper for the start of our 84 mile run to Buxton pavilion, which was a great drive through beautiful scenery.

We were fortunate then to have another weekend break, at the end of June saw many from Notts Area and Derwent Valley attend the International of the 2000/2500 Register which was at Ashbourne Heights for the week. They were blessed with great weather and we had a great time sampling the hospitality of a different Club, thanks go to Lee Godfrey and Michael, Paula Coyle for all there hard work organising this event.

July 7th saw a good turnout for the Derwent Valley chippy run which we all enjoyed and also had good weather for.

When you receive the August courier we will be in the middle of organising for our **August Car Show at the Nags Head Woodborough Nottingham**, all classics are welcome which will be held on the **10th August 7.30 onwards**. TriumFest UK was in July and our AO Nigel and Di attended this, the turn out was good.

On the 10th of July we all attended the funeral of a beautiful lady, Angela Richardson. The Notts, Derwent Valley, and the Northants Area did Angie proud, we escorted her on her final journey which she deserved as she was loved by many. Angela you will be sadly missed by a lot of people rest in peace.

Nigel

PETERBOROUGH

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We only get a few decent months during the British summer when our meetings have the potential to be held outdoors. Last month it was rather too cold and sadly this month, despite a decent spell of settled weather, we picked the cloudy, showery, chilly night again! Such a shame and I'm sure this had some impact on numbers for our July meeting as we were a decidedly smaller group than we might expect for a mid-summer meet.

However, despite being indoors we still had a very interesting gathering with some lively conversations on all things Triumph and beyond. I certainly came away with a whole bunch of ideas to try to solve a nagging problem that has seen my Vitesse burn out 3 coils in fairly quick succession. This is one of the great things about belonging to the TSSC - a problem shared can be reviewed by the group as a whole and instead of scratching my head in isolated frustration, I now have a plan of action thanks to the combined knowledge of the group. I'll let you know how I get on in due course.

At this time of year we do get out and about to many events. Colin recently organised a superb trip including overnight stop, to the Shepherd Neame Brewery in Kent - where Spitfire Ale is brewed. This was very well supported by our members and was much enjoyed by all who took part. Thankfully everyone got there and back without incident, although Tina did do her best to wind up the local traffic wardens and received not one but two parking tickets for her troubles!

Doug also reported on the local Baston Classic Car Show that he helps to organise. Once again we had several local members taking part and Doug was particularly grateful for the support of Angie from TSSC HQ who once again attended with the club stand, and to Club Chairman Chris Gunby, who also attended and offered his services to do valuations on our cars.

We also had a decent number of members and their cars who made the trip to the popular Kimbolton 'Sporting Bears' Charity Classic event. As a group we have been supporting this show for many years and those that went this year reported that it was another great success, with plenty of interest for all the family as well as hundreds of classic cars of all shapes and sizes.

It was also mentioned that one or two local 'multi-marque' classic car meets have been organised by various groups this summer and all seem to be very well attended. The conclusion we drew from this is that there is lots of interest in our local area and lots of us are using our cars.

So why then, on the basis of a straw poll of members present, have less than 20% of our group ever attended the TSSC International Meet - either at Stafford or more recently at Donington? It is an interesting question and one that has no obvious answer. For some reason it seems to lack appeal amongst members in our area, although those that have been all seem to have enjoyed the experience. One for further thought and discussion me thinks and also one to feedback to our CoM perhaps.

I will wrap up there as our meeting was late this month and it is deadline time for the Courier. Next month the weather will be blisteringly warm and we will all be outside on a beautiful balmy evening (fingers crossed). Do join us at the **Red Lion West Deeping on Monday August 10th** any time from around 8pm, for

SCOTLAND CENTRAL WEST SOMERSET

another evening of triumphant banter, food and drink. I'll also show you what was wrong with my Vitesse and how I fixed it (fingers crossed again!).

Cheers

Paul

SCOTLAND CENTRAL WEST

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The July meeting had an extremely large turnout of 16 club cars. We had everything 1500TC, Stag, 2500, TR6, TR4A, TR7, Herolds 1200 and 1360 Spitfires IV, Dolly Sprint, and Vitesse Mk1 and 2. The weather was fine and dry and the beach I ordered was in place (the park had obviously had sand delivered for the playing fields so we were on the remnants). As there were so many cars plus new faces (good to see you all) and old faces that it took a long time to go round everyone. We had an impromptu meeting to go over equipment for Donington. Thank you to everyone for volunteering to bring everything. Having everything sorted we were onto the route. How everyone got there will be a separate story next month. Ronnie has kindly taken on Erskine for 2015 as we are all away. Thank You. There was no collection for funds as it is holiday Donington time and we had guests/ prospective members present. Double next month if you like.

John and others had ventured to Moffat and John has provided commentary as follows.

Linda and I set off on Friday evening with the Herald and teardrop for Moffat in the rain which finally let up about 10 miles from the town, unfortunately the wipers didn't want to go off so, upon arriving on the rugby club site the first order of the evening was to pull the live feed off the motor, before putting the canopy up and heading to bed. The Saturday morning dawned bright and sunny, meaning there was a great turnout of cars for the road run, approximately 300 according to the organisers, ranging from a pre-war Arrol Johnston up to mid-nineties classics, like a lovely run out model XJS V12. The 45 mile route took us north out of Moffat before turning right and climbing a 1 in 5 gradient passed the Meggat Reservoir and dropping us down just south of St Mary's Loch before turning back for the town. Definitely a Drive it Day destination for the future.

On Sunday morning Iain (2500 Vitesse) and Mike (Spitford) arrived for the show, unfortunately they brought the rain with them but this eased off about 11ish allowing us to have a good look at the cars on display, Bob (Herald) made his way down about lunchtime. A few heavy showers in the afternoon had everyone running for cover but it cleared up enough to give us a dry run home with the roof down. We had a great time catching up with some old friends including THE singing legend Sydney Devine (close personal friend to the stars, I am) who was tasked with giving out the various trophies. Overall this was a great show and definitely would be a good venue for a club weekend camping trip next year.

Thanks for that John (friend to the Stars). Good idea for next year, also good report. (Hmmm?). I do not rub shoulder with the rich and famous, so here is a report on another show.

Once again we took part in the Hamilton Town Centre show. We had nine cars of various descriptions two micro caravans. One Triumph motorbike and the event shelter. So arriving was not exactly subtle. All those present were directed to park in formation and we managed to fit everything in although the event was very busy with lots of entrants plus other Clubs and modern super-cars next to us. We were very well received and the organiser was especially pleased to see us. Thanks to all on the day for helping out. Goodie bags and a free lunch to all. The best quote all day came from the street entertainers commenting on an imaginary race where the competitors were Ayr Town Centre and Lewis from Hamilton. We had a few people wanting to join up and one guest Spitfire of Ian Young. A good day out, if a little cold. All the old friends out with the cars came to say hello, perfect. Ian and John were off to spend the night in Strathclyde Country Park (testing ground for Donington, despite other dog... derogatory comments). Thanks also to Michael who could not attend due to

TSSC AREA NEWS



snapping a driveshaft (lucky it was near home and not at Spa) who welded up a new flagpole stand that goes under a wheel. Brilliant. I was of course in a borrowed car once again (thanks Martin) in the shape of a 1360 Estate. I have been using her for a few weeks and the comments have been great. People have been waving or calling out (it could have been my driving) encouragement to keep the car going. I was followed for about 5 miles by a white van that kept following every turn until I eventually arrived home (I know I should have gone elsewhere).

Turns out the driver has Triumphs and lives about 10 miles away and had never seen an estate car. Leaflet and membership form deployed and a sigh of relief (could not shake him, it was like a movie scene).

Everyone loves an everyday classic car. It has prompted me to try and get my cars going. (honest). The Spitfire will not have been at Donington as it needs slightly more work to reverse the effects of being left outside for 2 years in pieces. A long time is probably not the best idea for the first outing.

So Donington 2015 will be a good story. Report on Erskine and Donington next month.

The next shows are Dundee and Biggar, either as a run or a show stand TBC. Probably a run.

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). Please come along, but book your car in.

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. (slowly) thanks to all in the Area.

NEXT MEETING will be on Wednesday 5th August 2015 at Lochinch with everything back to normal booking. Dates for 2015.

So far we have confirmed events.

9th August Dundee Motor Show TBC Run to this or.

16th August Biggar Rally TBC - Run?

30th August - Kirkintilloch Canal Festival- Display area in the main street (closed off) before 10am.

NEXT MEETING will be on Wednesday 5th August 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).

What do you call a man standing at the side of the road?

Or my new nickname, amongst others).

Carlos ... (careless, geddit?)

Will Try Harder

Tiny Bubbles

Gregor G.

SOMERSET

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Hi all. The June meet saw a very good turnout of 16+ members! Probably the best in a few years and a great assortment of cars in the carpark. We had a TR6, TR4b, 1500 FWD, 2 GT6's, a 13/60, 1500 Spit, a Stag and 2L Vitesse!

We welcomed 2 new members, Jane and Mark (Stag) and 4 long lost faces in the guise of Gale and Jon and Carl and Rowena. Good to see you all and we hope you make it a regular occurrence! The more the merrier as they say.

The weekend 12th-13th June saw us man the Somerset Area stand at the Footman James Bristol Classic car show. Our theme was 3 Phases of owning a Triumph (Work,



Somerset Continues

Rust and Play) and depicted our interpretation of what owning one of our cars entails (photo's 1 & 2)! We had Martins Mk1 Spitty chassis with a phantom welder working on it all weekend (not that he achieved much!) Then a pile of rusty Spitfire panels with their own supply of waxoil! at hand just in case! Lastly Eric's immaculate 1500 Spitty on a sunlit beach, looking pristine!



Having never set up a stand for this show we were not sure what the judges might be looking for, it was no surprise to find we had failed to impress! The (NEW) organisers/judges went very much for the concours end of things. Ah well there will always next year?? We do though hope that any members who attended enjoyed our efforts and also had a great day out!

The Blood Bikes meet at sanders garden World did not go ahead on the 21st June. It was moved to earlier in the month due to it clashing with Weston Airday and Town Square classic car gathering, this meant a rapid e-mail from Martin, so we hope you didn't find yourselves buying unwanted garden products!!

Only Derek (via prior invite) took a car to the Weston show. There was a good turn out of local cars, but of course the planes etc were as spectacular as ever. The red Arrows and the Vulcan stole the show by a long way. If you have never heard a low level flight by the 'V' bomber then you are lucky. With the afterburner fired up I guess it could easily be heard all over Somerset (loud or what?) and probably a fair few spectators were left deaf for a while!!

A few of us are attending Powderham and Paignton in July, so hopefully we had good weather!!

Just time for our 2 monthly list of shows for August/September.

August 8-9th, Bridgewater Classic.

August 11th, Club meet, Fox-n-Goose.

August 16th, Doniford Bay children in need run.

August 16th, Weston Town Square.

August 23rd, Thornfalcon Gathering.

August 31st, Grove Park WSM, Big Band Sound car show.

September 8th, club meet Fox-n-Goose.

September 13th, Weston Town Square.

September 29th, Grove Park WSM classic car gathering.

Martin will, as usual, mail reminders and meet details closer to each date!!

Hope to see as many of you as poss at the next meeting!!

Cheers for now,

Martin and Derek

I hope we can see these numbers of cars next month if the MG club come to visit.

We also had a possible new recruit to our fold, Derek who brought along his emerald green Stag.

Now a word from our leader.

Hi folks, how time flies, another month over and by the time you read this the longest day of the year will have been and gone and here is me thinking I have only just had Christmas. A definite sign of the times.

Saturday 13th June saw Mike H, David and Val, myself and Barb off to a 7.45 start to Locks Heath shopping centre to support Neil and the Locks Heath car club who were putting on a show of some 40 cars in aid of the Discovery Sailing Project. As we arrived we were marshalled in by Neil and parked up very professionally. Mark joined us in his TR7 as well as Peter in his Stag. An enjoyable day was spent chatting to people, drinking coffee (some people). Oh I nearly forgot the pint at lunch time. A pleasant drive home with tops down.

The next morning the five of us set off to Tangmere for their classic wheels day. A slight change in order this time - Mike and Val, David by himself and Barb and myself. A nice drive down tops down on a sunny morning. On arrival we were parked up in our designated slots, Mike being parked up with the Austins while Dave and I were parked up with the Triumphs.

On Saturday 20th David and I made the short trip to the Dean Rally near Ropley. The show itself seems to be gathering momentum, there being more of everything this year. There were about 30 odd cars in attendance, motorcycles, steams, tractors and the like. Weather was a tad iffy but quite a nice day out.

Sunday saw Mike and Val in the Healey and I and Barb in the Stag set off to visit the Mike Hawthorn Memorial Collection, a fine gathering of Hawthorn cars and memorabilia. Met up with Neil and Matt in Neil's GT6. Some really nice cars in the parking area, e-types galore, porches, a lone McLaren and many others. We wandered round the parking area admiring the cars before going back home a different route. Not my best decision, I must hasten to add. Thanks

Mike.

One of the most anticipated events of the year for me is the Cornwall Camping weekend. This year it was held at Penmarlam Caravan Park at Bodinnick near Fowey.

Jackie I met up with Vanessa, Mark and the kids at Andrew Hayes Caravan Park near Kilmington, Devon, on Thursday evening for an overnight stay to break the journey up. It's about halfway point. We left around tenish to arrive just after lunch after a short stop for lunch at Saltash service and a minor drama in the car park with gearbox oil dripping from the filter housing on the 2.5's over-drive.

After setting up the caravans the girls went off for food supplies and Mark and I consoled ourselves with a couple of pints of well earned Betty Stoggs.

We were joined later by Robin and Ann who had had a mishap of their own. The wipers on his Spitfire had stopped working, so he removed the wiper and squeegeed the windscreen.

Mike's Stag also gave up the ghost and had to have the nice man from the AA come to their rescue, a new fuel pump was needed there.

By Friday evening Mickey and Julie had arrived and set up and so had the Cornwall Triumphs so the Old Ferryboat Inn was our next port of call for a very nice evening meal.

Saturday took the usual format of cooked breakfast then on a run out that Mike Crewes had devised then back to the campsite for the communal BBQ.

Robin had brought along a large bottle of homemade sloe gin to go with the sloe gin Jackie had brought along as we as the sloe gin Vanessa had brought with her. Mark and I stuck to the Betty Stoggs, Tribute and Proper Job. Safe bet.

Sunday we went to the Jubilee Inn for Lunch, then back to the campsite for the Cornish to pack up and say good byes. Sally - Ann and Antony stayed on and join the Southern and Thames group for burgers and salad tea.

During our stay there Jackie and I went off to visit the lost Gardens of Heligan and then later to St. Michaels mount with Mark and Vanessa. Friday we went to the Padstow Vintage rally and fayre. A three day rally with lots to see but it was not that busy, so I presume most of the visitors go Saturday and Sunday.

SOUTHERN

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Hi All, our roaming meeting at the Elsted Inn was a good evening in several ways. This is a cracking little pub set in the South Downs and has a good selection of beers and a nice garden. The car park next door is for the small industrial units but was used to display the nine cars we had on show. They also use it for a gathering of classic cars on New Year's Day. It was good to see Wendy back with us after having a fall and breaking her arm.

Our regular meeting for July was really well attended with club cars taking up a good proportion of the pubs large car park.

NORTH STAFFS . . . SUFFOLK



TSSC AREA NEWS

Saturday we packed up and headed home with only a forty five minute traffic jam from Saltash to the other side of the Tamar bridge and of course we had to pay to get out of Cornwall.

All in all a very good week away. We are very pleased with the little Eriba caravan and that was the last outing for Mark and Vanessa's Esterelle.

Thanks again to our Cornish hosts , always good to see you.

Don't forget the GRRC picnic on August 2nd , same day as Thoroughbred Sunday at the Goodwood motor racing circuit.

Up and coming events August

1st Stroud

2nd Goodwood breakfast club. Thoroughbred Sunday Also GRRC 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 Camberly

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

more or less fell apart, so part of the old Vitesse bonnet was used to make new brackets, so the Mazda has another little bit of Triumph in it, I will have to start calling it the Trimazda.

Then the spoiler also looked like a fresh lick of paint would be in order, and so it goes on.

There's also more domestic plumbing work to do, so more excuses for little progress.

I did manage a small start on one door filling a dent, but needs many hours to get this ready for primer. Once some of these domestic jobs are done I will have to get stuck in, as I'm getting more and more jibs about what seems to be a fictitious Triumph I have tucked away in some garage.

You have to make the best of the summer though so with more events to do, I can say there's little time for crawling under a car when I have to check out all the cars at the shows.

A number of members attended Cars in The Park Lichfield 4/5th July, but a heavy shower of rain sent many off for an early bath, which was a shame as the sun soon returned but the rain killed the show.

We hope to get a good number of Triumphs at Shugborough Transport Show on the 9th August.

Stafford Castle 2nd August

Cromford Steam Rally 1-2nd August

Runway Display Seigford Staffs 16th August

Lupin Farm 16th August

Taton Park 22-23rd August

Capsthorpe 30th August.

Enjoy your car and the summer whilst you can.

Dave

That's all for this month, take care

Mark

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SUFFOLK

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Having just had the Summer solstice, someone should have told the weather gods that its summer, as many of the events have suffered from low attendance due to poor weather.

Things did improve on the day and around eight members attended the Trentham Transport Festival, all be it in a range of cars and different clubs, from Austin's Morris Lotus Stags & Jags, along with some other Triumphs.

A good range of vehicles made for a good show and many an hour spent talking to lots of owners.

I was surprised when talking to Ian Hissey when he pulled out a lemon cake he made, this refers back to what I said in jest back in Aprils Courier about cakes for the AO when attending events.

The cake was very tasty, good texture nice colour with an even spread of fruit and definitely no soggy bottom, I thing Ian is now thinking of applying for the next Great British Bake Off.

Adrian and Wills GT6 has now got its MOT and made it to Trentham and the monthly meet, they should be very proud of the work done to the car, new carpets are now in the process of being fitted to bring the interior up to the high standard of the bodywork, well done guys.

Phil & Alison presented me with a jelly bean car, for collecting some subs for area funds, see photo, thanks again.

I was hoping to restart work on the Vitesse, but the other half modified the front wing on the MX5, so that needs sorting, and of cause as it will need painting.

So I decided to remove the rear plastic panel around the number plate as the paint was a little faded..

On removing that the brackets holding the number plate lights



An amazing number of cars came to our latest meeting, no doubt enticed out by the clement weather. It was definitely a top down drive there and back home, although the temperature was quite a bit cooler after 9pm or so. Colin came along in his recently acquired TR6. Not being able to get to the last meeting, this was the first time that I had seen it. It is really nice with bright, shiny, chrome wire wheels. I can see he will have many hours of fun keeping them clean and shiny.

Dave used to be a regular attendee a couple of years ago but has not been for some time. He came along in his mustard Spitfire which still looks brilliant. It has not been used much recently so he must have enjoyed driving it out to the meeting. See you at the next meeting?

Rodney's Spitfire has now been completely resprayed in red 2 pack after having a few bodywork repairs in the lower regions. He has retained the black bumpers and wing cappings that make this a distinctive car. Having a ticking sound from the rear he has replaced the universal joints on prop shaft and drive shaft to no avail. Further inspection and careful listening to determine where the ticking is coming from has lead him to diagnose the fault as in the nearside rear wheel bearing. That will shortly be replaced using a very beefy hub puller he has just acquired.

A new car to arrive was a superb looking GT6 in Magenta (if that is the correct name for the colour), owned by Dan. The car came off the road in 1992, seemingly from the photos because of extensive corrosion. A four year restoration has just been completed. Dan did all the bodywork repairs and panel replacement himself. Various parts of the engine, e.g. crankshaft, were machined by Scholar and then Dan rebuilt it over a few days. The only thing he has not done himself was the respray. The end result is a really nice car and it is all the more impressive when one discovers that Dan is now only 19 years of age and started the restoration of this car when he was 15! Not content with this, he now wants to restore another car, a TR6 was mentioned.

Brian's Lightning continues to be improved and now is shod with MGF wheels. These have the wider tyres from the rear of the MGF fitted all round and it now looks very purposeful. Mac (the trailer)



TSSC AREA NEWS

SUFFOLK . . . THAMES

Suffolk Continues

is now finished and will shortly be towed to Donington and to Silverstone.

Russell has just acquired a set of Kwik Lift ramps (kwik-lift.com). These are manufactured by an American company but generally are not available in the UK. Drive on to the ramps, jack up the rear of the ramps using a single trolley jack, release the rear supports, remove the jack and there you are with your car a good foot off the ground. Brilliant, there must be a market over here for these. (I bet Chris will want to borrow them). Russell's brown 2000 Estate that he is rescuing is going well. Three wings have been replaced/repainted, two sills replaced and paint resprayed as necessary. In Russell's words, it was looking a bit dull on its original wheels so he has put Stag wheels on and it looks great.

Julian now has his Vitesse, a Mk1 with a Webasto roof. This is a fairly rare car combination these days. It is a good solid car that has not been messed around with, but in his words it needs some fettling. Having moved to Trimley, he now has joined the Felixstowe convoy via the back roads to the club meetings.

The next meeting is **4th August followed by the 1st September and 6th October. So, see you at the Sorrel Horse, Berham on 4th August at 8:00pm.**

Peter

THAMES

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Hello all. Hope you have been able to enjoy the lovely June weather, we had a great trip to Cornwall camping weekend and a good show at Mercedes World with the Woking Hospice show. Our Vitesse is still going strong and been a pleasure to drive. There has been lots of activity with member's Triumphs as well as ours. There are still plenty of shows to attend so if you fancy joining us please get in touch. After a lot of talking about a change of hands, the Fox & Castle has now got a new landlord, the first impressions are not great as the prices have risen and the menu has less choice to choose from. Nothing has change with our meetings yet, but we are looking for a new venue if things don't improve (any recommendation welcomed).

SOCIAL EVENING AT THE FOX & CASTLE - 4TH JUNE. It's a wonderful drive in the Vitesse to the Fox & Castle this sunny evening. To keep me company I have the pleasure of George B, Graeme C, Doug B, Chris C & Martin F. We had three Triumph's in the car park to night, Doug's GT6 Mk3, Martin's newly brought Triumph 2000 Mk 2 saloon & my Vitesse. Work on our Triumph's has been, Chris had his Spitfire bonnet repainted only to have the electrics damaged on rewiring and is waiting to hear from the paint shop how bad the damage is. Doug has fitted new rear shock absorbers to his GT6. Graeme's TR6 has been struck into darkness once more as his headlight dip switch has stopped working, complete with the smell of hot wires. Martin's new buy was welcomed into the fold as we are given the grand tour of his Mk2 2000. A lovely evening with great company.

18TH JUNE. - More sunshine & another lovely trip in the Vitesse to the Fox & Castle. Julie meets me there along with Graeme C, Tony H, Doug B, John P, George B & a warm welcome to Paul R on his first visit. Paul had recently brought a Mk1 Vitesse convertible and it's a beauty, also in the car park are Doug's GT6 Mk3, George's Vitesse Mk1 Vitesse convertible and my Mk2 Vitesse convertible. Work on our Triumph's has been, My Vitesse has a fresh MoT. Tony's Stag is nearly back on the road after replacing the broken Jack shaft, fitting a recon water pump. Doug has replaced the front brake hoses on his GT6. Paul Vitesse was admired by us all.

SHOWS & EVENTS. - 17TH JUNE. WOKING HOSPICE CLASSIC CAR SHOW & FAYRE.

Still blessed with sunny weather Julie and I meet up with George & Chris outside of Mercedes-Benz world in Weybridge. We are

shown were to park up and soon have the TSSC flag flying and a relaxing cuppa to enjoy as the showground fills up and stalls are set up ready for the public at 11am. For entertainment we have the Surrey Pipe Band, Dog display, Summerscales Performers, Bourne Concert Band in the arena, Also Live Music from three local bands, other attractions bungee trampoline, Bouncy castle & slides, ball pond. A soccer shoot out, face painting and a balloon artist, as well as the usual charity, trade, arts & craft stalls, food and drink (including a beer and pimm's tent), ice cream van. Not forgetting the Mercedes Benz showrooms, Brooklands museum display of a Napier-Railton, London Bus Museum, Veteran Cycle Club Display and 160 Classic cars which included 5 Stags, Barry & Toni's Herald Coupe, a TR6, a TR5, a 1200 Herald saloon, George's Mk1 Vitesse convertible and my Mk2 Vitesse convertible. It was a pleasant show and the Mercedes Benz showroom is well worth a visit on its own.

26TH/29TH JUNE. CORNWALL CAMPING WEEKEND AT BOD-DINICK. With the Vitesse packed and folding caravan hitched up Julie and I hit the road heading along the coast road to avoid Glastonbury. The sun is shining and the roof is down as we motor along making good time. Coming up to Honiton we head into a cloud bank there is a little drizzle but it's not getting us wet so we keep on driving through the fog & into Devon. Once into Cornwall we pull into a lay by to put up the roof just before it poured down with rain. By the time we got to the campsite the rain had stopped. There already was Mark, Vanessa & kids in there 2.5 s Mk2 saloon, Mark & Jackie in euro box (their Vitesse is currently being restored), Antony & Sally-Anne were set up but out. We claimed a pitch & set about unraveling our folding caravan. Mike & Claudia arrive as we are setting up in their Stag & 70's style caravan. We shoot off to Looe to stock up on supplies and get a bite to eat, returning back to the campsite we find there are more campers all set up, Tony & Helen in their Herald 13/60 estate, Carol in her Spitfire 1500. Mike & Barbara in their Stag & Robin and Anne in their Spitfire 1500 were staying in a B&B locally, but both cars had issues coming down, Robin's wipers stopped working on the Spitfire & Mike's fuel pump pack up on his Stag (the AA fitted regular electric pump to get him going).

That evening we walked down the steep hill to the Ferryman inn to sample their wares & very nice they were too. After a very pleasant night in the pub the epic trip back up the hill to the campsite was aided by the numbing effect of alcohol and support of fellow campers, well slept well that night.

Saturday morning was lovely and sunny as we ate breakfast in its glory. Steve & Lynne turn up in a euro box and set up their tent and were ready to join us for a drive along the Cornish coast popping in too small villages along the narrow lanes, we parked up at Polperro to visit & have lunch in this cosy little fishing village. Next Julie & I went into Liskard to get BBQ stuff for the evening meal before returning to the campsite. The BBQ was lit as we gather into the small marquee and set up tables, Sally-Anne & Antony out did most with table dressing (posh tablecloth, candles, caravan and awning salt and pepper pots). We ate drank and chatted the evening away before retiring to our caravans /tents to another restful sleep.

Sunday morning was misty and drizzling rain, but by 11am we were all ready to leave, heading to the Jubilee Inn for lunch, the Triumphs were parked up at the top of the car park for a photo opportunity. Inside the pub we were shown to our table and waited for our meals to arrive. After the meal some bib farewell and headed for home. We along with Mark, Jackie, Mike, Barbara, Robin & Anne in our Vitesse, Mike's Stag & Robin's Spitfire took the ferry and parked up in Fowey. We walked into town and took a passenger ferry back across to Polruan to look around & sample a pint of Cornish ale. Then back to Fowey for a look around and to collect our Triumph's. Over on the ferry & back to the campsite for evening meal of burgers and salad (thanks Mark) washed down with some more Cornish ale...bliss.

Monday came too soon & after breakfast Julie and I start to pack up our weekend home, once packed we say farewell to our friends staying the rest of the week and head for home. We have a lovely trip home escorted by the sun all the way, a fantastic weekend thank you Cornwall area.

Our next meetings at the **FOX & CASTLE are from 8pm in August on the 13th & 27th & in September on the 10th & 24th.** Please come & join us for a warm welcome or call me on 07773623807.

UPCOMING EVENTS - AUGUST

9th White Doves Collectors Transport show Kingsley

NORTH WALES

15th Capel village car & bike show Dorking
16th Classic Car show & Auto Jumble Cranleigh
22nd Camberley classic car display Camberley
29th/31st Rudgwick Steam fair Horsham
29th/30th Wings & Wheels Dunsfold
29th/30th Surrey Royal Show Egham

SEPTEMBER

6th Shere Hill climb Shere (A246)
13th All Triumph Day Duxford
18th/20th Totally Triumphs Norfolk

Mickey & Julie

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Hi, everybody. Tuesday 2nd June was our monthly meeting night. Those of us that were booked to be touring Northern Spain met early at The Plough in Gresford, with a view to going over details of the trip, only to be told that we couldn't have our meeting there that evening because of a double booking:- (no-one had been contacted about this, and it is the second time this year that we have been messed about by the new landlord). So we moved down the road to the Red Lion, where arrangements were made for meeting up for the sailing from Portsmouth, etc. We then continued with our evening, arranging shows and meeting places. Our gigantic raffle was well received as usual, with some interesting prizes, including some eggs from our "Happy Hens"! Many booking forms were completed, and the coming shows discussed, so another good meeting, despite having to relocate.

Friday 5th June was our annual chippy run. This was very well attended, with people meeting up at Halfords Chester, and leaving at about 6.45 p.m. in order to get to the chippy in plenty of time. Another great evening, with great company and some really good laughs.

"A funny thing happened on the way to the forum", as the saying goes! Helena had received an e-mail in March, just before lambing had started, from the landlord of the Trevor Arms in Marford, expressing an interest in our car group. Before our monthly meeting we, along with Julia and Alan, had decided that we would go along the following Sunday to have lunch, and have a look at the place. Well, with the events that occurred on the following Tuesday, the night of our regular monthly meeting, a gang of us (this being Roger and Helena, M.G. Sam and Joan, M.G. Richard and Joyce, plus Julia and Alan and Jan and Geoff), decided to go and have a look, and have lunch at the Trevor Arms. We had a great time:- we were welcomed in, and shown everything that we wanted to see, i.e. a room where we can hold our meetings, the car parks, and room at the back of the pub to have a show. Their facilities are excellent, with a P.A. system available, and the staff were very accommodating, with a very warm welcome, and good food. A lovely day, with great company, and getting things sorted out!

Sunday 14th June was the Welshpool Air Show & Festival of Transport, and a large group met at Gledrid Services to depart at 8.00 a.m. in order to be on site before 9.00 a.m.:- we joined them on the A483, just outside Oswestry. The transport show plus the many varied stalls and food outlets were much better organised this year, with plenty of room to wander around. Then the air show started with a precision display by the Army parachute team the "Silver Stars", and went on all through the afternoon. The Vulcan was fantastic, with ground shaking passes. The air show finale was a long and incredible display by today's superplane the Typhoon, which, like the Vulcan, shook the ground, so much so that it set car alarms off. Our Spitfire was one of three on display, and it was very popular with the crowds, many reminiscing of the time when they had one years ago.

On Friday 19th June eighteen of Chester & Wrexham group took our classics to Northern Spain. We loaded our Stag ready to leave at 7.00 a.m., and started the engine, only to have the alternator start screaming. So after one and a half hours fiddling, but to no avail, we threw all our kit into our classic 4-litre coupe and headed off for Portsmouth. Brittany Ferries were 'phoned on the way down, and transferred all the paperwork over from the Stag to the Jag with no fuss:- we take our hats off to them. Our group

TSSC AREA NEWS



had a wonderful time driving valleys and mountain passes, dining in Spanish style. One village restaurant was closed on Mondays, but when Alan, who speaks very good Spanish, asked about food and drink the owner opened up, served drinks and cooked an excellent meal. We enjoyed great hospitality and a fantastic hotel in a part of Northern Spain that tourists rarely see:- nine days of glorious weather and scenery to match. The first photo shows the view from our hotel balcony, looking over the estuary and town (this being the front of the hotel, whilst the back looked over the gorgeous beach):- the second is a



photoshoot of the cars in front of a church that was moved brick by brick when the original village it stood in was one of five to be flooded to make way for reservoirs. A completely new village was purpose built to house all the people, but the church is original.

Mick with his Stag and Roger with his Vitesse convertible attended the Kelsall Steam Rally Show on Saturday 27th June. This is an excellent show, and one which we are disappointed in missing because of the Spanish trip. A large selection of classic cars, steam tractor engines, tractors and heavy trucks were present at this show which, over past years has grown to be one of the largest in the area. Roger's Vitesse attracted attention from the public, being the sole car of this type at the show:- it is a very attractive classic, in A1 condition.

Tuesday 30th June was the OFFAL run. As we were organising this one, and did not have much time to plan a route, we used one from about two years ago. Twenty-six of our group met at the Grosvenor Garden Centre near Wrexham at 11.00 a.m. for coffee, tea, etc., and then set off for a short run (ideal after the holiday) to end up at the Cholmondeley Arms Pub, where the pre-ordered meals were served up very efficiently. Everyone enjoyed their lunch, with lots of chat and laughter going on as usual. The weather was lovely, quite hot, so we used Spitty on this run as it was ideal to have the roof down.

That's about it for now. Please note the change of venue for our monthly meetings, which are now held at The Trevor Arms, Marford, on the first Tuesday of the month at 8.00 p.m. There is also a meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m. Come and see what we are all about, if you enjoy a good laugh then we are the group for you.

Forthcoming events:-

AUG

2nd August:- Weston under Redcastle Village Show.

2nd August:- Bersham History Alive Show, Bersham, Wrexham.

4th August:- Monthly meeting at the Trevor Arms, Marford.

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, Sleaf Airfield.

North Wales Continues

- 22nd - 23rd August:-** Passion for Power Classic Motor Show, Tatton Park.
25th August:- OFFAL.
- 29th - 31st August:-** Oulton Park Gold Cup.
- 30th August:-** 44th Cheshire Classic Car & Motorcycle Show, Capesthorpe Hall:- Contact Andrew Greenwood on 01484-667776 or info@classicshows.org.uk.
- 30th - 31st August:-** Wings & Wheels, Halfpenny Green Airport, Wolverhampton:-
 Contact Vaughn on 07773-053997.
- SEPT**
- 1st September:-** Monthly meeting at the Trevor Arms, Marford.
- 5th September:-** Wings & Wheels Classic Aircraft & Car Show, Sleep Airfield.
- 6th September:-** Potteries & South Cheshire Charity Road Run.
- 6th September:-** Cholmondeley Castle.
- 16th September:-** Meeting at the PloUGH Inn, St. Asaph.
- 20th September:-** Wheels Within Wem Show, Wem.
- 20th September:-** Hinckley Classic Motorshow, Hinckley, Leics.
- 26th - 27th September:-** North West Vintage Rally, Victoria Park, Widnes, Cheshire, WA8 7SU.
- 27th September:-** Forden Vintage & Classic Show and Autojumble, Forden, Nr. Welshpool, SY21 8NE. Entry £5.00 per adult. Contact Richard on 01938-475070.
- 29th September:-** OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

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KEWSTOKE SHOW JUNE 6th

Al G and I set off for Cardiff Gate services in my TR4A where we waited until the pre arranged time before travelling east along the M4 to the next meeting point at Magor Services where Thumper Watson (Spit 1500), Mikey P. (Acclaim) and Mikey J. (GT6) were waiting for us, we were soon joined by Paul & Barb G (TR6). At the allotted time we set off along the M4 in the beautiful sunshine with all soft tops down, as we crossed the second Severn crossing the sky darkened, but the threatened rain kept off! We were joined en route by Colin & Jacqui (Vitesse 2L Con) and our small convoy rolled into the beautiful village of Kewstoke where once again the residents made us very welcome and gave us complimentary beverage tickets.

We parked up in a prominent position, but as we had our ground anchors but not our banners we improvised with a Union Flag and Welsh Dragon (an image of my mother in law). Al scrounged some stakes and Paul & Barb set up our bunting, they also set up a cooker and kept us well watered all day, thanks Paul & Barb.

We all sampled the hot dogs, beef burgers and cream teas that were on sale at very reasonable prices. Mikey P.



Had a "meeting" with a local publican and came back to tell us about the steak dinner he had just had, he was seen counting bank notes later on in the privacy of his Acclaim.

Time flew by and we noticed that other classic cars that were part of the show were moving out, so at around 4pm we started packing up to leave, I think it was Jacqui who said "Well, what we lacked in flag poles was certainly made up for by a tow pole and a branch that had fallen off a tree", very true I thought.

We headed off for home along the M5 & M4 and were lucky to avoid any traffic queues as a band called won election (or something similar) were going to attempt to sing in the Millennium Stadium and this had put people off visiting Cardiff, the night before Manic Street Preachers had played at Cardiff Castle and there had been a 45 mile tailback on the motorway.

Another great day out with the S.Wales Area and guests Colin & Jacqui with another major show in Pembroke tomorrow, FANTASTIC!

PEMBROKESHIRE CLASSIC CAR SHOW SCOLTON MANOR JUNE 7th 2015

An early start meant Al G arrived at my house at 6:20am, we jumped into my 13/60 Convertible and drove the 8 miles to "German" George's house where he was waiting outside for us. In the beautiful morning sunshine we travelled to M4 junction 35 and had a McDonald's breakfast. We were soon joined by Paul & Barb (TR6) then Rob & Pete (13/60 Shooting Brake) and at the pre arranged time we left to travel along the M4 to Pont Abraham services where Roger (Vitesse 2L Convertible) and Larry, Lisa & Paul (13/60 Convertible) were waiting patiently for us. We then headed off (all soft tops down) along the A roads until we reached Plemblewin Truck stop where Mark Davies (Healey 100), Harry & Janet (TR3), Hugh & Margaret (Morris Minor) & John & Christine (TR3) were already assembled. We then headed off for the last leg of our journey to Scolton Manor and although we arrived together at first

we were unable to park together until our friends from the Pembrokeshire Classic Car Club who were organising this fantastic show stepped in and marshalled us all into a prominent area, we cannot thank you enough!

Well what a fantastic day we had yet again at this beautiful site, with the extremely friendly and hard working Pembrokeshire Classic Car Club members. Our events shelter was soon erected and Rob did a great job providing us with bacon rolls and beverages, later on in the day we caught up with Gerry and had a good catch up with him.

Harry & John ate about 64 bacon rolls, but I promised not to mention this as they did not want Christine or Janet to find out. After one of my walks around the show I returned to our area to find that someone had taken my grey and grubby 13/60 and replaced it with a shiny Valencia blue example, but as I started to panic the others explained to me that in my absence Lisa had polished my car, yes the lovely shiny 13/60 was mine – FANTASTIC, thanks Lisa. A few bargains were procured from the auto jumble/boot sale and the time passed very quickly, soon it was time to start packing up and all members pitched in to help. Those of us returning to S. Wales bid the others goodbye and as we were leaving Harry said "well, what we had in numbers was more than made up for by George", we couldn't argue with that!

The drive home was punctuated with a stop at Mark's house (Paul & Barb elected to continue home to catch the end of the Grand Prix) so that Lisa & Paul could discuss a Vitesse purchase with him and we were all happy that a very good deal was struck between the two parties. Paul, Lisa & Larry stayed on at Mark's to sort out the final details so my 13/60 and Rob & Pete's 13/60 Shooting Brake drove the last 105 miles home together with a stop for coffee en route.

We waved goodbye to Rob & Pete just after we had turned off at junction 35 as we turned off to travel along Llantrisant road to drop George off at his house, another great day out with the TSSC S. Wales area, FANTASTIC!



SOUTH WALES

JUNIPER BEAN & COLESLAW RUN JUNE 11th

Al had been having problems with his immaculate Spitfire which he and I had looked at earlier on in the week, Al wanted to give the car a good test drive and asked me if I would accompany him in his car so I agreed. Al drove to my house and reported that the car was now running really well, but we still checked and then made a fuel mixture adjustment. We then drove the 10 miles to the Nantgarw meeting point, but the car park was full so we parked up near the entrance so that others arriving would see us. Al's car was running extremely well, but needed a slight tick over adjustment.

Ian & Louise were next to arrive in their beautiful Spitfire MKIV with the recently installed over drive gear box, it had made a great difference said Ian. Then Young Eddie & Mo arrived in Eddie's freshly mot'd 13/60 Saloon, it was great to see them both as Eddie has had a knee replacement and some ankle problems which he now seems to be getting over - FANTASTIC! Then Mike The Bass & Sandra turned up in their beautiful Spitfire MKIII.

At the pre arranged time we set off for Abergavenny with Eddie in pole position, Al's Spitfire was really on song and although we believe it has a fast cam fitted we had managed to get it running absolutely spot on with no pre ignition or pinking, Al was very pleased (and so was I). All the soft tops were down on this wonderful summer evening and we arrived at Abergavenny looking forward to our Juniper Beans & Colelaw. Imagine how disappointed we were when the cafe that sells them was closed! Never mind we thought, we'll walk back to the chip shop. On the way I had a call from Monmouth Mafia Mike, "where are you? I have just arrived in the car park and have parked next to your cars" (even though we hadn't arrived together Monmouth Mike had still managed to park together FANTASTIC). I told him that we were walking back to the chip shop as the Cafe was closed. "I'll soon fix that" he said "go back to the cafe and I'll be there in 5 minutes". We walked back to the cafe and as we arrived there a man was opening the doors and asked if we were TSSC S. Wales, on confirmation that we were he let us in and took our orders for Juniper Beans & Colelaw, apologising for the cafe being closed on our arrival. Monmouth Mike then entered and took the man aside for some stern words then sat down with us for a chat while our food was being prepared. I must say that the Juniper Beans & Colelaw were the best I have ever had and everyone else thought the same. We took the opportunity to discuss next month's mid week run and Monmouth Mike recommended a venue near his home in Monmouth where the house speciality is Jellied Eels & Kedgeree, very nice we all thought, we'll go for that.

We left the cafe at around 9:15pm for the short walk back to our cars, Mike The Bass & Sandra were taking another route home and Monmouth Mike was returning to Monmouth so we all said our good-byes. Ian & Louise led our group of 3 cars home along the A & B roads turning off along the A470 to their home, Eddie then led Al & I onto the M4 and off at our junction giving us a wave as we peeled off at our roundabout.

It had been a great evening out with the S.Wales area with the FANTASTIC weather in our FANTASTIC cars. When Al dropped me off home he mentioned "that what we had lacked in numbers was more than made up for by the quality of those who attended". Very true I thought and nicely put.

Thank you to those who were able to support this run

BARRY ISLAND SHOW SUNDAY 14TH JUNE.

Great feeling driving along the M4 in the GT6 at 7.30 on a Sunday morning not many cars on the road towards junction 33 meeting point, bit cloudy but dry. I was first to arrive from our club

The Ford contingent were already there, wasn't sure who was going to turn up as Bernard, Paul and Action Man were on holiday but then Rob turned up in his 13/60 Herald shooting brake. Next to turn up then were John and Mike in the Acclaim and then Gwyn and Tim in the 1300 Dolomite. We waited until 8.30 and then started off to Barry Rob leading the way.

We managed to get the same position as last year on the grass verge over looking the sea, luckily we kept 2 extra parking space as Paul Watson turned up in his 1500 Spitfire he missed the meeting point due to the Velethon Bike race which had closed roads from around Newport, Abergavenny, Cardiff, Caerphilly causing chaos.

Rob was soon in action with Tea and Coffee and we were all tea logged by the end of the day.

There was the usual bus rides, the auto jumble was a bit disappointing but there was a good turn out of cars over spilling onto the promenade. The weather was cloudy/sunny but remained and it was surprising how quick the day went

TSSC AREA NEWS



We then packed up said our goodbyes and Rob led us back out of Barry and on to Cardiff.

Mikey J

BARRY FESTIVAL OF TRANSPORT JUNE 14/06/2015

The club designated meeting place was J33 services on the M4 for 8:30 am, when Tim & I arrived there was 3 club cars waiting for us, Mikey "J" in his GT6, Jon & Mike in their "Acclaim" and Rob in his "Herald Estate", we expected low numbers as many members are on holiday. Tim & I departed at the set time of 8:30 for us to arrive early to acquire a favourable parking spot! Arriving in bright sunshine we were allocated a prime spot on the green overlooking the "promenade" and beach offering a splendid "vista" of the Severn estuary with interesting shipping activity.

Whilst photographing the cars another club car arrived being the "TUT" spitfire 1500 with Paul & Ian. The marshals kindly arranged for him to park next to us which broke the "GOLDEN RULE" of "Arriving together to park together".

Tim and I joined John & Mike for a splendid cup of coffee at one of the sea front Café which was followed by a lengthy walk around the large car & bus display, returning to have lunch. Rob attended to the catering and although we were down on numbers he made up in quality!

In conclusion this was a well run show in an ideal setting which was well supported by the public.

N.B. During the show I was advised of 2 Spitfires For Sale, details will be on our website shortly. Cheers

Gwyn

BRYNMAWR SHOW JUNE 28th

George and I (TR4A) met young Eddie and even younger Mo (13/60 Saloon) at Cardiff Gate and at the pre arranged time we drove through the early morning sunshine to the next meeting point where Paul & Barb (TR6), Action man, Mals & The Hammer (Red Tardis) and Monmouth Mafia Mike & John (Acclaim & Cortina) were waiting. We were soon joined by Dave & Jan (TR7) and Gwyn & Babs (Dolly) and at the allotted time our convoy of 8 cars made our way to Brynmawr, I led and with George navigating we arrived at the entry gate without missing a turn!

Our area's continued support of this event was once more recognised by the organisers who directed us to the most prominent area of the show complete with an overhead canopy to shield us from the sun. The flags and cookers were soon assembled as myself, George, The Hammer, Gwyn, Babs, Dave & Jan took up a strategic position in the local cafe (as too many people putting equipment together can get in each other's way) where mega breakfasts and coffees were soon being served, FANTASTIC.

During the morning we were treated to 2 great motoring films in the very comfortable local cinema which was free of charge, Gwyn was especially happy as the one film was about his motoring hero Jim Clarke, FANTASTIC.

After these films the heat was starting to get to Young Eddie who started stripping to the waist, but this aroused great passion from the ladies in the vicinity and the H&S executive ordered Eddie to put his shirt back on "in the interest of public safety".

The show was well organised and Action man & George picked up a few bargains from the stalls. Paul & Barb kept the kettle boiling throughout the day and Mo had brought a large batch of her famous pasties. As the other exhibitors had started leaving we decided that we should pack up and go before the evening revellers descended on the town centre and everyone pitched in to help pack up the equipment. As we said our goodbyes Jan called across to say that "what we had in numbers was surpassed by the quality of those who attended", I saw Mals nod in agreement so I thought I should mention it in this report.

A big thank you to all those who were able to support this event, Caerphilly show next week and our monthly meeting Tuesday, I'll see you then.

September & October events that we will be attending -

DUXFORD 13th Sept

Margam Park Show 20th Sept

Alexander Palace 31st Oct - Nov 1st

NEC Classic Car Show 15th Nov.

Plus many more that will be decided on at our monthly meetings and posted on our area web site.

Bern



WESSEX . . . WEST MIDLANDS

TSSC AREA NEWS

WESSEX

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7th June was the Classic Hardy Tour, a well organised run that we have been to before, with a good selection of classics. Even allowing for Janis and Richard we did get there with time to spare! We met up with Brian, Lynn and Des in their Ford Escorts! The run took us through all the picturesque parts of Dorset in the Dorchester and Weymouth areas. Thanks to Trevor and Dave for chauffeuring Pauline and myself as I was still unable to drive the Spitfire. It made a pleasant change to be driven, not only that, it also meant that Pauline and I did not have any disagreements over the route - bliss!

Our meeting at the Empress of Blandings went well. Not sure why you would want to name your pub after a pig from a P.G. Wodehouse book? Also not sure I would like to go that distance every month, but for a summer evening, it made a pleasant change.

5th July - Martock Retro, which came highly recommended and was well worth a visit. Jerry, Trevor and myself met at 7a.m., YES! 7a.m.! at the Fox & Hounds and made our way to Martock, where Roger was waiting for us! There was a choice of two runs, 7 miles or 27 miles. We opted for the longer run, but not having a navigator between us, it meant keeping up with the car in front and hoping that they knew where they were going! It was quite difficult to keep us altogether and not lose sight of the cars in front! I now understand why



The New Forest Run is so popular! A run to relax on and just, if you so desire, follow the directions of the marshalls and the signs! 2nd August is 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 Christchurch Quay on 23rd August & 20th Sept, both from 11 a.m. - 5.00p.m.**

"Quay for my car" evenings on Fridays, from 6.00p.m. with various themes on Poole Quay, including 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, not sure who is going to this, so you will need to check with Trevor.

There has been a change of date to **27th Sept Sparkford Museum**, it was considered a better date for all, so we hope to make it this time, but again, it depends on the weather!

DON'T FORGET! We are halfway through our run-about for our summer monthly meetings. It also gives us a chance to try to find

a more suitable venue for our monthly meets. The modern pub is more interested in catering for the hungry than the thirsty, we always seem to be surrounded by diners! So for **Thursday August 27th, Horton Inn, on the Wimborne to Cranborne road and September 24th, Tyrolls Ford on the Christchurch to Ringwood 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:-

Martin

berry223@btinternet.com

Trevor

trevorcarlyle@btinternet.com

WEST MIDLANDS

Tel. 07969 024999

Chris. 07505 110922

Tuesday 7th July 2015 has got to be one of our best monthly meetings. Weather was not too bright but without a doubt the members of the West Midlands Area were as bright as a button and rearing to go. Would you believe it we had 21 Triumph motor cars on display on the forecourt of the Drakes Drum, 21. I can only repeat what I said to everyone at the meeting, that they are a credit to themselves, and make my job more enjoyable with a display of cars like this.

The 21 cars consisted of 4 Triumph 2000's, 5 Spitfires, 4 Heralds, 3 Vitesse's, 3 GT6's, 1 FWD 1500, and last but not least, 1 Acclaim, and no I didn't get lost and should have gone to a Honda meeting.

To back up this outstanding number of cars on display, we had attending 38 members of the West Midlands Area, male and female, crowded together in our meeting room, we need a bigger room, check Ebay see if there is one for sale.

A general discussion took place about events which have been attended to in the last four weeks, which included several steam rallies which seem to be coming even more popular. Why is this? well the general opinion seems to be that they are more interesting than some of the other Triumph functions. The steam rallies have their own classic car section, showing all types of cars, as well as sections for commercials, buses, military vehicles and other vehicles. Entry by prior application is usually free as is the camping for two or three days. There is usually an auto jumble section connected to the car boot area, and the central arena provides entertainment all day. During the evening in and around the beer tent there is musical entertainment, again free of charge. How can you go wrong with type of event.

On the 4th and 5th of July the Bromyard Steam Fair was held and on the same dates the Hollowell Steam and Heavy Horse Fair. A number of members on the same week end attended the Rhiw Valley Railway courtesy of our member Ray Pritchard and a good time was had by one and all. Another trip to the Rhiw Valley Railway is being planned for September so don't forget to put your name down for this next trip.

On the 4th and 5th July two other events attracted our members. Cars in the park in Lichfield attracted hundreds of classic cars and I mean hundreds. Held over two days it was a brilliant event, and at the same time, the **Monthly Meet at Middleton Hall, Tamworth** attracted some beautiful examples. Next meet there, **Sunday 2nd August 2015**, meeting at McDonalds, Bassexes Pole 9.0am for breakfast.

There are Steam Fairs at Stourport on the 11th and 12th July, Much Marde on the 18th and 19th, and Welland on the 25th and 26th. This shows how popular these fairs are getting, why not try one?

The discussion about forthcoming events included a show of hands to indicate how many of our members will be attending the TriumFest International on the 11th and 12th July 2015. The result was disappointing with only 6 or 7 members indicating their intention to attend only on a daily basis. We will hold a debriefing session at the next meeting on the **4th August 2015 at the Drakes Drum** to discuss TriumFest.

Well that's about all for this month folks. Liz Hudson spends a lot of time listing events in her folder and is a little disappointed

WIRRAL . . . WORCESTER WEST YORKS

with the number of people who ask to see it. You will only get to know the full range of events available to you if you check them listed. Steve Hudson has prepared the Drive it Day Photos if you want one send him an 'e' mail to reserve one for you, he can be connected as Hudson.s@sky.com

See you on the **4th August 2015**. Must check the dates for the Honda Meetings.

Cheers

Roger
the Dodger.

WIRRAL

Tel. 0151 339 4150

Hi everyone, I have a few items to report on this month, first off was a very well attended monthly meet in June at the Cottage Loaf, we were joined by members of the north west group of the Pistonheads forum, as a result there was a good selection of performance & modified cars on display including a McLaren. It was a real pleasure having a good look at these cars, but I must admit, I'm glad the running costs of our Triumph's is a lot more modest in comparison.

We also attended the Cholmondeley Pageant Of Power, as always this was a superb event. The weather was ok for most of the weekend, with only a couple of showers to dampen spirits. Fortunately the weather seemed to be at its brightest whilst the air displays were on, so we had superb views of the Typhoon Euro Fighter display on the Saturday, and the Vulcan bomber fly-by on the Sunday.

The track action was up to its usual standard, and as usual we could have a good close look at the cars in the paddock area.

Later in June we spent a pleasant Sunday afternoon at Royden Park with the Wirral Model Engineers Society. We had a display of approximately 14 cars in the corner of the main field by the entrance to the miniature railway, whilst we soaked up the sun by the workshops and enjoyed a couple of train rides. I'll say a big thank you to Andy P for organising this event, and thank you to the model engineers society for hosting us, and laying on a very nice buffet and tea & coffee.

That's about it for this month, so take care & see you soon.

Andy

WORCESTER

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www.tssc-worcester.org.uk

Hi Folks. We have managed to pack an awful lot into the last month with the warm(ish) and dry(ish) weather bringing out quite a few owners and their cars.

There was a pub run out to Guiting Power (thank you Gloucester Area) and having confidently told my driver that I knew exactly where I was going and no we didn't need a sat nav or map it's easy to get to - I promptly took him all round the Cotswolds on a fantastically scenic route to get there! My reasoning was that it was such a lovely evening, just right for a run out, that it would be a shame to spend all of it inside a pub - thank you Jim for not chucking me out and just turning on the sat nav!

Next up was the Summer Solstice held at Shelsley Walsh. This is a charity event held to raise funds for St Richards Hospice and I think it's the only day of the year that the general public get to drive up the hill (after handing over money for the cause of course!). It is a fantastic day with a very relaxed atmosphere, it feels like you're in the middle of a big garden party with a BBQ and band playing in the courtyard on one side and the cars revving to go up the hill on the other. It was good to see Marcus and Tracy from the LOW area for the day as well - perhaps we ought to organise a return trip to them.

Hot on the heels of that weekend was the annual Gloucester area fish 'n' chip run, an event we always gate crash as it involves food! This year it was a return visit to Bourton on the Water where the chip shop actually stayed open long enough for us to enjoy their wares whilst sat in the garden area - strangely enough right next to the ice cream van! Whilst we were there it was felt that we ought

TSSC AREA NEWS



to try and get some photos of the cars lined up at the motoring museum, so after checking with the two ladies who were staying in the cottage if they minded us sorting ourselves out for 10 or so minutes (no they didn't) we set about cramming ourselves into the courtyard. It's amazing how the minute you start lining up cars the whole world and his wife descend upon you to see what's going on, and when they find out it's a bunch of funny old cars - you have to love a tourist - you become an instant attraction! Of course we have no problem talking about our cars so the anticipated 10 minutes turns into 45 but nobody minded - well except the man who wanted to get his car out at 8 o'clock the next morning but that's another story.....

I've said it before and I'll say it again we are lucky to be close to the Gloucester area (and quite a few members do attend both meetings) as it means we get to do all sorts of 'extra' events that would be difficult to do on our own, one such case was the Black and White run where Jane got together with Jeanna, the Glavon TR register AO, to organise a small run out. Speaking to Jeanna on the day she said that they thought they would get 7 or 8 cars for the run, book a table somewhere for maybe 16 people and have a good day. So when the final tot up revealed 29 cars and 48 people were going to be turning up they were very happy! The run was extremely well organised with colour print outs, a coffee stop planned at a local hostelry and a roast lunch booked at a small golf club. Off we went in brilliant sunshine and a fantastic blue sky, with one owner calling the local weather forecaster all sorts of names as he had wrestled with his roof that morning getting it on as it was supposed to be raining - oh how we laughed! A bit more leg pulling at the coffee stop as thoughts went to where we had put the suntan lotion and would he like a can opener? It only took 10 minutes for him to wash the smirks from our faces, literally, as the heavens opened and those not quick enough or were too lazy as it was only a passing shower (that would be me!) looked like someone had thrown a bucket of water over them. Martin and Margaret we will never doubt your weather man again! The day was rounded off with a delicious roast dinner with a few people sat gently steaming in the sunshine! Thank you Jane and Jeanna for a fabulous day and when's the next one???

With the car drying out nicely there was time to fit in a quick trip to a local pub, The Robin Hood at Drayton, for their annual classic car meet. The weather could have done with being a bit warmer but it was dry so the field quickly filled up with all sorts of bits and bobs. There was the usual smattering of MGs and Triumphs but when was the last time you saw a Mk1 Cavalier next to an Austin Seven at a small local meet?

Right that's me done, thank you to all who came to the last meeting, especially Charlotte, Mark and Steve who turned up for the first time and who said that they will come along again!

TTFN

Vicky

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!)

15th August (12md) visit to **Bradford Police Museum (City Hall, Centenary Square, Bradford BD1 1HY**, please note parking is in local NCP car park)

20th September 2015, visit to the Yorkshire Mining Museum We had a great night for our BBQ. Thanks to everyone who par-



West Yorks Continues

anticipated. It's been a long time since we had a BBQ on the Club meeting night but it seemed to work well.
As it was a lovely evening it also brought out the Triumphs, so it

was great to see so many cars. Some time ago a West York's member Martin mentioned the development of a police museum in Bradford, well just before the meeting he phoned me to say it is now open. If we have 8 or more people interested in visiting then he could arrange a private tour. As we had 12 people interested I will arrange this with Martin for the **15th August** as indicated above. We will meet at the museum for 12md, if anyone wants to join us you're very welcome but can you let me know.
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.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk



CLASSIC Car Show

Monday 8th June &
Monday 10th August
From 7pm



BBQ Starts at 7.30pm
NG14 6DD



*Come along and take a look
at all the Classic Cars
and have a chat with the
owners of lovingly restored cars*
YOU CAN EVEN TAKE A RIDE for a

In aid of Nottingham City Neonatal Unit



Lincolnshire Triumph Weekend

4th - 6th September 2015

The TSSC Lincolnshire Area are proud to announce the return of the popular Lincolnshire Triumph Weekend.

This year we are holding the event at the Bubble Car Museum near Boston, Lincolnshire.

Booking forms now available from:-

www.lincolnshiretriumphs.co.uk/camping

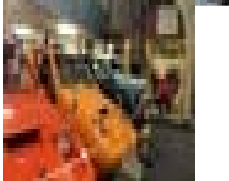
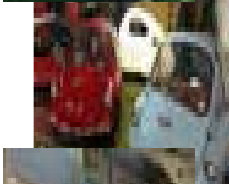
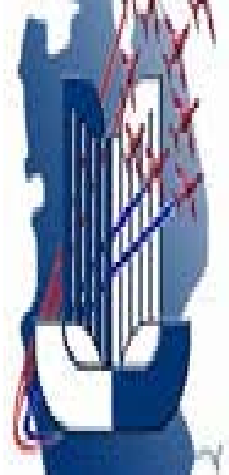
More information available at:-

www.lincstssc.co.uk

www.facebook.com/events/1565504317001696

Twitter: @LincsTriumphs

Or join us, 1st Weds of the month, 8pm+. The Swan Holme, Lincoln





BSSC Herts & Beds Area
Present the 22nd



THE
TRIUMPH
SPORTS SIX
CLUB

ALL TRIUMPH & CLASSIC DAY *at* **DUXFORD**

SUNDAY September 13th 2015

Gates open 10 am - Close 6pm



Event Tickets
Adult & 15+

£13.00

5 - 15 £6.00

0-5 FREE

Full Site Access with
Discounted Admission

See www.iwm.org

Location
Jct 10. M11

Sat Navs use
CB22 4QR

Discount entry
kiosks Close at 2pm.
Sorry, No Dogs,
Fires, BBQ's - CAA
Airfield Regulations

Traders must Pre Book Space
with Peter Lewis 01582 750943
There is an IWM Trader Charge of £20

To qualify for discounted admission, arrive before 2pm and be in your classic,
Or present this advert or your valid car club membership card.

Totally Triumph - 2015

Formerly Mile of Triumphs

- Friday: Meet & Greet
- Saturday: Car show & Evening Dinner Dance.
- Sunday: Scenic Drive to Flixton Aviation Museum (incl Dakota flypast & Big Band)

**18th 19th 20th
September**



Hermanus Leisure - Winterton on sea - **Norfolk NR29 4BP**
Accommodation and camping available



TR REGISTER ★ STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH

www.totallytriumph.org