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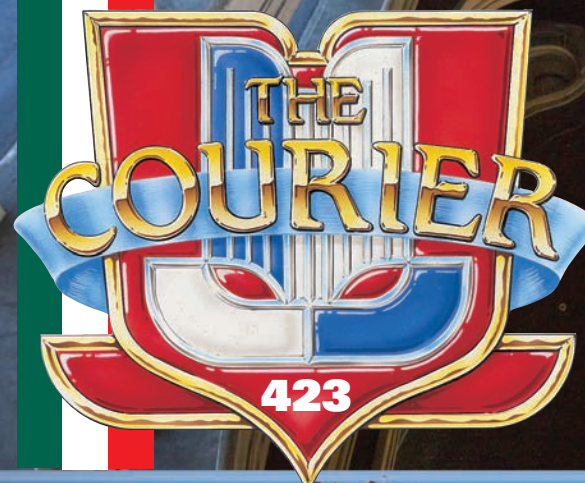
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Triumph Sports Six Club

The Courier 423

SEPTEMBER 2015

*Crash Test Dummies do Italy*



September 2015



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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
 No.423 VOI 37. SEPTEMBER 2015  
 Price £3.50 Free to Club Members.

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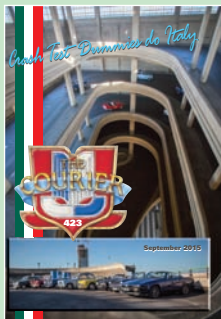
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Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found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

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CRASH TEST DUMMIES

DO ITALY

FULL REPORT ON PAGE 56

THIS ISSUE

PICTURES BY

TIM SMITH

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# T.S.S.C. Events Calendar

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

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

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### September 2015

**FRI/SAT/SUN 4 5 6 SEPTEMBER 2015**

**TSSC LINCOLNSHIRE  
TRIUMPH WEEKEND**

BOSTON BUBBLE CAR MUSEUM  
CONTACT SIMON 07841 450715  
[www.lincolnshiretriumphs.co.uk](http://www.lincolnshiretriumphs.co.uk)

**SUN 13 SEPTEMBER 2015**

**LUBENHAM SCARECROWS  
TSSC HQ OPEN DAY**  
CONTACT 01858 434424

**SUN 13 SEPTEMBER 2015**

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

**FRI SAT SUN 18 19 20 SEPTEMBER 2015**

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FORMERLY MILE OF TRIUMPHS**  
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# CoMment

## Are you 'Doing more with your Triumph'?

BY DAVID EMBERY  
COUNCIL OF MANAGEMENT

**S**ummer is here, (as I write) if not in terms of the weather then at least in terms of Greenwich Mean Time! We are all in that magical period when we are not only reminiscing of the great times we've already had this year but also looking forward to those adventures still ahead! I do hope that the magic has reached every member this year no matter what state their beloved Triumph is in. My friends and I in Shropshire have repeatedly learnt, and this year is no exception, that the magic can seem on occasion to be somewhat hidden as life on the back of a flat back recovery truck looms ever larger! Reassuringly that despair soon passes and the joy of being a Triumph owner and member of the TSSC becomes clear again for one and all.

At HQ there is strong desire to do what we can to spread the joy! It can only happen though with the membership's help and participation. Without that there can be no effective HQ and thereby a very much weaker club. Back in January's Courier I encouraged you the member to make some New Year resolutions. I encourage you now to take a moment to consider how you've done? Firstly, 'do more with your Triumph'. Have you had great times with your Triumph, spreading the joy in whatever form it has presented itself? The second was to do more with your club. This involved using the Club Shop and attending events such as Triumphfest. If the answer is yes to both then thank you. It is very much appreciated. If however it is no to either attending Triumphfest, getting an insurance quote and/or using the Club Shop then please take a moment to reconsider your plans for what remains of 2015. The TSSC is only as good as its collective membership will dictate through the use of its services and participation at its events. The staff and CoM Directors have been working tirelessly for months on a wide range of issues from IT and the Club Shop offering to membership services and events. They are



all geared to help create that special memory for you the member that nobody can take away. If there is no club future then the membership will have decided that. If however, the TSSC is around for years to come continually helping members to create that special joy then it will have done so because of its membership using all its services. Which outcome would you prefer?

2015 is not over yet by a long shot. There is still time to meet those New Year resolutions! Enjoy your Triumph and enjoy all your Club has offer. They both go hand in hand in that neglect of one will result in neglect of the other. We look forward to the future with the Club Shop being kept busy by you the members and events thriving because of you the members. HQ and CoM can only do its part of the job. Success and the Club we all want for the future can only be achieved by being together - enjoying our Triumphs and enjoying our club!



# NEWS REVIEW

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

### Membership Rate Increase Official Notice

As Agreed at the 2013 AGM and started on 1st October 2013 we have to give official notice of the agreed annual membership fee rate increase of £1.00 which will come into effect on **1st of October 2015**.

This annual rate increase will be reviewed before the 2016 AGM where the amount of the annual rate increase will be announced for the following year.

**Ben Broadbent**  
General Secretary

### Lubenham Scarecrow Open Day at TSSC HQ

Sunday Sept 13th **10am to 4pm**



As last year we will holding an **OPEN DAY** and offering a Barbecue and some liquid refreshments (for a Small Donation) from the 'HERALD' Members Bar which will, of course, include a Guest Ale for those of you who are not driving.

This Open Day is going to be one to remember. You will be able to meet TSSC Staff & TSSC Honorary Members that will also be invited for the celebration.

Come and see the TR7 Anniversary Display in the front Showroom.

But more to the point we hope you will generally relax and maybe use this as an excuse to use your Triumph **BEFORE** the season closes? Come and see the Range of New Products on



offer in the Shop. **The Club Shop will be Offering 10% Discount over the Counter on the day - Save Postage.** Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as offers.

**See you at TSSC HQ,**  
**Sunderland Court, Lubenham,**  
**Market Harborough, Leics. LE16 9TF.**

### Scenic & Continental Car Tours - Goodwood Revival Accomodation

Tickets for Goodwood Revival on the Saturday and Sunday have been sold out for a few weeks and hotel accommodation in the Goodwood area is almost impossible to find, especially at this late stage. So if you are still looking for accommodation and tickets give Scenic & Continental Car Tours a call on 01732 879153 or book at: **[www.sceniccartours.com](http://www.sceniccartours.com)**





# HQ OPENING TIMES

**SEPTEMBER - OPEN AS USUAL**

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**OCTOBER - OPEN AS USUAL**

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

## Council of Management Meetings

**NEXT MEETING - 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](mailto:gensec@tssc.org.uk)

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

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# VITESSE Register



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## **Dave Rumens** **TriumFest UK & Seats**

*Picture 1.*



# H

ello  
everybody. I  
am typing  
this month's  
article in  
July after

this year's TriumFest, *Picture 1*. As it was the TR7's 40th I took my Seven. The TR7 set a contrast with the Vitesse. The Vitesse appeal for me is it's ambience from the 1930's in a 1960's styled package, it also possesses the feel of a car produced by a small volume quality car manufacturer. Whereas the TR7 was looking forward and compared to the Vitesse has a very modern feel to it. Both complement each other. Before you think I am not driving my Vitesse, it was used on both the TSSC Isle of Wight weekend and my local area camping weekend.



*Picture 2.*

*Picture 3.*





Picture 4.



It was great to drive and added to the enjoyment of the events. At TriumFest it was good to see an excellent turn out of Vitesse. *Picture 2* shows only a small number of the Vitesse models present. I believe Spitfire and Vitesse models had the biggest attendance this year. Also one of the comments said to me about the event was that it was good to be able to drive your Triumph on the track and not just sit around talking. The Heritage loop was in full use on both days and we had some 50 plus Triumphs on the Triumph Parade which confirms the comments. *Picture 3* shows the number of cars lining up for the Parade. *Picture 4* shows a couple of cars in front of me on the Parade. All the people I talked to said they had an enjoyable time.

Thanks must go to Bern, Garth and team for an excellent event.

Moving on to an excellent email I received from **Del Holman** which was concerning seats. This was very opportune as I have had a number of enquires about fitting different seats to a Vitesse.

Over to you Del:

*Thanks Dave.*

*What an interesting piece from David March in the*

*July Courier about his Vitesse and the up-dates he is planning for the future.*

*Regarding his intention to modify the front seats with higher backs, and if he is not too concerned about originality, here is some info about the seats I have tried.*

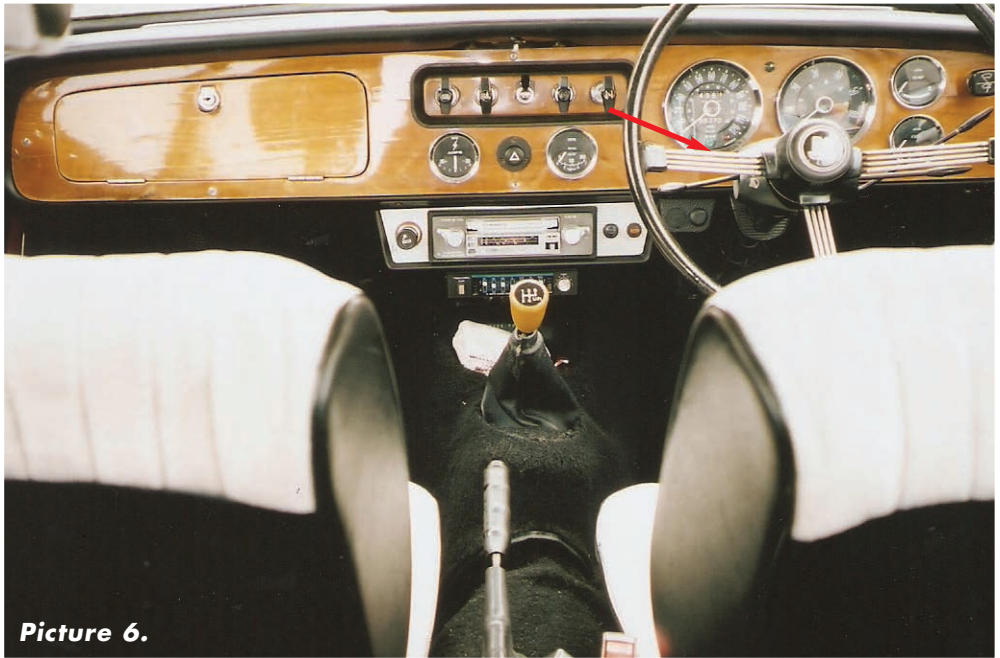
*1. A pair of **WOLFRACE** seats that were, 30 to 40 years ago, aftermarket fitments for an original Mini. They are superbly comfortable, but coming from a Mini, they sit a bit low in a Vitesse. I made a sub-frame out of one inch square welded tube, and the fixings were welded to that, so there were no modifications to seats or Vitesse floor.*

*2. Lots of people swear by **MX5** seats, but fixing to any Triumph needs a fair bit of work to the sliding frame of the seat. The MX floor sliders are on the wide side, and the fitting work is detailed at [www.teglerizer.com/triumphstuff/miataseats/installation.html](http://www.teglerizer.com/triumphstuff/miataseats/installation.html) or just by searching Whiteys Miata Seat Swap. (Miata was the American model name). Again, a sub-frame will help considerably.*

*3. My favourite is a pair of seats from a **SUZUKI SWIFT**. Again, a false frame between seat runners and floor raises the seats a little, and as for the Wolfrace ones, the fixings welded to the false frame mean that there is no need to modify the floor or runners.*



Picture 5.



**Picture 6.**

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The main point about all these three is that they all have high headrests to give protection from backward whiplash in the event of a rear end collision. Additionally, all of them have adjustable seat backs that make access to the rear seats quite easy. Shown are the Swift seats in one of my Vitesses, *Picture 5*. They've been recovered so all the interior matches.

Thanks Del for some useful information. Carrying on with the subject of front seats I have found the Toledo, Dolomite 1300 and non-HL Dolomite 1500 front seats can be made to fit the Vitesse seat runners. If you are not concerned about having a tilt up seat then their existing runners will fit the Vitesse without modification to the floor mounting points or an additional frame. Avoid the early Toledo seats as these are non-reclining and vinyl covered. Basically these are the same as the Vitesse 2 Litre (Mk1/2) seats. I did some digging through some old pictures and came up with *Picture 6*. This is not as particularly good view as I would have liked but it does give an idea how well they fit in.

Well that's it for now. See you all next month and **Keep Running On All Six.**

*Dave.*



# Welcome to NEW & RETURNING MEMBERS

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



THE  
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SPORTS SIX  
**CLUB**

Robert Thain  
Ejw Bijvank  
Anthony Wood  
Charles Harrison  
Frankie Williamson  
Trevor Page  
Robert Dowding  
Philip Tennant  
Tony Oliphant  
Terry Cooke  
David Barlow  
Karen Wright  
John Palmer  
Christopher Short  
Chris Hart  
Tom Gutteridge  
David Freeman  
Brian Gayther  
Michael Boreham  
David Brockless  
David Townsley  
David Hodges  
Mark Salisbury  
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Richard Morris  
Dick Bradley  
Sidney Bennett  
Nicholas Greenfield  
Ian Fraser  
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Jeff Booth  
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Robin Wayne  
Phil Hughes  
Graham Dean  
Marc Bailey  
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Timothy Swinyard  
Charlotte Davies  
Mark Ingram  
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**Phil Willson**



## Chic fulfils his promise

**A**s reported in this column back in April, **Chic Doig** now has his new range of at-least-as-good-as-if-not-better-than-original chassis outriggers advertised in his eBay internet shop.

Local Triumph owner, **Glenn Howard**, has purchased the one shown in the first photo. It looks to be very well made, of heavy gauge steel. I am very impressed. Chic's online shop is on eBay where he is known as '948s'.

### 13/60s at Donington

There were some very beautiful cars at Triumphfest UK in July and the display of Heralds did not let the side down. I had the task of choosing the best (i.e. in my opinion) Herald on the Saturday and it was very difficult. Of course, this category covered all Heralds, and most varieties were represented. Almost all had one modification or another, so I did not take that aspect into consideration – as long as the mods were in keeping with the spirit of the car. This month I will show you my photos of the saloon and estate cars.

Both saloons shown here were in Valencia Blue. The first, **PJA617H** (photo 2),



**Pic 1.** New rear side rigger for Herald and Vitesse.

looked pretty much standard apart from the sunroof and a wood rim steering wheel. The



**Photo 2.**





Photo 3.

second, [NNK224H](#) (photo 3), also appears standard except has what appear to be 5J or even 5.5J Spitfire/GT6 wheels and racing mirrors. As we all know, even though there were many more saloons built than convertibles, it is the latter that have survived in greater



Photo 6.



Photo 4.

lately. [KKV654G](#) (photo 4) in Wedgwood Blue is in excellent standard condition except that the rubber bumpers were absent from the rear valance – presumably a work on progress. [CXC990G](#) (photo 5) looks to be a good original Valencia example.

Sienna Brown [SVC851J](#) (photo 6) brings up the rear, again a good looking unmolested car.

Next month I will show you the convertibles, which outnumbered the saloons and estates combined.

Now for the monthly geography question:

**Q.** *Where on the rim of the Mediterranean should you tread carefully?*

**A.** *Tyre (Lebanon).*



Photo 5.



e-mail.

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



## Colin Lindsay Courier Calling

I've always been a fan of rarities and oddities – the underdog complex in me, maybe – which is why for many years I have driven a GT6 Mk1 (or will do if I ever get it MOT'd again) – so when I received an e-mail from **Bob Alexander** in a very wintry looking Glenshee, Scotland, I realised two things: firstly

another year has gone by where I'll be stuck at home with the only sand under my toes being building sand and secondly I've never even touched on the Courier Van, one of the



**TSSC Courier Van at Donington**

rarest variants of the Herald. I'm used to seeing them at Stafford or Donington, as a Spartan, no-frills workhorse designed for delivery and carriage with little comfort for the driver or passengers. It

makes my 1200 Estate look luxurious by comparison. Bob's 1963 version, EBW 886A is resplendent in what appears the original grey; austere but functional.

Bob tells me of his marathon trip:

*"We left Glenshee in the snow (well it was early March ) and drove down to stay with my sister in Deerhurst in Gloucestershire, a good run that we did in a day. Couple of nights there.... lovely spot .... and then for the ferry at Portsmouth and had a really smooth crossing, a night in a lovely wee hotel just south of*

**Bob Leaves Glenshee**







looks when we arrived at the resort everyone asking if we had traveled down from England in it "No, Scotland, another 500 miles !" was our reply !! We had a great time there then a cruise and back to the van again to drive home.

A lot of people thought it was a Trabbie !!

The journey north in Spain was a lot of fun as we took the small roads and crossed the Alps, the van was sometimes down to 10 mph with some of the large lorries seeming to be none too pleased!

As we crossed the Alps we were hit by the dreaded snow again and at some points we wondered if we were really off our heads!! But of course we are or we would never have done it in the first place.

The Van did the 2766 mile journey with the only mishap being an indicator bulb so a big thanks to **Chic Doig Classic Cars** in Cardenden in Fife Scotland, Chic had restored the Van for me some years ago and it had needed quite a few things sorted and a REALLY good service!! My understanding wife had only



Madrid; then a run down to Fuengirola on the South coast. We certainly got some funny

agreed to take the van if we got the seats "sorted " This was done by **Brian Ingles** who has refurbished a set of seats for my Standard 10 Van and he was not to disappoint! We were very comfortable for the whole journey. One wee problem that was to follow us was the catches became a bit loose and they kept popping out! Now most of you know that a Spitfire bonnet is weighted to the windscreen BUT my Courier Van (Herald) is weighted to the front... so if the catches have popped out and one applies the brakes the damn thing lifts and really looks as if it could go right over... it didn't, but did give us a couple of moments."





Thanks to Bob for the great photos and details of his trip; it just goes to show that our cars are far more capable than we sometimes make out

Couriers in the near future.

Incidentally the Amphicar article has received so much correspondence you can expect part two shortly; there was just so much material and so much had to be condensed or left out that warrants the wider audience.

So much research, so little time... it could be worse, I could be lying on a beach somewhere warm...

See you next month

*Colin*



and that the seats are more comfortable than some would have us believe, especially when well-sorted.

Furthermore, it's not the only Courier to grace those shores – those of you with long memories will remember this one from the Stafford International around 1988, where it took the trophy for Car of Show. Owner **Brian**

**Staines** wasn't going to let it go when he emigrated to Costa Blanca, so loaded it up and took it with him and now '**Bluebell**' enjoys a hopefully rust-free life on sunnier shores, even managing to fit in trips to Classic Le Mans. A lovely restoration by Brian, and those door gaps are superb! It's nice to see two of our cars being used, and more importantly shown off to the public. I really must research the Courier and write an article on



*Brian sends off his Van*



*Costa Blanca - Rust Free Life?*

# LAON HISTORIQUE 2016



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# GT6 Mk I - II - III Register



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



**Andy Cook**

## TriumFest UK 2015

**A**

nother successful event this year in my opinion and plenty of GT6s to look at.



A Bit of a Marmite Car this one! I heard a lot of conflicting comments about the non-standard backlights including some comments regarding the legality of not having any rear reflectors in the set up which is a mandatory MOT requirement. Still each to their own and I actually quite like the retro racer look with the go faster stripe and racing roundel.



**GT6s lined up on the Tarmac Lake on the Saturday**



**Triple Webbers**

I noticed a few alternative GT6 fuelling options on display.

This tidy MK2 ha a nice triple Webber





### No Bonnet Problems

set up with the correct stepped manifolds designed to clear the GT6 bonnet.



### Triple Strombergs



This MK3 has a well Engineered triple Stromberg CD150 Set up.

A few GT6s with a change to SU HS6s, I've heard a lot of people with opinions on this, some say the Strombergs are better carbs, some prefer the SUs, the Jury is out as far as I'm concerned!



### SU Alternatives on show



Interestingly, the Stromberg was developed as an alternative as the SU to allow Triumph (and other manufacturers) to get around restrictions and expensive cost of sales of SUs when BMC was formed as BMC owned the rights to SU's and were capitalising on this with any sales to competitors outside the group like Triumph. Although similar in operation the set up with the diaphragm on the Strombergs got around the patents in the SU design. Of course Triumph became part of the same group eventually when BL was formed anyway.

### As well as Motorcycle Carbs



Previous Page Set up with 6 Separate Motorcycle Carbs, probably Mikuni's. Mikunis are great Carbs and were standard fitment to big Japanese 4 cylinder Bikes like Hondas, Suzukis, Kawasakis and Yamahas in the 70s and 80s. A Bit tricky to balance, the normal method is to have a bank of vacuum gauges, one for each carb to measure all inlet vacuums at once when adjusting the balance.



**Fuel Injection of course!**

Lucas Fuel Injection as used on 2.5Pis, TR5s and TR6s. Triumph were one of the first mass production manufacturers to use fuel injection. Can be a bit more troublesome with the mechanical set up



**Nice Tidy MK1**



**Another MK1 finished in an unusual Metallic Blue**



compared with modern efi systems.

I Love the "I'm not speeding I just look fast" sticker in Roy Lacey's MK1, nothing could be more true about the sleek lines of a GT6!



**Some MK2s**





**A Selection of MK3s**



### GT6 Meet in Germany

I had an email from **Ralf Wommer** in Germany. Ralf was a member of the club



back in the 90s and although he has let his membership lapse he still has his GT6 and his enthusiasm for the model. Ralf sent through some pictures of a GT6 gathering in Essen Germany, according to Ralf the meeting was organised as a "Beer Whim"! Anyway some nice pictures of German GT6s (with a Jensen Healey interloper in on picture!)

Ralf said there's a follow up GT6 meeting arranged in Zaandvoort Holland in October. Ralf posed a question in his mail **"Is anything planned for the GT6 50th anniversary next year?"** as his group would like to co-ordinate a visit to the UK next year.

A very good point Ralf!, At the very least I think we should have a gathering at TriumFest, it would be nice to have some commemorative stickers or T shirts etc printed. I remember going to the 25th anniversary back in 1991 at Hatton Country World where there were over 100





GT6s in attendance. It would be great if we could get that many at TriumFest next year but I think there are a lot less around now than 25 years ago so not very likely.

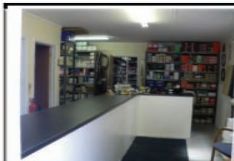
### From Cookie's Archives

**Mk2 GT6.** This picture taken at the TSSC Somerset Beach Party, run out to a cider farm.



Note the Dunlop D1 alloys. As this is back in 1991 I don't think there were any D1 replicas on the market back then so these are probably original D1s. I really think these wheels suit GT6s, the right period for

a GT6 as well as they were fitted to the limited edition JPS Lotus Europas as standard which were on sale in 1972 – 73. Originals are pretty rare and worth a lot nowadays.



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# SPITFIRE I - II - III Register



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

**Suzie Singleton**



## MoT Testing, Final



### Driver & Vehicle Standards Agency

**H**aving bored you all silly over the last few months with details from the MoT

test system I think I've now covered all the main aspects, but will leave you with a much shorter checklist of the main things to check prior to delivering your pride and joy to the tender mercies of your local MoT tester. Apparently the top 3 reasons for failing the test are lights, tyres and windscreen wipers so make sure these at least are all correct.

★ *Check the levels of the various fluids – oil, fuel, water and screen-wash fluid*

★ *Check that all the lights work, get somebody to stand behind the car to check that the brake lights, hazards and number plate lamps are working.*

★ *Does the horn work?*

★ *Do the car's wheel rims have any serious 'kerb' damage? If so it could fail – but if the spare is OK put it on before the MOT. The spare wheel/tyre is not checked for the MOT.*

★ *Have a look at the tyres – are there bald patches or serious cuts in the side wall? Do they have enough depth of tread and the correct tyre pressures? Again, what's your spare tyre like? If it's better than one of the wheels on the car then put that on before the MOT.*

★ *Check the wiper blades aren't damaged and that the washers work, properly clearing the screen? Do the blades fully sweep from side to side? Is there any damage to the windscreen*

*itself? Particularly in the swept area?*

★ *Does the drivers' seat move back and forward? Do the seat belts lock and release properly? Are they frayed or damaged anywhere? If belts are the inertia type, slowly pull the belt out of the reel to check.*

★ *Are any rear view mirrors cracked or broken?*

★ *Any fuel leak will result in a fail. Check under the bonnet and throughout the run of the fuel line from the fuel tank to the engine.*

★ *Is the number plate clean and is it undamaged?*

★ *You can do a quick check of the suspension by applying your weight to each corner of the vehicle and then releasing. If the shock absorbers are intact they should quickly settle back.*

Just before I sign off on this topic, I thought I'd include a few horror stories from MoT inspectors I discovered on the DVSA's <https://mattersoftesting.blog.gov.uk/category/horror-stories/> website. Please don't let any of your cars end up in this rogue's gallery.

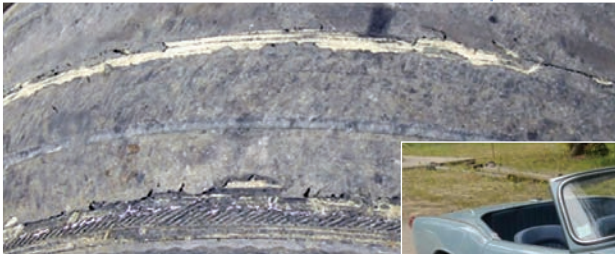




**Rear seat belt repaired with staples**



**Homemade wooden brake pad!**



**A very tired tyre**

We've been to some good shows lately, and good to have had some



appropriate summery weather too this year. Jigsaw Racing took their Spitfires to Shelsley Walsh for the Standard Triumph Marque day and looked good both on their stand and lined up to run the hill.

I also wanted to include here a photo of **Dr Yves Pierre's** Mk2 Spitfire. If you're thinking - 'Where do I know that name?', it was from my May and June articles, Yves was looking for the bracket for fitting a spare wire wheel into his boot and we were able to find a source for them. He promised me a photo of his car



and was able to send one to me recently.

I've had a request from **Kevin Peters** for anything known about a particular Spitfire. Back in the mid 1980s he was involved with the Essex area and had a Mk3 Spitfire. That car has moved on but *"Anyhow, I'm back again this time with a MKII Spit". It has some*



TSSC history as there are a couple of wind-screen stickers 87-90. I got her from the Birmingham area last year but I have no history with the car and wondered if anyone knows anything about her?

I have stripped the engine box interior (I am on a mission!) and have found most of the horrors that you would expect ie the sills, inner outer strengtheners, floors, and basically everything else is shot. But, on a high note - the air in the tyres is spot on!

The head had already been removed, I assumed to unlead it, but on turning the crank there is a bit of a clonk, which says to me the crank has lost its shells and will need work. Because it's an early engine I may well take your advice and offer it to another member who wants an original early engine, and go for a MK3 to



give it a bit more go. Violet will be back on the road - I don't give in easily.

During the basic strip I found an innovative bit of recycling, ie the bonnet stop is in fact an old valve off a wheel. But, I have never seen the next bit. The rear spring presumably died and a new spring from wherever had been used



and, because the eye was bigger than the original, the 'mechanic' had used webbing around it (to make a sling) then bolted it onto



the inner arch. See the pic it's unbelievable!

I hope you find this rebuild as interesting as I do and that my trials and tribulations might help others facing the same probs'."

The car looks quite tidy in the photos but, with the horrors Kev has discovered looking more closely at the car it does rather flag up the fact that photos can be a little deceiving when highlighting the good parts of a car and hiding/omitting the less good aspects. Something to be aware of when buying on that 'well known internet auction site'.

I'm looking forward to updates from Kev as the work proceeds, and possibly to seeing the car back out on the road again sometime in the future. And, if anyone can provide more information on its history, please do let me know and I will put you in touch with him.

**And finally,** we were in Leicestershire and



## SPITFIRE I - II - III Register



*Spitfire sculpture was originally made for the 60th anniversary of the Battle of Britain in 2010*



Rutland last weekend with the Standard Register Rally in our 1929 Standard Teignmouth, "Monty" (who behaved very well the whole weekend despite not having done more than about 10 miles in the last 4 years!) On one of the run-outs near Rutland Water I thought I was seeing things but it was all clarified with a bit of googling when I discovered that the willow Spitfire sculpture was originally made for the 60th anniversary of the Battle of Britain in 2010 as part of the Oakham in Bloom event and it now it remains as a permanent display on the Oakham bypass. It was made and is maintained by the Rutland Willows workshop, (who, I see have also made a helicopter and a motorbike from willow as well as various more practical items)

*Suzie*



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| Petrol tank retaining strap TKC131              | £8.00       |
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| Front strut assembly recon (exchange)           | £95.00      |
| Front lower ball joint GSJ154                   | £11.50      |
| Front suspension strut gaiter UKC4981           | £8.50       |
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| Gearbox (exchange)/Reconditioned       | £400.00    |
| Recon exchange J Type overdrive        | £320.00    |
| Rear shock absorbers                   | £20.00     |
| Rear sub frame mounting 150382         | £22.50     |
| Rear wheel bearing kit                 | £19.50     |
| Service exchange drive shaft 311914    | £160.00    |
| Recon rear hub assy (exchange)         | £110.00    |
| Recon Brake Calipers (exchange)        | £56.00     |
| Caliper seal kit inc pistons           | £28.50     |
| Set brake pads                         | £13.50 set |
| Recon brake master-cylinder (exchange) | £110.00    |
| Recon Servo (exchange)                 | £148.00    |
| Rear wheel cylinder GWC1211            | £15.50     |
| Service exchange oil pump 215573       | £35.00     |
| Viscous fan coupling TKC101            | £85.00     |
| Seatbelts non-sensor                   | £120.00    |

## TR6

|  |             |
|--|-------------|
| Front L/H flitch panel 907097/576477   | £120.00     |
| Late type rear centre bumper O.E.      | £140.00     |
| Rear quarter bumper O.E.               | £80.00      |
| Seat belts with sensor wire type       | £95.00 pair |
| Prop shafts recon (exchange)           | £85.00      |
| Recon exchange water pump GWP201       | £29.50      |
| Recon steering rack (exchange)         | £65.00      |
| Front trunnion 142377/8                | £28.00      |
| Top ball joint GSJ131                  | £10.00      |
| New Brake servo (exchange)             | £115.00     |
| Brake disc 209327                      | £18.50      |
| Recon (exchange) caliper type 16P/16PB | £56.00      |
| Brake pads early/late type             | £10.50      |
| Hand Brake cable end fork              | £3.00       |
| Gearbox (exchange)                     | £400.00     |
| Recon drive shaft assy (exchange)      | £160.00     |
| Recon rear hub assy (exchange)         | £110.00     |
| Diff mounting upper 134235             | £2.50       |
| Diff mounting lower 134236             | £2.50       |
| HT lead set                            | £12.50      |

## SPIRIT MK I & II & III

|                                    |              |
|------------------------------------|--------------|
| Nearside/offside front wings       | £105.00 each |
| Front wing 'D' plate 706311/2      | £14.00 each  |
| Front outer wheel arch 903137/8    | £59.50       |
| Front inner wheel arch 706548/9    | £59.50       |
| Bonnet hinge tubes 811679/811680   | £48.50 each  |
| Hinge tube pivot bracket           | £15.00       |
| Side light mounting panel 907157/8 | £65.00       |
| Door skins                         | £65.00       |
| Battery box 806707                 | £25.00       |
| Rear valance lamp panel 569900     | £105.00      |
| Boot lid 575787                    | £395.00      |
| Dash top cover 714482              | £40.00       |
| Vinyl hood Mk III inc zip window   | £175.00      |
| Chrome bonnet catch 607663         | £40.00       |
| Rear lamp assembly 208532/217025   | £49.50       |
| Track rod ends                     | £9.50        |
| Gearbox 3 Syncro (exchange)        | £350.00      |
| Fibreglass Gearbox Tunnel Cover    | £37.50       |

|  |         |
|--|---------|
| Recon Exchange Diff                    | £350.00 |
| Recon Exchange Diff (NCW&P)            | £450.00 |
| Recon exchange brake caliper type 12   | £46.00  |
| Recon exchange brake caliper type 14   | £41.00  |
| Original head gasket GEG314            | £9.00   |
| Distributor cap                        | £6.00   |
| Front valance support bracket 712567/8 | £6.00   |

## SPITFIRE MK IV & 1500

|  |             |
|--|-------------|
| Bonnet stay 613045/613751                    | £19.50 pair |
| Front wings 909663/4 PAT                     | £60.00      |
| Front wheel arch outer 909351/2              | £49.50      |
| Front wheel arch inner 909797/8              | £55.00      |
| Headlamp support panel assembly 818871/2     | £49.00      |
| Front quarter valance 815391/2               | £80.00      |
| Door skins                                   | £65.00      |
| Sills non original 903097/8                  | £50.00      |
| Sills O.E. 903097/8                          | £80.00      |
| Sill reinforcement panel 806634/5            | £7.50       |
| Inner sill 806638/9                          | £27.00      |
| Front sill end plate 706422/3                | £9.00       |
| Half floor (deep pressing) 908900            | £145.00     |
| A' post lower filler panel 706889/9          | £24.00      |
| Bonnet hinge pivot box RK362/3               | £49.50      |
| Chassis front gusset 218526/7                | £19.50      |
| Bonnet hinge tube L/H-R/H 91107/8            | £60.00      |
| Rear wing non O.E.                           | £147.50     |
| Rear wing front repair panel                 | £25.00      |
| Rear wing rear repair panel                  | £28.00      |
| Rear lamp panel 716182                       | £191.50     |
| Rear valance 908970                          | £95.00      |
| Boot floor                                   | £155.00     |
| Boot lid 911327                              | £475.00     |
| Rear inner wheel arch 725563/4               | £160.00     |
| Rear outer wheel arch 909661/2               | £89.50      |
| Windscreen aperture drip channels            | £18.00 pair |
| Hard top rear screen seal 911040             | £49.50      |
| H/ top seal roof/ door glass 716183/4        | £8.00       |
| Door hinges 607824                           | £21.00      |
| Exterior door handle (black) YKC2837 LH only | £85.00      |
| Window regulator 911271/2                    | £82.50      |
| Window regulator glazing channel             | £75.00      |
| Window outriggers 209398/9                   | £50.00      |
| S/steel tread plate finishers                | £32.50 pair |
| Oil pump TKC 1974 (exchange)                 | £32.50      |
| Water pump 216939/GWP128 (exchange)          | £29.50      |
| Radiator support cradle TKC 1761             | £16.00      |
| Late type water pump (viscous) UKC774        | £40.00      |
| Oil filter GFE119/150                        | £5.00       |
| Heater valve 724021                          | £18.00      |
| Front wheel bearing kit GHK1021              | £16.50      |
| Front wishbone bushes 119451 (set of 8)      | £10.50      |
| Front shock absorber GSA364                  | £20.00      |
| Front suspension vertical link               | £108.00     |
| Front suspension top ball joint GSJ155       | £9.00       |
| Stub axle UKC697                             | £235.00     |
| Recon steering rack exchange                 | £60.00      |
| Track rod end GSJ158                         | £9.50       |
| Steering joint 142140/FAM1718                | £22.50      |
| Steering lock 216449/UKC2719                 | £85.00      |
| Fibreglass Gearbox Tunnel Cover              | £37.50      |
| Gearbox exchange                             | £350.00     |
| Recon exchange D Type O/D Mk IV              | £320.00     |
| Recon exchange J Type O/D Mk IV              | £320.00     |
| Recon exchange J Type O/D 1500               | £320.00     |
| Recon Exchange Diff                          | £350.00     |
| Recon Exchange Diff (NCW&P)                  | £450.00     |
| Rear wheel bearing kit GHK1029               | £14.50      |

|  |             |
|--|-------------|
| Early/late rear drive shaft                    | £69.50      |
| Recon exchange drive shaft assembly            | £170.00     |
| Rear shock absorber GSA385                     | £18.00      |
| Rear leaf spring 159640                        | £95.00      |
| Recon exchange brake caliper type 14           | £41.00      |
| Brake disc 208715                              | £13.50      |
| Brake disc 208715 Drilled/Grooved              | £42.50 pair |
| Caliper repair kit inc pistons type 14         | £20.50      |
| Handbrake front cable 121766                   | £5.00       |
| Handbrake cable end fork 104749                | £3.00       |
| Rear wheel brake cylinder - 7 dia GWC1110      | £12.50      |
| Rear brake lever 123135                        | £6.50       |
| Clutch shoe set GBS749                         | £10.00      |
| Clutch slave cylinder GSY103                   | £35.00      |
| Clutch kit GCK160                              | £77.50      |
| New distributor 1500 (exchange)                | £59.00      |
| Recon distributor 1500 (exchange)              | £47.50      |
| Distributor cap Mk IV                          | £6.00       |
| HT lead set                                    | £8.00       |
| Recon starter motor (exchange)                 | £50.00      |
| Wiper motor (new)                              | £45.00      |
| Universal joint with grease nipple             | £9.50       |
| Dash top cover 815281                          | £40.00      |
| Seat cover set, brown houndstooth material     | £115.00     |
| Gearbox tunnel retaining plate 608383          | £1.80       |
| Wheel arch to bulkhead seal 613666             | £3.00       |
| Hoods original I.C.I. material inc zip window  | £220.00     |
| Hoods vinyl inc zip window                     | £175.00     |
| Inertia seat belts less warning light wire     | £65.00 pair |
| Inertia seat belts less sensor OE              | £70.00 pair |
| Inertia seat belts less warning light wire Red | £60.00 pair |

## GT6

|   |             |
|---|-------------|
| Bonnet assembly Mk II 908116 less tubes | £1,100.00   |
| Bonnet assembly Mk III 913766           | £1,200.00   |
| Front wings Mk I 908113/4               | £115.00     |
| Front wings Mk I 907154/5               | £105.00     |
| R/H front overrider Mk I 710717         | £42.50      |
| Boot floor carpet Mk I/II 810841        | £35.00      |
| Main carpet early Mk III new tan 819813 | £32.50      |
| Main carpet late Mk III new tan 822633  | £27.50      |
| Dash veneer set Mk III 820073           | £160.00     |
| Steering lock 216449/UKC2719            | £85.00      |
| Recon Steering Rack (exchange)          | £60.00      |
| Seat belts                              | £65.00 pair |
| Recon (exchange) water pump GWP201      | £29.50      |
| Manifold banjo bolt 145155              | £9.00       |
| Fibreglass Gearbox Tunnel Cover         | £37.50      |
| Gearbox (exchange)                      | £350.00     |
| Recon exchange D Type O/D               | £320.00     |
| Clutch kit                              | £80.00      |
| Front suspension vertical link          | £108.00     |
| Front shock absorbers                   | £20.00      |
| Track rod ends                          | £9.50       |
| Rotoflex coupling 152273                | £35.00      |
| Rotoflex bush kit inc tubes             | £16.50      |
| Brake shoe Mk I/II/III rototex GBS750   | £17.00      |
| Brake shoe non rototex GBS746           | £20.00      |
| Front side/flasher lamp assembly 155416 | £20.50      |
| Delco distributor cap                   | £9.75       |
| HT lead set                             | £12.50      |

## TRIUMPH 2000/2.5 PI/2500

|                                     |         |
|-------------------------------------|---------|
| Mk I front wing L/H-R/H 570195/6    | £300.00 |
| Mk I front panel (nose cone) 903258 | £125.00 |
| Mk I headlamp panel 575894/ZKC1972  | £75.00  |
| Mk II bonnet 910507                 | £135.00 |
| Mk II rear lamp panel 910509        | £145.00 |

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

## DOLOMITE RANGE

|   |             |
|---|-------------|
| Toledo Static Seat Belts O.E.                     | £35.00 pair |
| Front underdrier XKC 83/84                        | £48.50 pair |
| Rear lamp assembly 1300 F.W.D. 211874             | £37.50      |
| Dolomite Rear lamp assembly R/H TKC938            | £52.50      |
| Head lamp assembly 1300/1500 Dolo (square)        | £105.00     |
| Headlamp bowl 1300/1500 Dolo (Square)             | £28.50      |
| Rear screen rubber 913937                         | £37.50      |
| Boot floor carpet 1300 F.W.D. 617831              | £25.00      |
| Recon 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      |
| Front subframe mounting cup washer 138626         | £7.50       |
| Recon steering rack (exchange)                    | £60.00      |
| Track rod end                                     | £9.50       |
| Upper steering column joint 157659                | £36.00      |
| Lower steering column joint FAM1718               | £22.50      |
| Front/Rear shock absorber (Dolo)                  | £22.50      |
| Toledo front shock/spring assembly                | £48.50      |
| Front lower ball joint GSJ135/RH                  | £65.00      |
| Anti-roll bar mount bracket 154868                | £7.50       |
| Anti-roll bar mount bracket 153669                | £12.00      |
| Dolo recon exchange caliper                       | £41.00      |
| Brake pads Dolo/Toledo                            | £10.00      |
| Brake pads Sprint                                 | £12.50      |
| Dolo 1500/18.50 brake shoes GBS746                | £20.00      |
| Dolo 1500/18.50 wheel cylinder GWC1502            | £15.00      |
| Sprint wheel cylinder GWC1121                     | £15.00      |
| Tank sender 1500HL/1850HL/Sprint 215652           | £27.50      |

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Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.  
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



# SPITFIRE MkIV/1500 Register



e-mail.

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

**Steve Payne**



## 'Coilovers'

**M**artin Hughes, one of the organisers for the TSSC Somerset area contacted me last month with a question from one of their members, **Sally**. She wanted to know if anyone had ever fitted 'coilovers' to a 1500 Spitfire. Martin didn't know so he contacted me in the hopes I might, unfortunately neither did I but I was sure conversion kits existed, and was interested to learn more about the issue with the 'swing-axle' and what could be done to improve it.

Back in the 1960s the Triumph Herald and the Spitfire were considered pretty sophisticated with their all-independent suspension, but the early models suffered from 'wheel tuck-under' which resulted in sudden oversteer. I'm sure most Spitfire owners know full well the implications of 'wheel tuck-under' but for those of you that don't I thought I would explain the issue further.

The early Spitfire, Herald, Vitesse and GT6s featured a rear suspension design known as 'swing axle' whereby the driveshaft acts as a lower link in the suspension and the transverse leaf spring (bolted on top of the differential) doubles as the upper link. This design is cheap and easy to manufacture, but as most Spitfire owners have discovered, the handling performance is flawed.

The problem with the 'swing axle' design is that the upper link of the suspension (the leaf spring) is longer than the lower link (the drive-

shaft). This means that as the wheel moves up and down, it will always have a tendency to gain large amounts of positive camber.

Coupled with the fact that cornering forces also add positive camber, it means that the size of the tyre contact patch decreases rapidly

**Photo 1.**



as the wheel moves upwards. Shown in [Photograph 1](#).

There is also a second problem with the swing axle design, known as 'jacking'. The swing axle design has an unusually high roll centre and so the cornering forces push the car upwards, suddenly reducing grip by effectively 'pulling' the tyre away from the road.

The roll centre is the point that a car pivots about as it rolls in cornering, and is very important in the handling characteristics of a car. Ideally, suspensions should be designed so that they have a low roll centre (somewhere below the centreline of the axle), so that the cornering loads help to force the car down onto the road and increase 'grip'.

In the 1960s Triumph came up with a solution to the swing axle 'issues' which were eventual-



ly implemented in the 70s, known as the 'swing spring'. Rather than having a rigidly-mounted transverse leaf spring, only the lower leaf of the spring was bolted onto the differential. The

reduce body roll.

The result of all of this is that the sudden oversteer is reduced and the car feels more 'sure-footed' when being driven quickly.

The only way to improve on Triumphs 'swing axle' rear suspension further is to change the design completely, removing the transverse leaf spring and fitting a spring and damper or 'coilover'. 'Coilover' is short for "coil spring over damper". The advantage of 'coilover's' is they are usually pre-assembled, paired perfectly for each other, height adjustable, compression and rebound adjustable and



**Photo 2.**

remaining leaves were mounted in a box with a pivot through it so that the upper leaves are 'floating'. [Photograph two.](#)

This means that the roll centre was no longer fixed in a single position and could move slightly as the wheel moved - projecting cornering loads closer to the ground and therefore reducing the 'jacking' loads. The tyre is consequently less likely to gain extreme positive camber as with 'swing axle' setup. However, as the upper leaves of the spring are no longer clamped in place, the roll resistance is reduced (the ability of the spring to resist the car rolling). To compensate for this, Triumph fitted a bigger (and therefore stiffer) front anti-roll bar to



**Photo 3.**

typically ready to be bolted on. [Photograph 3.](#)

As can be seen in the photograph a fairly major modification has to be made to replace the transverse spring. The fabrication around the differential and the adjustable top links are substantial and I suspect this is not kit available to buy off the shelf. The scribbled notes in

black marker on the 'box' around the diff' look to me like the scribbles of a one off fabrication. I suspect this is someone with access (or knows someone with access) to a decent machine shop and welding equipment. It would be difficult for the average DIY'er to make this, and I have not found these fabrications advertised for sale (please let me know if you have).

Putting the matter of fabrication aside, I have read forums which suggest another problem people run into is that they buy one brand of spring and another brand of damper, which are not always a good match for one another. The springs might be too stiff for the damper, or the damper too stiff for the springs which may result in making the car too low. It may feel like the car handles better, but in fact it probably handles worse!

Some 'coilovers' on the market appear very cheap in comparison to others, which may seem like a bargain at the time of purchase but I suspect the cheap 'coilovers' are typically built with low quality materials, and while they may seem to do the job initially they probably will not last as long or perform as well as the more expensive (higher quality) 'coilovers'. You get what you pay for, suspension components are important, they keep you on the road, safety and performance need to be put at the top of your list when making chooses for your suspension.

As I stated earlier I could not find an abundance of companies offering a 'complete' 'coilover' conversion kit. The main Triumph suppliers seemed to only offer the standard equipment bar uprated bushes and dampers etc. However two suppliers in particularly appeared when 'coilovers' was put in the search engine, Demon Tweaks and Gaz shocks.

Demon Tweaks offer a 'coilover' conversion, however I didn't find the website particularly useful or informative, and you were required to call for further information. I suspect this was just the 'coilover' damper which they would supply to your requirements and the top link

would have to be 'sourced' elsewhere or made by yourself.

Gazshocks likewise provide a little 'blurb' and again a call was required to understand what you were getting and how much it would cost. Again I saw no reference to the replacement top link.

Therefore I find myself asking the same question as Sally, do any readers have first-hand experience of fitting 'coilovers'? If so how did you specify the setup? Who did you talk to and where did you get them from. Did you fabricate your own top link replacement or purchase it from somewhere?

Please let me know and I will forward it onto Martin and Sally.

On a completely different note, has anyone been to the cinema lately? I went with my son to watch 'Ant Man' a few weeks ago, not really

Photo 4.



knowing what to expect. I certainly didn't expect to see [Michael Douglas driving a Spitfire](#), I managed to find this picture on one of the trailers for the film, [Photograph 4](#). It only makes two or three appearances and for just a few seconds each time, but it made my night. Does anybody know of any other films where the Spitfire has made an appearance, I can only think of a current soap that starred one many years ago.

Finally I'm on my holidays for two weeks in August so I will pick up your questions up when I return. I hope to publish some of the 'My Spitfire' stories I have been sent next month as this will allow me to catch up with any new questions. Still space for a few more 'My Spitfire' stories if you have one.

**Steve.**



# Lubenham Scarecrow

## Open Day at TSSC HQ

**Sunday Sept 13th 10am to 4pm**

Come and celebrate the Scare Festival this year! We will be **OPEN** and offering a **Barbecue** and some liquid refreshments (for a Small Donation) From the '**HERALD**' **Members Bar** which will, of course, include a Guest Ale for those of you who are not driving.

This Open Day is going to be one to remember.

See the **TR7 40th Anniversary Display** in the front Showroom.

Generally relax and maybe use this as an excuse to **USE** your Triumph **BEFORE** the season closes?

**It is also Lubenham Village Scarecrow Weekend**  
see the **Scarecrows and Festivities on the Green!**

The Club Shop will be Offering **10% Discount** over the Counter Only, on this day

**Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as shop offers.**



*Do More with Your Triumph!*

**See you at TSSC HQ, Sunderland Court, Lubenham,  
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**e-mail.**

**tr4-tr6@tssc.org.uk**

**Bernard Littlewood**



## TriumFest UK in a TR4A

**A**lthough I did this work this event will no doubt feature in a few reports in this edition of the Courier so this is a very brief (due to lack of TR4A calamities thank goodness) account that's relevant to my own TR4A.

I left my house at about 9:30am to drive to the first S. Wales meeting point at Cardiff Gate Services with my "navigator" Ant, the valve clearances on my TR really need to be adjusted, but I didn't want to carry this out so close to a decent length run as the TR has been running absolutely spot on since the

miles to the next meeting point near Monmouth where Paul & Barb G were waiting in their lovely TR6.



**Tarmac Lake**



**TriumFest UK Show & Shine 'Best TR'**

With my 4A seeming like it was running on rails we drove along the M50, M5 & M42 with the Surrey top off to Hopwood services (65 miles) where Light Duties' 13/60 had a "get me to the show" repair to the rear silencer bracket carried out by Action man as Light Duties was on light duties that weekend (Hence the moniker). After a short break we continued to Donington (or most of us did) and drank some beers while we waited for 3 of the group to drive from Lubenham!

engine rebuild and I have never had to top up the engine oil level (even on the Classic Le Mans trip when it got really hot).

We left Cardiff Gate services to travel the 35

Over the weekend I was approached by a few members who I had given advice, help or information to over the last year and it was very gratifying to receive a handshake and a

thank you from these fine people.

Also the S Wales area met a group of people from Luton, Kirsty, Tony, Pete, Chris & Ashley who we hope to keep in touch with and see at future events.

On the Saturday I parked my 4A and Paul parked his TR6 on the Tarmac Lake and I was asked to judge the TR's & Stags for the Show & Shine. A very difficult job as they were all deserving of recognition (even mine), but I did my best. At 4 pm the various prizes were given out and as I was part of the team on gate duty I had to rely on our AO Bern & Action man to relay the car of the show win-



ner (they had to attend to pick up the Area of the Year award).

Sunday dawned and when the time to leave arrived I fired up the TR and once again I enjoyed a very smooth and trouble free run back to Cardiff although I thought that I detected a slight rattle coming from the rear N/S which I decided that I would try to pinpoint on the upcoming St Fagans run.

#### TR6 BOOT LID RE PAINT

An area member has an immaculate TR6, but he was not happy with the rack that had been fitted prior to his ownership as it had warped

the boot lid and was also fitted by bolts that went through the boot lid itself.

He bought a replacement boot lid and paid for a professional paint job, but when he fitted it to his car he found that the colour was not a perfect match. Like a fool (must remember to edit that) he entrusted me to paint the boot lid with paint that he had colour matched by taking his car to the suppliers.

The result after flattening and polishing was excellent and his car now looks perfect.

I have written about my methods of paint spraying before so I won't go into details, but I thought that it would be a reminder for those who for some reason think that painting their cars (or at least a panel) is beyond their limited capabilities.

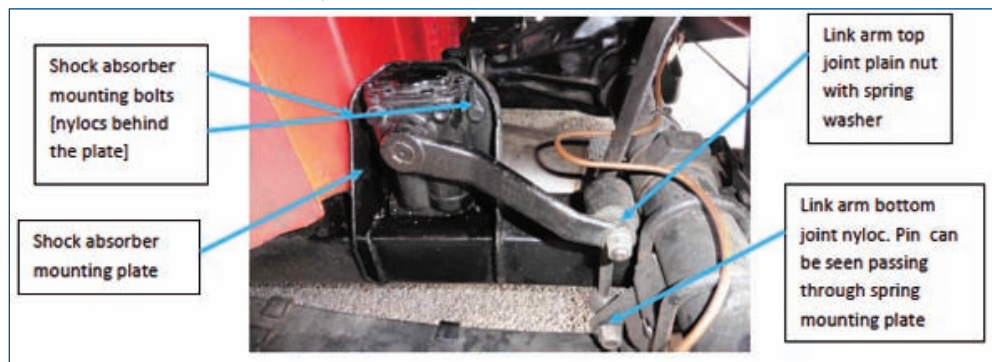
**And now another John Wiliam's article who I must thank for helping to keep this column going.**

#### REMOVAL & REPLACEMENT OF NEAR SIDE REAR SHOCK ABSORBER ON TR4

##### 1. Assemble tools:

- Shock absorber bolts & nyloc nuts – 9/16 AF open jaw spanner & ratchet spanner
- Link top plain nut - 9/16 AF ring spanner
- Link bottom nyloc – 11/16 AF ring spanner
- Small puller for breaking contact between shock absorber arm and link top joint [tapered fit].

2. Jack up the car – axle stand under chassis rail. Remove the road wheel.
3. Undo top link nut.
4. Loosen off the bottom link nyloc.



5. Undo and remove the two bolts & nylocs fixing the shock absorber to the mounting plate which is welded to the chassis rail.
6. Manoeuvre the puller into position between the top link joint and shock absorber arm and break the contact surface. Easier if all parts can be moved for best positioning.
7. Lift the shock absorber out.



8. The workshop manual suggests the link can be removed also – not true without dropping the one end of the spring as the rounded joint is blocked from removal through the spring mounting plate by the chassis rail.



Detaching the shock absorber is very straightforward as long as it is only this item to be removed. The manual does not specifically refer to how to remove the link!





# TR7/8 Register

e-mail:

[tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

**Paul Lewis**

## One Small Hole

Leads to a **BIG** repair



A few months ago I spent the money from the sale of my Lambretta and brought another TR7 FHC. This car was well known to me and is a Victory replica. The Victory was launched in July 1976, the **"TR7 Victory Edition"** was one of four special limited edition fixed-head models to go on sale in the USA. In this case the



painted steel six-spoke wheels. These were unique to the car, which was just as well, as before long a number developed cracks and even total spoke failure, with disastrous results. A recall was organised and alternative wheels fitted.... another "victory" for good old British Leyland!

A full leather-grained vinyl roof and bold black triple striping running over the bonnet and down the flanks completed the look. Inside, the cabin received a "Victory Edition" plaque on the glove compartment lid. Several colours were offered including Yellow, Green and White. It is thought that as many as 3500 of these "special editions" were produced.

The car a 1976 FHC had only covered some 29000 miles from new but over the past 10 years had been driven less than 1000.

The owner was worried that the car would deteriorate being left outside and along with an MOT failure certificate I trailed the car away and home.

excuse was the string of victories achieved during the 1976 Sports Car Club of America National Championships.

The most distinctive feature was a set of white-

The MOT test had picked up a couple of small holes to the inner flitch panel, top sus-



pension strut and a small hole down by the sub frame.

Minor stuff or so I thought. Once we started digging into the rust the full extent of the bodging became apparent. Some of the inner flitch panel had been repaired using chicken wire and filler. More cutting exposed even more rust and so the story went on.



Eventually all the rust was cut out and new metal welded in. The area was then



prepared and painted in its original colour of Inca yellow. I can now start the process



of detailing the engine bay before hopefully gaining a new MOT certificate and getting the car on the road.

**New Parts**



**New Turret top repair**



**Chassis siderail repair**



**Turret top patch**

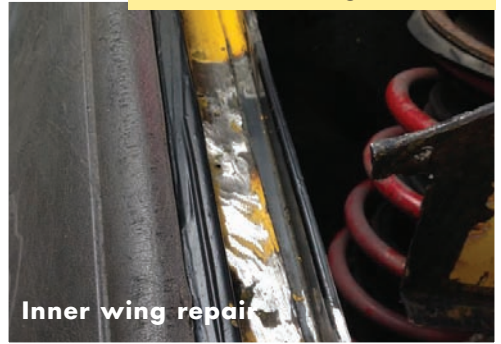
**New Turret top**



**Subframe Mount**



**Subframe**



**Inner wing repair**



**Ready for paint**



**Painted**

If you have any stories of rust horrors  
please drop me a line

*Paul*



**Just back from Paint!**



# BIG SALOON Register



e-mail.

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

**Mark Blease**



## TriumFest UK 2015

**W**hat a great weekend! The weather certainly helped, as did a few ciders in the sunshine with some great company. It was fantastic to see so many big saloons and estates displayed on the Donington Tarmac Lake this year, and to meet some of the regular correspondents to this Courier register.

I bumped into **Neil Spencer** - at the time we

*"The shell is now back in my garage after its nearly two year journey starting from my garage, to the paint stripper, to the welding shop, to another dipping/stripping company then back to my garage with its new coat of primer paint. I am now in the process of hanging the doors and getting the best line up before the shell moves on to the body finishing shop. This is going to be an expensive trip so I don't know when it will happen but not before the winter at least."*

Neil also updated me on some problems he's been having with his current 2000:

*"My 2000 is now running nicely after a very prolonged problem with general running. I tried two sets of Stromberg carbs, both rebuilt, to try to sort out a general rough running problem*



**Neil's PI**

were both admiring a rather attractive Mk2 PI in Saffron - more of that later. Neil has been busy restoring his own PI, taking the rather brave step of completely stripping the shell and having it chemically dipped. Neil recently sent me this update:



**Neil's 2000**



that I was convinced was a fuel problem but could not resolve, that is until I grasped the nettle and converted the carbs to SU's! I rebuilt a late pair of HS6 carbs and located all the various bits that you need to fit them. Most of the small cooling pipes are different, including the metal by-pass pipe. The air filter is more like a PI with a collector box on the carbs. The biggest difference however is the actual position of the engine in the engine bay!

In order to fit SU's you have to re-drill the cross member that the engine mountings sit on and move the engine ½" across to the near side in order to get the carbs and collector box in. The inlet manifold on SU's is much longer than the Stromberg manifold. Removing the cross member is not too difficult once you have supported the front of the engine with a trolley jack. I then marked up new holes ½" away from the existing holes on both sides and re-drilled the cross member. As it is an early Mk2 there was one spacer each side between the cross member and the engine mounting block. When refitting I moved both spacers to the off side engine mounting and hey presto the carbs now fitted. There is no need to alter the rear/gearbox cross member as there is only a minimal amount of movement at the back after altering the front by ½". I did however have to slightly bend the handbrake bracket in this area as it touched the prop-shaft when the lever was pulled up.

The improvement in the running of the car is massive though, in my opinion.

It does **EVERYTHING** much better on the SU's than on the Strombergs! Much smoother and seems quite a bit faster too!"

It was also great to meet **Martin Feltham**,

who you may recall from July's Courier article has recently become custodian of **Bernard Littlewood's** fabled "Stag Saloon". Martin's car is a lovely 2000 and a real credit to Martin and to Bern before him. It was also good to



**Martin's 2000 on the Lake**

hear that it is used as an everyday car, and chatting to Martin it was clear that he isn't afraid to clock up the miles! Martin has a few projects he's planning to get stuck into over the coming months, so hopefully he'll keep us up to date on progress - I know he suffered wiper failure at the end of TriumFest - more of that in a future Courier.



**Julian's restored engine bay**

I also bumped into **Julian Wadsworth**, or perhaps more accurately I should say: I battled through the crowds gathered around his car to



**TriumFest Car of Show**

get to him.

Julian emailed me back in May to let me know about his very special Saffron PI:

*"In hankering after a Big 6, I was aware as you are of the pitfalls relating to both body and engine, so if I was going to have one I wanted a solid, quick and good one. In June I spotted a car **Yorkshire Triumphs** had found laid up since 1974 when its owner passed away, 7,500 miles from new, totally solid with spots of light surface rust only.*

*The opportunity to have a in effect new car was too good to pass up. She has been undergoing a bare metal restoration with the usual engine re-commissioning and new seals etc. for injector gear. The aim is to preserve originality (except*

*a Bosch pump as breaking down with children is no fun). I will have a new family saloon for far less than a modern equivalent, and with character."*

And what a car Julian now has, quite rightly winning **Car of the Show at the new TriumFest "Show and Shine" event**. Words or photos can't really do this PI justice, you have to see the car in the flesh to appreciate the quality of the restoration. Julian has said he may pen a few words about his vehicle - I'm really looking forward to finding out more about it.

TriumFest is continuing to gather pace and is turning into a really great event. If you haven't been yet, perhaps consider it for next



**Note Heatshield above exhaust**

year? It would be fantastic to see even more Big Sixes there next time.

Until next month!

**Mark**

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## Trevor Collett

# Still going strong

**B**ack in May 2014 I wrote about the Spartan, one of the first and one of the best selling kit cars based on the Herald/Vitesse chassis. To illustrate that piece I used photos of four different Spartan cars from my archives. It turns out that one of those cars changed hands a few months ago, and the new owner is a TSSC member, and recently he was thumbing through some past Couriers, and came across the picture of his car. The new owner is **Roy Ross**, and his discovery of his car in the mag prompted him into composition:

*For some time I have been meaning to string some words together about a Spartan I bought last year and whilst looking through past Couriers for something the other day I came across an article that Trevor wrote in The Courier, number 407, page 22. This prompted me to finally drop him a line. **VAT11S** is the car I bought last year as a stop gap while I rebuild my Mk 3 Spitfire, which I have had for many years.*

*Where has this car been? A very good question.*

*It looked nothing like the picture shown in The Courier when I bought it. I am the third owner and the previous owner*

*bought it in 2007 and only did 50 miles in it from 2007 to 2014 and stored it in a barn. On viewing one could see that the car was in need of some serious TLC, but it started and drove without any major issues.*

*The paint work was all faded and cats had destroyed the carpets.*

*Because the car had not been driven for a long time I anticipated that most of the hydraulics would need overhauling as soon as I started to put some miles on it.*

*I was not wrong. Although it had had an MOT, within a week the brake cylinders started leaking and not much later the clutch master cylinder started leaking, followed by*



### Master Cylinders Started leaking after purchase

*the exhaust blowing.*

*You can see from my photos that the paint is*

not the vibrant red that it was in the 2014 Courier article. My first job after purchase was to wash it, cut the paint back and try and get a shine on it, as I did not want to go down the road of a complete respray. The car is now a sort of orange colour. Fortunately the original paint was thick enough to cut back.

I have spent more money on parts for the car than originally planned, but it has been worth it. The tyres had to be replaced as they had a date code for 1993 on them, although they still had plenty of tread. We made a complete new carpet set for the car and fitted MX5 seats. The front suspension was overhauled and poly-bushes fitted to stop the car having no steering at around 55mph. The whole front became very light. I also overhauled the cooling system, as it kept overheating.

Both these problems were not really satisfactorily resolved until I moved the front number plate higher; it was blocking the air scoop that was behind it, just below the front bumper.

The previous owner said that he had a problem with it turning over to start, so had fitted a large battery on the back shelf inside the car, not very satisfactory. I have put a small 40amp battery back under the rear floor, where I was told it should be, and fitted a high torque starter.

The car now has no problems turning over.

Another job was to sort out the rear suspension, which had sagged to the point of the rear exhaust nearly touched the ground when a load was put in the car.

According to the paperwork that came with the car, the donor car was a 1968 Vitesse 2-litre rotoflex car. Examining the car this does not add up. One job I did was replace the rear spring. The car came fitted with a five leaf spring; I replaced it with a Vitesse 11 leaf spring. The ride height, handling and comfort

have been dramatically improved.

The exhaust proved to be another problem. I purchased a full stainless steel system for a Mk2 Vitesse. The middle section and rear section fitted no problem but the down pipe had too big a curve on it to fit between the chassis rails. Looking at the old front pipe I then suspected that this had been the problem when the car was built.

They had cut the manifold flange with around two inches of pipe off and then welded a smaller diameter section of pipe in to make it fit. Fortunately we have a man who makes exhausts in the area and he made up and fitted a large diameter down pipe.

The difference in the power output is considerable. This car would never have run on full power with that small downpipe fitted. This

brings me to the question, what car was this originally built on, which had a narrow front chassis under where the gearbox is and a five leaf spring? The car looks original



and does not seem to have been tampered with as far as replacements parts go.

Was the car a good purchase? Well yes. It makes a very good long distance touring car, but not a sprint car like my Spitfire."

Thanks Roy, very interesting stuff. Roy's story prompted me to go into my archive to find out what I know about Spartan VAT11S. Where did I get that photo I used in 2014? Easy question? Err, no! I'm usually pretty good at naming files and keeping notes on interesting cars, but in this case I seem to have let myself down. What I deduce from the file properties is that I think I got the picture from a web site when the car was up for sale in around 2006, which might match the change of owner in 2007 that Roy refers to.

What I did find was a club IVR (International



Vehicle Register) form from 1983 when the original builder of the car joined the TSSC. The new member's name was **Malcolm Woodward**, from Hessle, in the East Riding of Yorkshire. From Malcolm's form we learn that the car was completed and registered as a Spartan in August 1977; the finished colour was BL Flamenco Red.

original Vitesse. I guess the switch to Herald front suspension was made for the same reason, the Herald springs being a bit softer than the Vitesse. The Herald's brake calipers are also smaller; we're not told which brakes were used.

One unanswered question is why, with a Vitesse engine in a Vitesse chassis, the Spartan requires modification to the front section of a Vitesse exhaust. My best theory is that the engine has been moved back in the chassis compared to its original position, quite common with kit car bodies that are fitted to a Herald/Vitesse chassis and have a narrow nose; it's one way to get the carbs to fit inside the engine compartment (you sometimes see them poking through cut outs in the side panels). I've asked Roy to look at this, but at the time of writing he hasn't come back



He confirms that the chassis and engine came from a 1968 Vitesse and states that he fitted a GT6 rear spring and front suspension from a Herald.

This explains the five leaf rear spring that Roy describes; it would have been used by the original builder to compensate for the reduced weight of the Spartan body over that of the

to me.

It's good to know that here is another Triumph providing a useful service, and delivering smiles, 47 years after it left the Coventry factory – not that the Standard Triumph employees who built it then would recognise it now, thanks to the transmogrification effected in Yorkshire 38 years ago.





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**Guy Singleton**



## International Bonds



**A**s usual I will be in trouble with our esteemed editor as I am writing this after his deadline – a busy week last week culminating in attending the TR Register Weekend at Malvern. No, I do not have pictures of lots of Equipes there - not surprisingly mine was the only one, but it did attract quite a lot of attention. The weekend was very enjoyable and reminded me of Stafford 20 years ago,



this in the various clubs have now moved on and hopefully the time is ripe for such an event.

Phew, now that I have got that one out of my hair, the real automotive reason for mentioning the event, was that **Mark Field** of Jigsaw Racing has pulled another one out of the hat, with the unveiling of a race prepared Italia. I understand

that it was initially prepared about 20 years ago, and raced by its owner about 3 times before he put it in his private collection, Mark managed to locate the car (which was not on the market), and together with his client had a meeting with the owner. They were accepted as suitable custodians for the car and having done a deal, over the last few months the car has been recommissioned by Mark and his team and it will be racing in 2016.

more people there, lots of cars and traders, I think there is a lot of synergy with the TSSC, and I really feel that if it could be worked out some form of all Triumph event would suit all the Clubs who suffer from the same problems - less people attending which leads to less traders and a general downwards spiral. I know that in the past this has not been possible largely due to inter club politics etc, I think in most cases those most responsible for



Now moving on, and staying with an international flavour, **Bill Sales** in South Africa recently sent me some photos of a 4s which he has seen at the Cars in the Park event, which is the biggest classic car event in South Africa



held on the first Sunday in August every year. I was not aware of any Equipes being in South Africa and it is a car which was not on my



register so great to hear of it. You will see from the photos that a Herald Bonnet has been fitted, I don't know if this is due to the owner's preference or from necessity but hopefully I will be able to report further in due course.

Talking of racing cars, **Martyn Jackson** who sent me some info on the Bond Formula Junior cars last year sent some more photos of *"one of the 1960 Bond FJs, both of*



*which were at the Donington Historic in May. Incredible attention to detail. They*





did well in both of the front-engined races."



The next car is slightly closer to home in Slovakia, and as you can see is currently under restoration, the multi colour paintwork being replaced with white, Mike Papworth told me about this one, as he had helped supply parts to the owner, I understand that it is running with a 2.5 saloon engine and gearbox - it should be quick!

I was recently able to help **Richard Dittman** get some information to the editor of the Bond Owners Club magazine for an article as for some reason Richard's email system tends to balk at delivering to the UK occasionally.

**BOND EQUIPE**

Total Made 1421  
 Mk 1 Coupe 490  
 Mk 2 Coupe 490  
 Mk 3 Convertible 441

Years Produced 1968-1970  
 Coupe 1968-1970  
 Convertible 1968-1970

Triumph GT4 Chassis & Mechanicals  
 One Ordered By The King Of Nepal

**Sorry - no ejector seat!**

**Technical Data**

**Bond Equipe**

**Year Range 1**

**Year Range 2**

**Year Range 3**

**Year Range 4**

**Year Range 5**

**Year Range 6**

**Year Range 7**

**Year Range 8**

**Year Range 9**

**Year Range 10**

**Year Range 11**

**Year Range 12**

**Year Range 13**

**Year Range 14**

**Year Range 15**

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**Year Range 99**

**Year Range 100**

Besides having a MkD Bond Minicar and an 875 Richard also has 3 Equipes and he has produced an information board for use at events.

Finally a reminder of a **Bond Meeting** organised by **Bob Buckby** at the **Milton Keynes Museum Classic Car Show on 20th September**  
<http://mkmuseum-transportday.weebly.com/>.

On the day there will be craft stalls, model railway displays, as well as all the vehicles and usual museum attractions.

There will be food & drink available from the Granary Tea Room as well as a BBQ selling hotdogs & burgers.

Please book into the show directly (£3.00 per entry - this includes entry to the museum, 2 complimentary teas/coffees and an event plaque) but then let Bob or I know that you will be attending so that he can arrange to have enough space allocated for all the Equipes that

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We tell the tale of the near-mythical **Triumph Stag Estate** and detail the restoration of a **Commer** truck responsible for starting the engines of the **Vulcan**. There's a battle of 1975 execs including **Granada** vs **Princess** and we celebrate forty years of the **BMW 3-Series** by driving one around Europe. Plus, there's a **Ford Capri** buying guide and 50 years later: the daughter of Donald Campbell is reunited with her father's **Jag**.

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**by Garth Jupp**

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# CRASH TEST DUMMIES DO ITALY

## VIVE LA VITESSE (OR THE SMELL OF FEAR)

by Barry



I am just writing to thank all the Triumph drivers who invited me into the enclave for the 'Crash Test Dummies Tour August 2014' – what a blast I had! Who would believe that Classic Triumphs that break down in a monsoon still in the UK and only two hours into the journey would make it all the way across Italy eventually?



I knew the floods on the A12 were serious when the receding floodwater left a tidemark of hail stones two foot up the central barrier. It isn't clear if it was just hideous timing (it was wet inside the cars, let alone outside them trying to restart a dwindling TR5) or the effects of the murderous rain but Tim's alternator decided it had had enough. The initial symptoms were out of fuel but that was just the fuel pump dying from lack of electrical rather

than hydrocarbon juice. Many thanks to Dave at Anglian Triumph for helping us out of hours with a new one.

Driving old cars through stunning scenery is a great way to spend a holiday – racing twice around the same castle because the Wallace and Gromit voiced satnav is completely unintelligible over the throaty roar of the exhaust is the perfect way to closely study the architecture – even if we did nearly have TAIF

## Crash Test Dummies do Italy



printed into the front of the Herald/Vitesse Race Hybrid by a local Fiat coming the other way down a street not even wide enough for

swung open during the voyage and took out a series of trackside signs and trees through Austria and northern Italy. Still I enjoyed the quality panel beating Tom did to put it straight and as he said 'it'll polish out'.

There were interesting coincidences – when we heard by mobile phone that Toby's wife Sandra's Mini (he made a last minute swap after he blew up the engine on his Hurricane) had caught fire, our brakes came out in sympathy and caught fire too – still that meant a slower engine-braking roll



one car, let alone two. The only thing the TomTom was good for was to reassure me that we weren't actually doing 65 miles an hour down the mountainside as the standard Smiths gauge was indicating.

There were massive highs – seeing a lightning fast yellow streak of Vinnie's Pl Spitfire appear at the



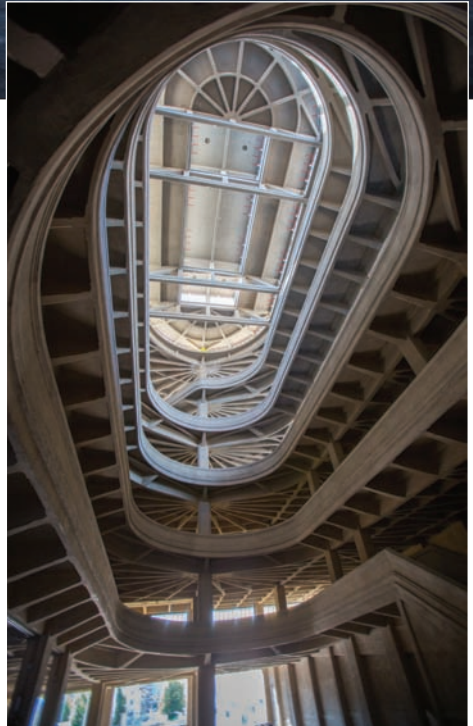
down the hairpins to put them out.

Standing on top of the Lingotto building will be



a highlight of my life – how many people can claim they have done that? The rooftop test track that featured in the Italian Job is an

awesome otherworldly place - around 100m long with curved banked ends around 100ft up in the air. How Tom managed to swing it



## Crash Test Dummies do Italy



beers at the stops.

I really enjoyed the trip, loved driving the car, which when the overdrive is working can achieve 90 miles an hour (how many times did I have to say that all you need to do is wire the inhibitor switch out, Tom?)

For me thrashing 'Red Leader' through the tunnels on the way to Turin and

blipping the throttle for the satisfyingly gorgeous exhaust note was just superb. Turning Tom white descending the Stelvio was equally satisfying .

How will I remember this epic trip? Well I'm still burping up Classic 20W50 motor oil from the leaking rocker cover!



for us seems to be a closely guarded (and still rather difficult to believe) secret. Stelvio was as utterly awesome as Top Gear would have you believe, Fluela was great .. not many people have done those .. but getting on the Lingotto with all those beautiful cars?

There was some fabulous driving through winding wooded roads, up hairpinned passes, down very perilous descents - I'm new to driving Triumphs but what a grin they put on your face! But the stops were just as good, like the dinner for 16 on Juventus's private dining table, the Monteverdi Museum and the lunches, picnics, cappuccinos and





**Paul Richardson©**

# Humour at Standard Triumph

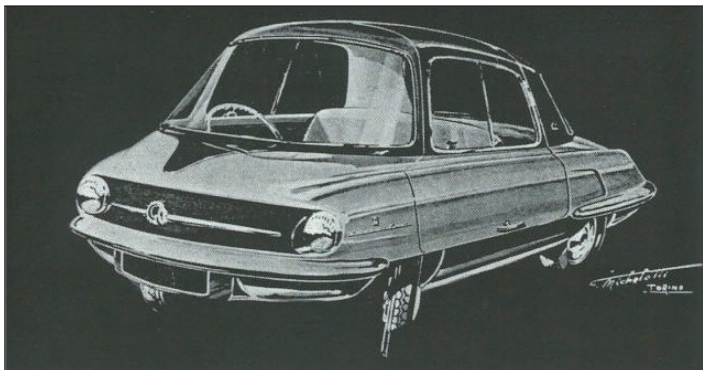


**T**rawling through my interview transcripts recently (my pile of boxed folders is about three feet high) I came across several references I made on the importance of interviewing senior members of staff who'd not been interviewed before on their full life stories at Standard Triumph. Even more important was the fact that some of those I interviewed played a vital part in company production and therefore history.

One of the thoroughly amiable and informative characters I interviewed was stylist **Vic Hammond**, who besides styling the Standard Eight and Ten small saloons became Chief Stylist in 1955. Vic, who was highly respected by those members of staff I interviewed, decided to leave the company in 1960 and subsequently worked for Volvo, Ford and BLMC and eventually became a free lance stylist with his own business. I published Vic's fascinating account of the failure of the British motor Industry as run by British Leyland in *Courier*, and he always had a very humorous way of expressing himself. Whilst reading examples of Vic's sense of humour I decided to include other examples of humour from other staff interviews in this article. But first Vic was describing the transverse leaf spring rear suspension on the Triumph Herald (which many engineers I interviewed did not approve of) and concluded. –

*"To be quite frank I thought there was more chance of King Harold getting his eye back than the Herald rear suspension performing properly".*

Another example of Vic's sense of humour concerned the company's connection with world renowned car stylist **Giovanni**

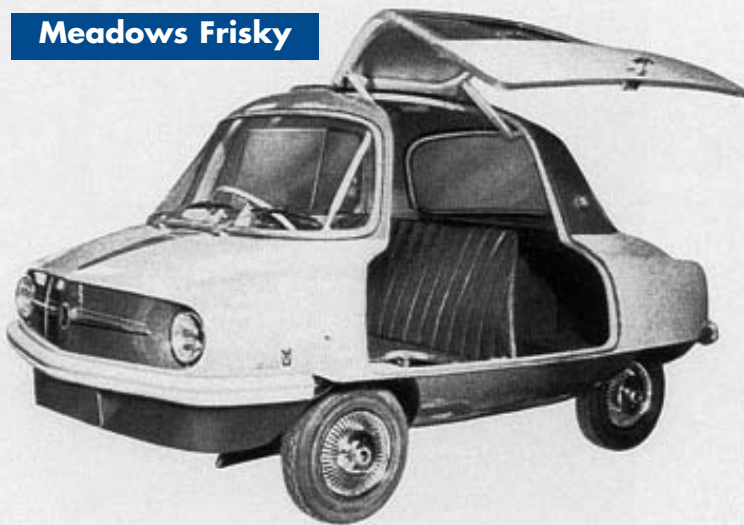


## The Meadows Frisky as designed By Giovanni Michelotti

**Michelotti** who styled the Herald. Vic recalled that several senior staff, including himself, were at the Geneva Motor show in 1957. The reason he brought this story to mind was the fact that the company's Chief Engineer claimed in reports to have discovered Michelotti himself and signed him up to style the Triumph Herald. This was refuted by Vic (and others) who informed me that Michelotti had already been discovered before Standard Triumph made contact with him and



### Meadows Frisky



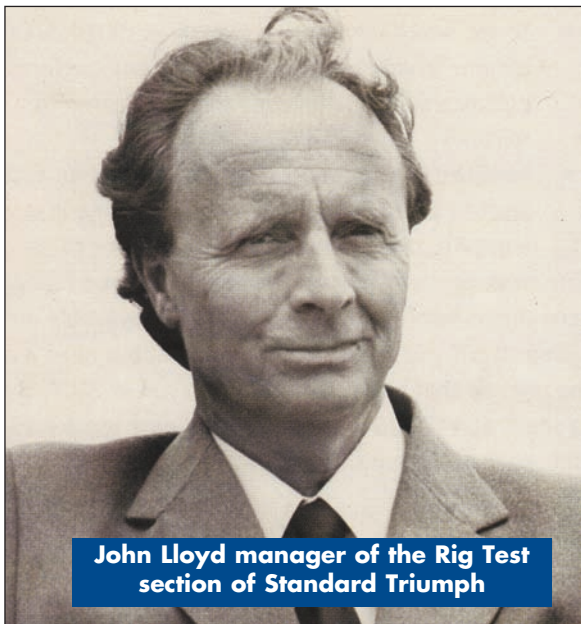
*this Frisky three wheeler to demonstrate how easy it was to get in and out of the car through those gull wing doors. And every time this door demo caper took place, the Frisky stand became packed out., and our directors and staff were taking turns to go back to the Frisky stand to watch this lady model getting in and out of this car because she'd got*

had completed many styling designs for Farina and Vignale. Vic informed me that Michelotti was actually signed up by the company head **Alick Dick** at the same motor show. To continue with Vic's sense of humour. He said.

*"A host of us were at that show including **Ivor Penrice (Public Relations manager), John Murrel (Service Manager) and John Warren (Export Sales Director).** We were promoting our range of cars including the TR and the new Vanguard on the first day of the show when Ivor Penrice, who'd been walking round the show exhibits, walked back with a smile on his face. He then told a group of us to go over and take a look at a new car called the Frisky and it was a small three wheeler with gull wing doors that Michelotti had styled for a company called Meadows of Wolverhampton who manufactured the car. The prime attraction, however, was not the Frisky itself, or Michelotti, because I can tell you the unabridged version of this story. This attraction to the Frisky stand, which caught my attention if I'm honest, centred on a very attractive and voluptuous lady model getting in and out of the*

*frilly suspenders on!!"*

Another extremely nice and helpful member of staff I interviewed was **John Lloyd** who



**John Lloyd manager of the Rig Test section of Standard Triumph**

started work with the company in 1946 as a technician in the rig test section, which he eventually managed. To quote John.

*"All the worst scenarios of new design, as well as the best, have to be understood to ensure reli-*

ability. I well remember your dad being asked at a meeting what he considered the most important overall development factor on the TR2 and Ken replied, 'The bu\*\*eration factor' much to everyone's amusement. Ken was very well liked you know, and his quip referred to those incalculable week points that can only be rooted out by extensive endurance testing. Jim Parkinson can tell you all about that because he and Frank Smith set up the test brake endurance tests Ken wanted on the TR engine. Another chap your dad took too from what I remember was Bill Clarke who was manager of our Materials Laboratory.

Ken had many a chat with Bill about ensuring that metal specifications etc. were up to scratch after we produced the TR2 and 3 range and I dealt with Bill as well when we organised rig tests on specific components including ball joints, wishbones, shock absorbers, steering boxes and racks."

John's mention of rig tests on shock absorbers in the last sentence reminded me of a hilarious account of how careful one has to be when working with moving parts on test rigs. A particularly amusing account that emphasises this was provided by an old teenage colleague of mine who I am still in contact with – although he lives in New Zealand. **Morley Faulkner** served his apprenticeship as a jig and toolmaker at Standard Triumph. After finishing his apprenticeship he worked in the rig test section and recalled.

"I'll ever remember an incident when I was testing telescopic shock absorbers on a test rig comprising of an off centre pin whizzing round which pumped the shock absorber furiously up and down. Our foreman Harry Cuthbert, pipe in mouth, had been observing this test and said that he could definitely hear a squeak. He bent down and placed his ear a little too close to the errant shock absorber and suddenly spat his pipe out and squealed like a stuck pig because his ear had been nipped between the shock absorber dust cover and the reciprocating

shocker body. We all burst into laughter initially, but the hilarity halted when we realised that poor Harry had neatly amputated



**Morley Faulkner who worked in the rig test and competition departments. Morley is pictured here in Kenilworth where we met up during a visit he made to England from his home in New Zealand many years ago. It was fun visiting old haunts including the Queen and Castle Pub, where we spent many a Friday and Saturday evening sharing a pint or eight!!**

a fair amount of his ear lobe necessitating a hurried and considerably bloody trip to the nurse. The next day Harry had a huge wad of cotton wool and bandage round his ear, and nothing else was ever mentioned about the squeak."

Morley also related "On the other end of the spectrum we conducted roll over tests on commercials with various loads inside whereby the vehicles were lifted from one side on hawsers and slowly inched over until they could be pushed over the central balance point by the

*touch of a finger in the restraining rig. This gave the critical angle at which the vehicle will tip over if it's exceeded. This reminds me that the rally Spitfires we built guzzled fuel like*



**Triumph 2000 on test at M.I.R.A.**

*nobody's business and some bright spark thought it would be a good idea to fit a rubber petrol tank to the roof of one of the Atlas van support vehicles. It was duly fitted and filled with water for a test run.*

*Off went the van and after a few minutes the driver returned a bit shaken without the van and explained that it had tipped over on its side just outside the workshop entrance – back to the drawing board.”*

Another highly amusing instance Morley remembered was during describing his experiences whilst testing driving prototypes and rally cars at the M.I.R.A. test facility. He related the following story.

*“Test Days at M.I.R.A. were always fun, because you were away from the workshop. One day that I'll always remember concerns two technicians, whose names escape me, who took a Triumph 2000 to M.I.R.A. on the same day I was there. They were doing dust tests on the 2000 and this involved driving the car through a tunnel about 50 metres long which was full of talcum powder. You entered the tunnel at about sixty miles an hour and headed for the light at the other end, and several passes would be made before inspecting all the dust seals and interior of the car for leaks. Anyway these two guys hit the tunnel entrance in the 2000 and emerged from the other end*

*looking like two white ghosts peering out from the thick cloud of talcum powder that had completely engulfed them and the inside of the car.*

*They'd forgotten to wind the rear windows up, and they never did manage to clear all the talcum powder from the inside of that car.”*

To conclude the following story from the experimental department engineer **Ray Henderson**

related an incident he experienced with the rear seat on a Triumph Stag prototype. Apparently the general interior design of the Stag and the seats were being assessed and staff in the trim shop had fitted a set of 'special' seats in the car. Ray decided to test the seats and climbed into the rear seat via the driver's door to try it. As he sat down a rude noise resembling a bad attack of flatulence emanated from the inside of the seat structure. Ray continues.

*“Anyway as I climbed off the rear seat and got out of the car through the drivers door this rude noise happened again. I got in and out of the car twice and the rude noise persisted. Some of the lads in the shop had got to know about it by this time, and we suspected that someone in the trim shop had organised this as a joke by adjusting the way the innards were put together inside the seat cavity, but we couldn't see anything without stripping the seat out. In the end I decided to explain this seat problem to John Lloyd who came down from his office to the shop with a smile on his face, and he had old Bill Clarke with him. So both John and Bill tried the rear seat and it was still delivering rude noises on compression and Bill Clarke couldn't stop laughing about this for ages. The seat was soon changed of course, but we never did discover how this prank was organised.”*



## Area Showtime



e-mail.

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

**Bern Robinson**

*All Show Reports to the Editor please*



## TriumFest UK 2015 Show & Shine Results



**Julian is Presented with Car of Show Trophy By Club Chairman Chris Gunby**

**Best Herald**

948 Coupe - **957 BAB**

Runner up

13/60 CONV - **WYA 650G**

**Best Vitesse**

**OCV 627G**

Runner up **DJE 564C**

**Best Spitfire**

**MKIV - VMS 858K**

Runner up 4 - **531 SHW**

**Best GT6**

**SXD 846G**

Runner up **MKIII - CRW 582K**

**Best Saloon 2.5Pi - HWA 411J**

Runner up **2000 - EVA 238C**

**Best TR**

**TR4 - 674 EXD**

**TR7 - HAB 497X**

**Best Stag**

**WYO 575M**

Runner up **RAY 996M**

## **Car Of Show**

**Best Saloon**

**HWA 411J - 2.5PI**

**Julian Wadsworth**

**Runner up**

**Herald Coupe - BAB 957**

# 43rd AvD Oldtimer Grand Prix

Nurburgring, Germany. August 2015

Words & Pics By Colin Murrell

**T**he **AvD** (Automobilclub von Deutschland) who organise this event describe it as an "International

racing event for historic motorsport with vehicles from seven decades of motorsport history" In 2014", they say, that "around 60,000 spectators over the three days of the event. 2015 would see 14 race Classes and regularity tests that were "unique on the European continent in scope and quality" Typically there are more than 500 cars competing at the Nurburgring"

A quick look on the internet finds the Nurburgring described as a motorsports complex around the village of Nurburg in Germany, located about 43 miles south of Cologne, 75 miles northwest of Frankfurt. It features a 3.2 mile Grand Prix circuit built in 1984 as well as the infamous Nordschleife, the North Loop. This is a much longer track which was built in the 1920s around the village and medieval castle of Nurburg in the Eifel mountains. The north loop is 12.8 miles



long and has more than 300 meters (1,000 feet) of elevation change from its lowest to highest points. This old track has the nickname of "The Green Hell," and it is widely considered to be the most demanding and difficult purpose-built racing circuit in the world. The weather also has a reputation of being very changeable, and while at one point on the circuit it can be hot and sunny at another can be heavy rain! The event itself is based on the Grand Prix Circuit, but also uses the Nordschleif. In many ways, the Grand Prix circuit reminds me of Spa in Belgium; a stunning location, and with some steep inclines unlike so many other relatively flat Grand Prix circuits.

The AvD publish both the Timetable and Entry Lists on the internet in advance, so everyone knew what to expect, which is a great help!

Friday was hot, really hot. There was, in the 4 hour AvD Historic Marathon, around the Nordschleif a TR4 entered. This was in the same class as 3 MGB's. :-

1963 TR4 – Robert Hamilton & Philiiie



Vermast from Belgium & Luxembourg  
Pole Position (for the 2 combined races. Race results will be separate) went to a AC Cobra with a time of 7:55.821

The TR4, in its lovely baby blue livery, qualified 35th with a time of 9:40.577, out of 50 qualifiers.

This four hour Marathon was very punishing for both car and driver alike. Temperatures reached mid 30's (deg C) and I heard reports that the GT40 had retire for example, as temperatures were reaching 70 deg C plus in the GT40 cockpit. I saw some cars being steered through a "S" bend chicane complex with one hand, and the other hand holding a driver's door open to try and let the heat inside the racecar escape!

Despite the heat, the event was won by a E Type (best lap 8:18.9270), Marcos 1800GT 2nd and a Cobra 3rd.

Sadly, the TR4 was also not classified, completing 7 laps with a best lap time of 9:40.665. It was great to watch though, and really attacking the curbs and corners!

The surviving cars went on to do 20 minutes around the Grand Prix circuit, bringing Friday to a close.

This was my third visit to The Oldtimer Grand Prix, (three years in a row). One of my personal highlights in 2013 there was a race for 20's, 30's and 40's cars.

In 2014 and again this year, there was no such race, however there was the "GLP der Vintage Sports Car Trophy / The ASC Trophy" This was not a race, but a regularity test, all about setting consistent lap times around the Grand Prix Circuit. The first lap being the target time to match. This I would imagine was really hard to achieve, particularly as no stop-watches were allowed, and all clocks / watches had to be covered up and not accessible during the event.

Six German owned MG's were taking part in this regularity test. These would be up against all sorts of prewar cars including Bentley, Bugatti, Maserati, and Mercedes : -

Before the final session Peter "Banjo" Meyer

(Riley) told me that you had to think about getting fun out of aiming for the quickest lap, or trying not to get penalty points by consistent lap times." Peter preferred having fun with getting quicker laps

Harmut Kentgens, (MG TC) told me that it was a lot of fun out there and a good way to have competition but not break the cars!

Saturday saw racing into the sunset and on to 21:25, so a long day with plenty to see for all. The first session of the day was Qualifying for "Gentleman Drivers GT pre 1965". Here 2 Triumphs were entered : -



No 127 – Triumph Spitfire 4 – 1963 – 1180cc – Donat Bastuck from Lebach, Germany

No 44 – TR4 – 1963 – 2200cc – Rainer Bastuck also from Lebach, Germany.

Pole Position went to a ISO Bizzarrini with a lap of 2:02.958.

The Spitfire qualified 29th (2:46.712) and 3rd in class (Gt Cars up to 2000cc)

The TR4 sadly did not do a qualifying lap, but was seen in the paddock. Late morning saw these cars racing for 65 minutes.

This resulted in a AC Cobra 1-2 (the winners average speed of over 75mph) and fastest lap of 2:04.877.

The Spitfire came 22nd overall, but second in class (the class winner being a TVR) with a fastest lap of 2:45.207 and average speed of over 55 mph.

There was more going on than just the racing. Car Club Displays are also a big part of the AvD Oldtimer Grand Prix, with the huge displays of Alfas, Ferrari, Porsche having pride of place inside the circuit. Other Club areas are



## Oldtimer Grand Prix



Touring Cars Revival up to and including Rover V8 Vitesse and a flame spitting Audi 200T"

It would be wonderful to see some UK Triumphs competing next year! Would I recommend the Oldtimer Grand Prix to others? Absolutely!! This event can be a high value low cost week away, here's a very rough idea based on 2 people

in Car Parks just opposite the entrance to the Grand Prix Circuit. Other Clubs listed included those for Ford, Morgan, Rover, Lotus, TVR, Triumph and MG. On the Sunday, for 20 Euro's you be driven around the Nordschleife circuit in a Classic Car, taking pot luck in what your ride was in. Other great Race Track Performances included:-

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**FIA Formula Junior**

**FIA Masters Historic Sports Car Championship**

**German Race Sports Cars 1972-81**

**2 Seaters and GT to 1960/61**

**Historic Grand Prix Cars to 1960**

**Jaguar Heritage Challenge**

**F3 1964-84**

**AvD Touring Cars and GT trophy to**

**1965 with Alfa Romeo 1965-71**



local Apartment £200, Food and Beer £100 and Fuel £100 (less than £90 in my diesel). A week away for 2 people, to one of Europe's best Oldtimer Motorsport events, and you get change back from £600. We weren't scrimping and trying to save money either, so it could be done for less!

2016 will see the 44th AvD Oldtimer Grand Prix, which will probably be held on the second weekend of August 2016. The date usually gets confirmed in November.



*Sir Stirling Moss OBE*



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## Spitfire



**ONE OWNER 1500** 1979. Full History and Original Invoice. Fast Road Club Engine. Electronic Ignition S/S Sports Exhaust. O/D. Hardtop, Split Roof stores in boot. £6500 Trevor Crout (Kent) 01474 873349.

**MARK IV** 1979, Vermillion, 1500, overdrive, good condition, no MOT, been garaged. Interior good. Best offer. Best offer T. Connolly (Coventry) 07922 047493.

**MKIII** 1969 Unique Excellent condition - over £2,500 spent recently. Hard-top, wire wheels, overdrive, custom and standard front bumpers, recent new hood, roof lining, carpets, seat covers and door cards. See photo album Celia on Spitfire Facebook. £9,500 Neil & Aifric Peachey (Horsham, West Sussex) 07850 526055.

**1500** 1979. Best looking I've seen. Brand new spokes. Had loads of work. New pads, front springs, shocks. Contact me for more info. £4,000 ONO email Callum.raymond@live.co.uk (Uxbridge) 07730 011663.

**4/Mk.II** for sale/exchange Good condition. Recent rebuild. MOT'd/taxed. Cannot longer use due to back injury hence reasonable offer sought OR exchange for Herald similar condition. Offer/exchange. Christopher Schneider (Birmingham) 01212 404498.

**1978 1500** Very good original condition. White 86000 miles. Hardtop. Recent MOT & service. History file Club valuation. £5,500. Price £5,000. Scott & Nancy Hillsdon (St Andrews Fife) 01334 475900.

**MKIII 1969** with LeMans bonnet, full MOT, dry stored, great interior, good body panels but needs some TLC to look and perform at it's best. £3,500 ONO. Paul Ward (Birmingham) 07990 626925.

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## Herald



**COURIER VAN** ('factory' converted to Herald Estate spec) 1500TC Overdrive as per eBay listing 390980524753. £1,300 ONO. (or £800ono without the engine / gearbox / propshaft / exhaust). simon@triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler / Triumph-Parts (trade)

**BEAUTIFULLY RESTORED HERALD 12/50** Lovely car in blue/grey all original colours, passed it's last MOT but SORN at present as not being used. Offers considered. £8000 Rosemary Williams (Horsham, West Sussex) 07710 247225.

**13/60 CONVERTIBLE UNFINISHED PROJECT.** Lovely runner for last six months, now fully stripped, engine/gearbox, interior out. Solid but needs a little welding. Moving abroad. Great project already started. Sensible offers. Mike Bernie (Staffordshire) 07736 490861.

**12/50 1967.** Full Wesbastro roof. 30,035 miles. 2 owners only. Electronic ignition. Stainless exhaust. All original. Superb condition. Lead free. Wedgwood Blue. £3,000. B. Showell (Redditch) 01527 550342.

## TR6



**TR6 1973** Twin Carb. USA reimport; RHD conversion. Running well, bodywork, mechanics and chassis good. MOT to April '16. Probably original hood; trim and chromework need love. £6,000 Paul Loan (N. Ireland) 07717 345921.

## Vitesse



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**MK1 1600 SALOON.** MOT June 2016. No advisory. Overdrive. Ammeter. Oil pressure gauge. Sunshine roof. Garaged. Some History. Olive Green. £4,950. Alan Melbert (West Sussex) 07808 061725.

## HURRICANE



**VINCENT HURRICANE.** MOT June 2016 Historic Tax 25 year service history Hard top tonneau Built on MK4 Spitfire has Moss handling kit and rear antiroll bar Very good home needed. £2695 John O'Melia. 07532 284999.

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**ACCLAIM HL 1982** Standing years, 74000 miles, needs welding, genuine car, interior good condition, owned by enthusiast. Comes with loads of rare parts including new sills, rear wheel arches, complete head / overhead cam / carbs & Much More. Enquire. Steve Mace ((Worcs)) 07581 680843.

# CARS WANTED

**TR6 PROJECT WANTED.** Private enthusiast seeking TR6 project. Having owned a couple of Spitfires over the years I am now seeking a TR6 project. I don't particularly want to go down the U.S. L.h.d. Import route and am thus seeking a R.h.d. Project. Mark Smugglers (West Sussex) 07803 858721.

**TR6 WANTED.** Anything considered, thank you. Mark Sadler (Yorkshire) 01653 669895.

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

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

**13/60 ESTATE.** Rare glass & rubber seals. Rear side glass and 704786-7 rubber seals. Used items, good condition. Both sides. Pick up only £80.00 Julian Crinall (Twickenham) 02088 902499.

**BOND EQUIPE GT MKII.** Rare front seats 2 black original vinyl seats. Some splits/damage but complete. Restore-able. Prefer sale to Bond owner as these are hard to find. £100.00 Julian Crinall (Twickenham) 02088 902499.

**MK2 GT6 FRONT WING OFF SIDE.** Original Stanpart Item. £110. Also GT6/Spitfire Door Skin, Near Side, Reproduction From Steel Craft. £45. Des Whelehan (Oldham OL4 4RS) 07814 694825.

**VITESSE 2000cc** engine, condition unknown, sat in my garage for 3 years but still turns. £70.00. David Hemmings (Stafford) 01785 823749.

**GT6 TAILGATE** free to good home. Scruffy GT6 MKIII, c/w glass free to good home. Garage clearance. Buyer to collect. David Jones (Rochester) 01634 726472.

**VITESSE/HERALD TONNEAU** Secondhand Cream tonneau cover for Herald or Vitesse. £65. Richard Osborne (Geddington) 01536 742208.

**SPITFIRE MKIV FACTORY HARDTOP.** Factory steel hardtop. Resprayed Triumph White 19. New lining. Seals. All fixings. Buyer collects. €300. Chris Dyer (Tralee, Southern Ireland) 00353 87 764 7907.

**ROLLING BODY SHELL** Rolling body shell in reasonable condition complete with

running gear. Buyer to collect. Many other new, refurbished and used parts also available. Email for info. Offers Tim Walters (Cambridgeshire) 01223 208042.

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

**Mk 3/4 SPITFIRE** engine block, new, old stock £50 ono. Mk 3/4 Spitfire 2 x cylinder heads, good spares £25 each ono. Vitesse/GT6 exhaust manifold £5. Stag allow wheels x 4, make me an offer. Spitfire door glass X 2 £25. Victor Thompson (W.Yorks) 07800 551363.

**INLET MANIFOLD** Spitfire MK 2 inlet Manifold. Ideal for upgrading 1200 engines. Offers. Peter Briggs (Worcestershire) 01527 861083.

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# PARTS WANTED

**13/60 DOOR SWITCHES** wanted a pair of doorlight switches for a Herald 13/60. Can any one help? Shawn Daniels (Wolverhampton) 01902 723062.

**VITESSE** drivers side bumper in good condition with no deep scratches that can't be polished out. Needed to complete my restoration. Andrew Biddulph (Lancashire) 07843 156089.

**SPITFIRE MKIV** Handbook, owners manual

& sales stuff. Does anyone have any old Owners manuals/Owners handbooks or sales brochures for a 1971 MKIV Spitfire please? (or anything from the sales pack back in 71). I also need an original tool kit for the above. Alex Baker (Surrey) 07595 503714.

**13/60 Parts Wanted** L/H capping Squab rail part No 704683. Complete Hand brake lever. Adrian Clague (Pembrokeshire Wales) 01437 731640.

**VITESSE ROOF WANTED.** Solid roof wanted without sun-roof hole. Doesn't matter if it has no glass/seals as long as it is solid. Happy to collect. Alistair Clark (Gloucestershire) 01451860289.

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## INSURANCE PANEL

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www.lancasterinsurance.co.uk/tssc

**Footman James**  
0843 357 1790  
www.footmanjames.co.uk

**Heritage Insurance**  
0121 248 9280  
www.heritage-quote.co.uk

**Peter James**  
0121 506 6040  
www.peterjamesinsurance.co.uk

**Peter Best**  
01621 840400  
www.peterbestinsurance.co.uk

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The following services are available from the Club headquarters.

### TSSC MEMBERSHIP

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

### RENEWALS

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

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

### TSSC MEMBERSHIP INFORMATION PACK

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

### TSSC INSURANCE

FOOTMAN JAMES & CO LTD  
**Tel: 0843 357 1790 Fax: 0121 559 0814**  
**FJ Breakdown Recovery - 0800 132 278**

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

LANCASTER INSURANCE  
**Tel: 0800 013 0080**

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

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**Tel: 01621 840400 / 01376 573033**

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TSSC HQ, Sunderland Court,  
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All magazine material must be received  
**BEFORE 8<sup>th</sup>** of each month prior to the  
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**DEFINITION OF DEADLINE** - Last date by which  
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and work well in advance of the deadline.

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**Tel: 01858 434424 Fax: 01858 431936**

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TSSC HQ, Sunderland Court  
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**Tel: 01858 434424 Fax: 01858 431936**

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

### HERALD 948/1200/1250

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

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

### HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG  
**Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk**

### SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
**Tel: 01672 514241 e-mail: spitfires@cadley.org.**

### SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton. Warks. CV11 6YJ.  
**Tel: 07792 987353 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk**

### VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA  
**Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk**

### GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA  
**Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk**  
**http://cook1e.blogspot.co.uk/**

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**Tel: 07962 956362 e-mail: ymc-dan@tssc.org.uk**

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



# TSSC

## Area News Review

**Sept 2015**

### Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



### Lincolnshire Triumph Weekend

4th - 6th September 2015

The TSSC Lincolnshire Area are proud to announce the return of the popular Lincolnshire Triumph Weekend.

This year we are holding the event at the Bubble Car Museum near Boston, Lincolnshire.

Booking forms now available from:-  
[www.lincolnshiretriumphs.co.uk/camping](http://www.lincolnshiretriumphs.co.uk/camping)

More information available at:-  
[www.lincstssc.co.uk](http://www.lincstssc.co.uk)  
[www.facebook.com/events/1565504317001696](https://www.facebook.com/events/1565504317001696)  
 Twitter: @LincsTriumphs

Or join us, 1st Weds of the month, 8pm+. The Swan Holme, Lincoln

## Totally Triumph - 2015

Formerly Mile of Triumphs

- **Friday:** Meet & Greet at Hermanus Leisure NR29 4BP
- **Saturday:** Car Show at Long Beach, Hemsby NR29 4JD
- **Saturday Evening:** Dinner / Dance at Hermanus Leisure
- **Sunday:** Scenic Drive to Flixton Aviation Museum (incl Dakota flypast & Big Band)

**18th 19th 20th**  
**September**



Accommodation & camping available at:  
**Hermanus Leisure & Long Beach**

TR REGISTER ★ STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH

[www.totallytriumph.org](http://www.totallytriumph.org)





# 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 |
|------|------------------|---------|--------|
|------|------------------|---------|--------|

## SCOTTISH AREAS

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

## NORTHERN AREAS

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

## MIDLAND AREAS

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

## WELSH AREAS

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

## EASTERN AREAS

|                  |  |   |                  |
|------------------|--|---|------------------|
| <b>CAMBRIDGE</b> | Kevin Rochfort: 07764 324345                     | The Plough - FEN DITTON. CB5 8SX.             | 1st Mon. 8pm.    |
| <b>ESSEX</b>     | Allan & Janet Jannaway: 01375 672072             | The Halfway House - (A127) BRENTWOOD CM13 3LL | 2nd Sun. 12 Noon |
| <b>M25 EAST</b>  | John Hill: 07938 526324<br>(Venue Swaps Monthly) | The Good Intent - HORNCHURCH                  | 4th Sun. 12 Noon |
| <b>NORFOLK</b>   | Mike Carroll: 01502 476699                       | The Wharf - DARTFORD                          | April to October |
| <b>SUFFOLK</b>   | 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

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

| Area                    | Area Organiser/s  | Meet at  | On the                                  |
|-------------------------|---|--|---|
| <b>SOUTH EAST AREAS</b> |   |  |   |
| EAST BERKS              | Mark Smith: 07989 104324                                    | The Shire Horse - Nr MAIDENHEAD on A4  | 2nd Tues. 8pm.                          |
| SOUTH BUCKS             | Carl Swanson: 07823 771811                                  | The Squirrel - PENN St, BUCKS. HP7 0PX   | 3rd Wed. Eves.                          |
| CANTERBURY              | Phil Rogers: 01304 831576                                   | The Duke of Cumberland - BARHAM CT4 6 NX.  | 1st Thurs. 8pm.                         |
| HANTS & BERKS           | Alan Fulbrook: 07795 096394                                 | The Crooked Billet - (A30) HOOK. RG27 9EH  | 1st Tues. 8pm.                          |
| HERTS & BEDS            | Peter Lewis: 01582 750943                                   | The Crown. High Rd.Shillington. HITCHIN SG4 3LP  | 4th Mon. 8pm                            |
| ISLE OF WIGHT           | Elaine Hawkins: 07842 249591<br>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<br>Mary Rumens: 01635 868640      | Berkshire Arms - Bath Rd MIDGHAM RG7 5UX   | 2nd & 4th Wed.<br>Eves. 7.30pm          |
| SOUTHERN SURREY         | Mike Goolding: 01252 722432<br>Clifford Derby: 07900 657176 | The Seven Stars - STROUD GU32 3PG<br>Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ. | 1st Tues. 7.30 - 8pm.<br>Last Wed. 8pm. |
| SUSSEX                  | Martin Marrison: 01444 450941                               | The Laughing Fish. ISFIELD, East Sussex TN22 5XB   | 1st Weds. 8pm.                          |
| THAMES                  | Mickey & Julie Hazell: 07773 623807                         | Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB  | Alt. Thurs. 8pm.                        |

|                            |  |  |                   |
|----------------------------|--|--|-------------------|
| <b>SOUTH WESTERN AREAS</b> |  |  |                   |
| ANDOVER                    | Guy & Suzie Singleton: 01672 514241                      | The Plough GRATELEY SP11 8JR           | 2nd Thurs. 8pm    |
| AVON                       | June Wrighton: 01454 327059                              | The Bruce Arms MARLBOROUGH SN9 5LR     | 3rd Weds. 8pm     |
| CORNWALL                   | Mike Crewes: 01872 573763                                | The Wishing Well - CODRINGTON BS37 6RY | 1st Mon. Eves.    |
| DEVON                      | Sue & John Franklin: 01548 821348                        | Hawkins Arms - ZELAH. TR4 9HU          | 2nd Thurs. 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<br>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   |

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



## ALO REPORT . . . ANDOVER / NORTH WILTS AVON

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

email [alo@tssc.org.uk](mailto:alo@tssc.org.uk)  
Tel. 07976 163006

We would like to start by saying a Big HELLO to the new area organiser who has taken on the Surrey area **Cliff Bray**. Welcome to the team of TSSC AO's.

It's great to be busy and travelling around to various events that have happened regarding Triumph and classic car meets. Myself and Di attended the Shelsley Walsh speed hill climb for the Forum Marque Day, the array of Triumphs and Clubs attending was fantastic combined with a Great Venue.

Then a rather wet yet still great weekend at the Silverstone classic, watching classic car racing, the mighty Status Quo and tribute bands, this event not one to be missed next year, great early discount through TSSC.

The Leicester and Rutland weekend was a great success would like to say Thank you to Neil, Dave, Jan, John and other helpers from Leicester area for the organisation, fab run and treasure hunt and most humble hospitality. The weather was on our side which made it even better.

Last two camping events and not late to book on is **Lincolnshire weekend 4th to 6th September** at the bubble car museum near Boston. Also **Totally Triumph formally known as Mile of Triumphs at Norfolk**.

Another treat out for your Triumph and you is the **ALL Classic & Triumph day at Duxford on the 13th September** see Courier for details.

Bring yourselves to **Head Quarters for the annual Scarecrow festival at Lubenham on the 13th September**, pop in for a pint at the Herald bar and bit to eat, BBQ available and nibbles.

We are currently looking for an Area Organiser for the Oxford region, if you know of anyone please let us know and do not hesitate to contact us.

Happy Triumphing.



*Nigel & Di*

### ANDOVER

Tel. 01672 514241

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

**Meetings Cover Swindon/North Wilts area**

Another minimalist meeting at the Bruce Arms, think everyone else must have been on holiday. We gave Sybil a run-out for a change but Bruce was in the doghouse again having not made it to Triumfest so they were unable to meet. We did notice some internet communication going on afterwards though:

*Hi Bruce,*

*You have not met me yet, I am a slightly older lady, but who likes younger men with big hearts!*

*I have a tale to tell, I understand that you have been having trouble keeping going, well I had the same problem last night, your Mum & Dad, gave my Dad some heavy things to put in my boot and off home we set, I was happily running along the Burbage bypass when my engine stopped, Dad said some rude words and pulled off into a side road, he fiddled with my distributor and checked the petrol, and hey presto my engine started, but 100 yards further down the road it stopped again.*

*Dad had more of a look under my bonnet and diagnosed that my rotor arm was faulty so looked in the boot for a spare - and came up empty handed as he thinks he lent it to someone else - naughty Daddy! Mum then rang one our our neighbours Steve, who was*

*very nice and fetched Daddy and Lily and took them home whilst Mum looked after me, Dad found a rope (I thought he was going to spank me for being naughty - but I am told he can't 'cause that's illegal), anyway he also found another rotor arm, and put that in and brm brm my engine started and off we drove home, quite a little adventure. Dad said something about twice in one day was too much!(Mum had had to tow him home in the Campervan earlier in the day)*

*Love*

*Sybil*

Dear Sybil,

Apologies for the delayed response unfortunately Dad hasn't seen me since last weekend - I thought I might be in trouble but he reassures me not! I understand entirely the embarrassment you felt, those darned rotor arms seem to have become more troublesome with age, I don't ever remember struggling with mine in the past.... I do hope that your new rotor arm is the end of your troubles, unfortunately my adventure continues as I've been treated to a new alternator but it's just not my style so Dad is hoping to try again next week to find one that suits me - apparently it's something to do with my age that I just don't share with older or younger companions, oh well these things happen.

Although my hero Les offered a new option on the cause of my struggles he thinks I might have an ignition light on the blink which is stealing all of my energy, just another adventure I guess.

Regards

Bruce

#### Next meetings:

**Thursday 10th Sept - The Plough, Grateley, SP11 8JR**

**Wednesday 16th Sept - The Bruce Arms, Easton Royal,**

**SN9 5LR**

#### Events

**5th & 6th Sept - Beaulieu International Autojumble. We will be on Stand R055 on Red Field.**

*Guy & Suzie*

### AVON

Tel. 01454 327059

Another car season almost at a close. We went to South Glos show and Tortworth at beginning of August and some went to Norton Fitzwarren and Bridgwater. All reported as good shows. South Glos treated us to the spectacle of Camel racing - if you ever get the chance to see it believe me it is worthwhile. Sue and Steve, Linda Mike and Stuart joined us on the Saturday but on our own on Sunday - very hot and the Herald got picked up by ITV local news in their report on the show.

Tortworth was attended by ourselves and Linda, Mike and Stuart with both Harriet and the Morgan. Their dogs were entered into the dog talent show - Timmy retained his award for the waggiest tail and Teddy was robbed in the veteran section - runner up.

A tale of the invisible car was told at the club meeting.

Part one - At a big car show public car park, choose a distinctive place to park your Triumph e.g between two white vans

Part two - When you go back to your car to get your lunch and discover a gap between the two vans, don't dial 999, use 101.

Part three - Don't do part two until you have checked out all the white vans in the car park and find your car is there after all.

We have been invited to put on a club stand at the **Castle Combe Autumn classic** which will give us discounted entry. It is a great event with good racing and a chance to spot some famous drivers. It is on **Saturday 3 October**, but I will only book it if enough interest is shown by the **September meeting**.

Finally I must mention the dreaded word - **Christmas**. Tyler is organising this years meal. At the October meeting we will choose the venue by a democratic voting system to be decided by him. Tylers decision is final. In November it is payment time and hopefully on **December 7th** it will be eating time! Simple process - Vote; Pay; Eat.

See you all on **7 September**

*Jane*



## EAST BERKS SOUTH BUCKS . . . CANTERBURY



### EAST BERKS Tel. 07989 104324

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

### TSSC AREA NEWS

### SOUTH BUCKS Tel. 07788 436167

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

Hi All, well I must say we're doing well for GT6s at the moment - both Andy and Doug brought theirs along to the meeting, and Dog the Giftfire is kind of a GT6 at heart now. We had a nice quiet evening this time, after last month's very well attended meeting, and there have been a couple of events that I can report on since then too.

Firstly, last month's meeting was packed with the usual suspects and also Colin (the new owner of my old brown Spitfire 1500 - Bob, aka Winnie the Pooh) and his wife. Out in the carpark we were well stocked with Triumphs again. Most of the talk was about Trumfest, which I wanted to attend but couldn't due to childcare duties. It seems that the show went well, from the reports we had, and many thanks to all the organisers for that, including Mickey and Julie. I did hear tell that the venue might be changing next year, but no confirmation as to where that might be. Prescott hill climb was one suggestion that seemed to garner a bit of popular support, if the organisers are reading this, but I think there was also another place mentioned near Northampton which seemed to go down well too.

After the meeting last month, there was a big show at Uxbridge which I went to in Dog. Dog has a bit of a stiff gearlever at the moment, especially as the engine gets hotter. I think it just needs a bit of grease in the linkage but this made progress slightly difficult and I was concerned that there might be another gearlever breakage moment (that had happened a couple of years ago as I drove onto the MOT tester's forecourt!). I'd obviously not lubricated the bushes enough when reassembling, so it's another carpet out job unfortunately. Anyway, I got there ok, and the show was massive. Absolutely massive and packed with all types of classics, UK and US - in fact just as I thought I'd walked round it all I saw there was an opening into another field and there was just as much again! Mickey and Julie had the gazebo up, and as usual provided fantastic hospitality to all those who arrived, with cups of tea and bars of kitkats all given out gratis. Many thanks for that - always makes me feel at home and relaxed. Trevor was there and had brought a car seat that we'd agreed I would buy off him for my little boy Charlie to go in the Giftfire. There were lots of other people I know by face, and a very nice candy apple red mk3 GT6 that was for sale - if anybody wants a good GT6 this one is worth looking at. Only wish I knew the guy's number, but I might be able to find out. All in all a very very good show and one that I must remember to go to next year.

So then there was this month's meeting - a fairly small affair this month but we had a nice comfortable chat and as I said we did have lots of GT6s. We also planned for an impromptu gatecrash of Herts and Beds' run out to Wallingford, this Sunday just gone (16 August). Doug had emailed me with the info, and we all agreed it would be good to "embarrass them with our highly tuned motors" (in the words of Doug). Andy, Doug and I all drove over to Wallingford in the sun, and parked in the riverside carpark before going off to lunch in the pub just across the bridge. There were about a dozen Triumphs, including 3 GT6s, my Giftfire, two Stags and a Vitesse convertible, plus a nice 2000 saloon. One of the Stags was just immaculate and totally unrestored. Absolutely stunning. Lunch was great - the place (The Boat House) was bigger inside than I expected (despite going to school in Wallingford I don't think I've ever been in that pub before!), and the kitchen was very efficient, turning out good food very quickly indeed. I then went over to my parents' in Benson to meet up with my little boy, and took him home in his new carseat. I was slightly worried at how he'd react to his first go in the Giftfire, with its noisy engine and straight through "wheelbarrow" exhaust, but I needn't have worried - as soon as we got onto a fast bit of road he grinned from ear to ear and kept repeating "wheel!!!" (he's only 16 months!). Bargain - thanks Trevor!

Right, that's all for this time. Next meeting is **Tuesday September 8th**, from 8pm at the **Shire Horse on the A4 just outside Maidenhead as you head towards Reading**.

Cheers,

*Mark*

Hi all, Short report again as still very busy at home and work! Firstly, apologies! The monthly meet I got the date wrong! With 5 Wednesdays in the month, when I looked, I picked what was the third Wednesday, but actually it wasn't! This only came to light when Simon text me to ask where I was!! After me sending him back message to say he was a week early, and to that he replied, well so have Paul and Liz and Rob! Just to add insult, the following week I was heading out to Italy, only to receive another email to say they had turned up, but no meeting! Food was good, so to the cricket, so not a complete loss!!

Dan has got his Stag back and is looking superb. I gave him a hand to prepare the car for the road as it had been in the bodyshop for some time. Nothing too much, but did look great, inside and out, and most importantly, from the underside!!

It didn't make it to the Uxbridge show as Dan was elsewhere, but my 2000 did! Mickey and Julie set up the TSSC stand, and a great collection of Triumphs were in attendance. Simon and Tracey had the newly finished TR7 back in action at the show. Well attended show, helped by the great weather! Thanks to Mickey and Julie for the kind hospitality.

The Croxley Green show was well attended, but not blessed with the best of weather. Dan did bring out the Stag, and added to the one or two (!) Stag's that were in attendance! I took my 2000 and managed to find a space at the front so made the exit point quicker! We had a good look round, but the 'shower' had last a couple of hours, so we decided to make a move. Hi to Andy who I had a quick chat with as I was just about to go, in his 2000 estate car. See you again soon!

#### Upcoming events

**Monday 31st August - Littlewick Green car and country show**

**Sunday 13th - Classics car show with steam fairground at Croxley Green. 10am start.**

**Wed 16th - TSSC South Bucks meet at The Squirrel, Penn Street. 7pm on**

**Sat/Sun 19th Cop hill event.**

Take care,

*Carl*

### CANTERBURY Tel. 07810 438074

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[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

We were slightly late arriving at "The Duke" and could hardly get in the car park! There were cars everywhere, both classics and moderns all double parked and squeezed in wherever they could. To add to the confusion in the most pleasant way possible four members from a neighbouring area turned up in their very smart Viteses. After we managed to get them all parked up and welcomed, we all had to move as a customer wished to get in his car to leave! Anyway, all was sorted and settled down. It was good of you to visit us Gentlemen, and perhaps we'll see you again soon. Richard, I know, comes for Lenham so not too far distant. In the car park John G's very smart 1963 MK II Jaguar was causing a lot of interest. He has owned it for 27 years and bought it way back then for £300!

Peter's TR4 was in attendance having had a new cylinder head gasket fitted after it boiled at the Rare Breeds show. He is reporting that it now runs better than before and he is extremely pleased with it.

It was a pleasure to welcome Cliff, whom we have not seen for a good while. He still has his MK III Spitfire, which is currently undergoing some remedial work. Unfortunately, he told the garage that he was in no hurry and 18 months later he is still wait-

### Canterbury Continues

ing for the work to be done. (Note to self: never, ever tell a garage you are in no hurry for work to be done!)

Tim SJ made a rare appearance. Thanks to the Tube strike, his London office closed early enabling him to make the meet. His MK IV Spitfire is currently with Ray having weldy type things done to the underside and a new offside rear wing fitted. We had a lot to catch up on and with more Tube strikes in the offing, you never know, we may see him next month as well!

Mike S was there with his dog. It's a long time since his "Sprintfire" broke cover. Maybe next year Mike, when you're fully recovered. Paul And Dianne had their MK IV Spitfire, which has previously been mentioned because of the fascinating micro bore engine plumbing. The carburettors had been playing up causing Paul all sorts of headaches, but they now report that it runs beautifully after fitting new bushes, spindles and butterflies – amongst other things!

The confusion in the car park made me realise just how lucky we are to have had the use of the field behind the pub on previous Summer meets. Accordingly, I asked Phil S if he could ask Neil for the use of the field next month when, once again, the weather will be glorious!

For years we have had two Phils in the club: yours truly and Phil S. To distinguish between us what better than to use our cars. Accordingly, I have been "Phil the Spit" and he has been "Phil the Stag". Silly I know, but it has worked. But now we may have to think again as Phil S has only gone and bought Tony B's 2.5s estate. I can report that it is running well with only minor work required. It will look very smart once it is brought up to Phil's high standard. No one is going to call him "Phil the 2.5 s estate". Guaranteed.

I have no shows or events to publicise this month. My excuse is that I've been distracted by domestic issues but I promise to be back on the case as soon as I can. In the meantime I know that members are toddling around doing their own things and using their cars in this glorious weather. I know I am.

Regards,

*Phil R*

### CHESHIRE

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Let's start with TriumFest Uk. Adrian and I travelled down in convoy on the Saturday, with Paul appearing in the Bond and Richard in the Spitfire. The weather wasn't

as warm as last year (a definite plus when on tarmac) and the photos show it was cloudy but dry for the day. The Tarmac Lake was much fuller when we arrived compared to Sunday last year. There seemed to be lots more people selling bits than last year, but not much to tempt the wives who aren't car (Triumph) mad. As ever, the GT6 had a small tantrum on the way down, spraying rusty coolant over bits of the engine – soon remedied with the aid of a paper towel or ten. The GT6 was invited to the informal concours thing, but didn't manage to move to the judging area for reasons unknown. Richard went round the Heritage Loop – and tried a lot harder than a number of others we observed going round.



I went to Bodelwyddan Castle with my lady wife later in the month, again with reasonable weather allowing hood down all the day. While I chatted with Stagfordshire members (who had a well-hidden stand) and a few members of the North Wales mob, my wife went round the Castle and was therefore also happy with the day.

The engine project at the Branch Office of Cast Iron World is progressing in fits and starts. The description of engine number 1 was 'removed from a running car a few years ago and dry stored since'. This doesn't explain the rust damage (water isn't dry, is it?) or the sticky gunge in the carbs or the wrecked fuel pump. But said engine (using block number 2) is now mounted on the Crewe engine stand (an excellent device) and started first time after the battery was wired properly (short leads not jump leads) to the starter.

The man from Crewe has discovered that annealing copper washers is a very good substitute for buying new ones, while Dave brought along a Rotoflex in almost the same state (two halves) as the one I removed a while back. And Simon has replaced most of the front braking on the Herald which has cured the lack of braking in that department. John's Spitfire is off to the paint shop in a day or two, so we look forward to seeing the result. We also gather that the man from Romiley is going to spend 10 days in Las Vegas, and he doesn't plan to see much of the inside of a casino. The Grand Canyon's only 270 miles away! We await his report.

We had 8 cars for our run out this time round, including first sight of Roy's Stag, which looks and sounds very nice indeed. My lady wife seemed to be very impressed with this Stag, but pointed out that it wouldn't really fit in our garage.

So we set off in fine weather for a 30 mile romp round the Cheshire countryside. A typical Mike Banks run, lots of very narrow roads, some very dodgy turns, wonderful scenery, and the sun low on the horizon reminding me that I'd forgotten to clean the windscreen before setting off. Despite my best efforts to take a wrong turn, we all made it without incident, even John making it up the hairpin by the Hanging Gate maintaining the gap to the car in front.

John also attended the Silverstone Classic, and provided me with words to describe his experience:-

Red Spitfire had its holiday at the Silverstone Classic this year. Henry's weather elves turned the taps on all the way to Northampton on the Friday and all the way back on the Sunday but for Saturday while at the show the sun shone.

Thanks to Dave and Henry we have working wiper blades which had prolonged testing and did not let us down. Christine and myself stayed in the Sunley Conference Centre on the Northampton University Campus which proved to be very good value for money.

Red Spitfire was parked outside our window next to a red Maserati also going to Silverstone. It was a short drive to Silverstone next morning except that we joined a queue 2 miles from the gates which took 1 hour to get through. (We should have skipped hotel breakfast) We had almost non-stop racing from pre-war sports cars like Bentleys, Bugattis, Lagondas, Aston Martin, Frazer Nash etc. Pre-66 Grand Prix cars, 80s and 90s Touring Cars, 60s E Types, Mini Coopers, Austin Healeys, MGs, Lotus etc. Le Mans cars and more modern Formula One.

The list was endless including a Triumph TR4! We parked on the TSSC patch with about 45 other members' cars and we had a large marquee serving free tea, coffee and biscuits to grateful TSSC car owners. Many thanks to Northants Group who organised it all. There were over 100 car clubs at Silverstone plus fairground rides, exhibitions, trade stalls and stunt driving. MX5 was one of several clubs that took to the track on a parade being 25 years since it came to the UK. Altogether it was a very good day out and was billed as the biggest classic car event in the world. We finished the night with a Status Quo Concert. Not a bad way to end the day.

September events from the Cheshire sheet are not a lot at all. Don't know what's happened there.

Our next meeting is on **Thursday 3rd September at the Cock and Pheasant**. As the late summer evenings have disappeared, it's back to the 'normal' routine where we start at about 8:30 and don't drive to another pub.

*Henry*

## COVENTRY . . . CUMBRIA

### COVENTRY

Tel. 02476 457487

e-mail: phillyncovtsscc@yahoo.co.uk

Hi Everyone. Another month pasted but where is summer? The two Heart of England meets were badly effected by the weather resulting in below par attendances with less than 30 vehicles at each meet but the "Smiffy Spitty" still put in an appearance all be it with the roof up on both occasions.

The picnic day at the Rainsbrook Model Railway Nr Rugby on



Saturday 18th July went well, for once the weather was quite good, we joined the ASOC in a display of 10 vehicles at the event and the venture was excellent. The ride-on model railway had two different layouts to experience, which were very well established plus model traction engines on display which we were also allowed to drive.



This attraction is a must if you have young children / grandchildren, Steve and Sharon took their two grandsons and they loved it, they even helped out with the manning of the level crossing gates. All run by club member volunteers and they have plans to extend the track layouts and also a pool for radio controlled boats. Looking forward to next year already.

Paul and Joan attended The Standard Triumph Marque Day at Shelsey Walsh where they had a superb time.

Dalos Day on Sunday 19th was another great run being devised by Steve & Sharon and of course the "Sun always Shines on Our Dalos Days" after a very well planned route we had lunch at the Weavers Arms in Fillongley, great value. Well done Steve & Sharon.

Our meeting at the Bull & Butcher on Tuesday 4th August the rain did keep away although it was quite a blustery and chill night,



we displayed our lovely classics in the field behind the pub so they could be seen by all the other customers, the weather again affecting turnout with a display of 6 Triumphs, a Sunbeam Alpine and a Moggy Minor, by 8.30pm it was into the snug to get warm. A special welcome to George Blundell and Nick Bryan in Georges Vitesse Convertible for their first meet with us.

There will be no Dalos Day Drive in September but would like a volunteer for the October run on the 18th.

A very busy August and September coming up see Forth Coming Events for details.

Lets hope for a warm evening for our September meet.

Keep driving those classics

*Phil & Lyn*

### TSSC AREA NEWS



#### Forth Coming Events :-

**Saturday August 8th ASDA Day At Bruntingthorpe.**  
Meet at the Griff, Bedworth ready to leave at 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. £5 Fee  
in Aid of Myton Hospice.

Contact Roger Perkins 07860 826607. 12 noon Start.  
**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**.  
**Tuesday 25th August HoE Meet at the Griff Bedworth from**  
7.00pm. Just turn up.

**Sunday 30th August. HoE BBQ Meet at Bulkington**  
Workingmans Club Chequers Street,  
Bulkington from 11.00am.

**Monday 31st August Pershore Plum Festival.** annebre-  
mer@yahoo.co.uk Brian Bremmer 01386 556945  
[www.pershoreplumfestival.com](http://www.pershoreplumfestival.com). Meet at the Murco station on  
A46 Eastern by pass Coventry 8.00am or Stanks Services  
A46 Warwick by pass 8.15am.

**Saturday/Sunday 5th/6th September Shackerstone Festival.**  
[www.shackerstonefestival.com](http://www.shackerstonefestival.com)

**Friday/Saturday/Sunday 18th/19th/20th September Stoke**  
Prior Steam Rally. [www.shakespearially.com](http://www.shakespearially.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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The Cumbria area was awarded two awards at the Distington show 5th July. Nigel Dean finally received recognition for all the hard work he has put into his immaculate Mk.5 Spitfire and was awarded best sports car in show. The club stand was also awarded best club stand in show. The judges may have been swayed by the scalextric, which was brought along by Rod Moore, thanks Rod, and proved very popular with the young and old. I seem to remember barbecue sausages may have been mentioned as well. Although rain was forecast for the day, which eventually came in the late afternoon, it did not put off the 11 club cars on the stand.



For a number of years the club attended the Cars the Star show at the Heaves Hotel, Levens, but when the attendance started to drop we stopped going.

This year some of us thought that we would go along and see if it had improved any. Unfortunately the number of cars on display and the public turnout was very poor. It has never been the same since they stopped doing the Push Cart racing, which was a lot of fun for everyone with its thrills and spills.

6 Cars made the journey for Ripon show 6th July despite the terrible weather forecast, the rain held off until the afternoon. Alick's yellow Spit 6 which he has now fitted an MX 5 1.8 engine and gearbox was the main attraction on the club stand. Alick bought the whole car, which was a MOT failure for £450. It is not advisable to just buy the engine and gearbox as you will need the radiator, wiring looms and relay's etc.





## CUMBRIA DERWENT VALLEY . . . DEVON

### TSSC AREA NEWS

## Cumbria Continues

The engine and gearbox fit without any major alterations, except engine mountings, prop shaft and gear lever. I may do this transplant on my Mk 3 Spitfire, which is now fully stripped and ready for welding new panels.

I took my Spartan for an MOT last month and they refused to test it because they could not find a chassis plate or number on the car. Being a little puzzled as how the previous owner had managed to MOT the car without these numbers on the car, I phoned Mike Rigg, TR7 owner and ex mechanic, for some guidance. Mike told me to tell them to read the MOT manual. The Manual states that a car built before 1st August 1980 does not have to have a chassis plate or number stamped on the chassis. Another interesting fact is that if the car is a Kit car, which the Spartan is, then it does not have to have a chassis plate fitted if built before 2001. When I pointed this out to the MOT tester he said it was his fault and should have read the manual properly. The car passed without any problems. A note if anyone has a similar problem is that if the car does have a chassis plate fitted then it must read the same as what is on the MOT data base. I know there are some club cars with one or two digits on the chassis plate that are not the same as on the MOT data base. I would therefore think that the answer is to remove the chassis plate. Forthcoming events for September: **Barrow Bike and Car show. 20th September Selkirk show.**

By the time that you are reading this it will only be a couple of months before the Le Mans booking forms will be available. I know that there are some members that are going from Cumbria but if you have not told me and are interested in going please let me know by end October. The beginning of November is the usual time when the money has to be paid.

Safe motoring

*Ray*

## DERWENT VALLEY Tel. 07813 397731

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Hello everyone. Well as the 'season' is now starting to draw to a close with most events and weekends now completed it seems a fair conclusion to say what a year.

There has been something for everyone with events all over the country, with the Derwent Valley crowd going far and wide supporting many different camping weekends, but they aren't all finished yet, the guys down in Norfolk still have the **Totally Triumph** weekend this month, I'm sure there will be more details located within the Courier so if you are still looking for something, for that last get away of the year with your classic then get in touch with Mike and the Norfolk crowd, I'm sure they will all give you a very warm and friendly welcome.

For someone that has been involved with the TSSC on a local level for more years than I care to admit to its also very good to see some new faces come along to the meetings and see what we are all about, we have certainly had a few new faces come and join us, so I would again say if you are interested do come along and try a local meeting, I certainly see a number of Triumphs tucked away parked up or on the road that I have never seen at our local meet.

On that note, it is the time of year when the annual AGM is drawing closer, for Derwent Valley it will likely be at the November meeting so please put a note in your diaries.

Back to all things local, the fish and chip run was another success. Thanks very much to Gary for putting together a short scenic run to deliver people to Matlock Bath, it was well received by everyone that came along and as always the Fish & Chips went down a storm.

The August meeting was well supported with lots of familiar

faces in attendance with lots of conversations and reminiscing over recent camping events taking place.

Please do pay a visit to the Derwent Valley website to catch up with some of the exploits!

From me for now that's it

*Richard*

## DEVON

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### COMING UP IN DEVON

As we have not had a BBQ at home for a while, we have decided to change the plan for **Sunday 6 September**. Instead of having a run round East Devon, which we will do in October instead, we will meet at 11am at Exeter Services, for a run back to the South Hams finishing at our place. Please bring something to cook and drink, and we will provide the venue. Numbers would be appreciated beforehand please!

**The North Devon meeting at Littleham, near Bideford will be Thursday 3rd and Club Night at the Star will be Wednesday 16th September.** We will be having a Club presence at the **Sidmouth Chamber of Commerce Show** on Saturday 19th and already have all spaces filled. The next **Southwest Triumph meet will be Sunday 20th at Windy Ridge, at Trerulefoot on the A38 just in Cornwall.** The venue will need to know numbers eating so please let us know.

Going on to **October, the North Devon Meeting will be on Thursday 1st at Littleham** as usual. The anticipated **East Devon Run will now take place on Sunday 4 October**, again meeting at Exeter Services. **Devon Club Night will be on Wednesday 21, as usual at the Star Inn at Liverton.**

### WHAT WE HAVE BEEN UP TO

I know I keep saying it, but Powderham 2015 was our best yet. Shame it clashed with TriumFest this year, but hopefully they will be on different dates in 2016. Our pitch was mown by Allan's grandson Simon on a ride-on, whilst Maurice, Mary, John and I put up the bunting etc. Saturday was probably the busiest day we have ever had, with many visitors to our huge stand. We had a massive 35 Triumphs on both days, Saturday having 3 Specials, in the shape of Shaun's great Stanbury TT, John B's stunning and much admired aluminium GT4 Lightweight, and of course Ian's Pick-Up. We were joined by members from Cornwall, Somerset, Monmouth, Pembroke, Surrey and Sussex. There were some lovely cars there, and we were delighted to welcome Trevor Collett, Specials Register Secretary amongst our throng. Shaun did a great job of arranging our display with the Specials taking centre stage. Sunday was a bit on the damp side, but we still had 35 cars on display, some different ones from the Saturday which was an added bonus. Amongst them was Jason's lovely 13/60 on its first outing, and which has had a nuts and bolts restoration. Martin Hughes (Somerset AO) did a great job standing in for us whilst we snuck off the stand for a few minutes. Welcome to John Parker, a Young Member who joined on the day, and who has a really great Magenta Mark IV Spitfire and to Karen who has inherited a great Herald from her uncle and we met up with lots of members there too. There were in total over 1500 cars at the show, and some great steamers too. We almost missed seeing the steam engine 'Tornado' pass on the Sunday but, by staying late and getting off the field easier, we saw her return on Sunday evening. A great sight.

Another good gathering at the Star Inn in July, with a total of 10 cars out to play, amazingly out of those 4 were TRs. We were joined, as is usual in July, by Lilian and Morten over for their annual trip from Denmark, this time without their car due to French ferry problems. The weather was better than expected the following week when Jackie & Allan, Maurice & Mary and ourselves did the Historic Transport run from Exeter Racecourse. Always a good event, with a 60 mile run ending at Bovey Tracey's Mill Marsh Field. Apart from the cars, there were some great old commercials and buses on the run.

Unfortunately the weather was not kind at the end of July for Bococonnoc which a number of members attended and the TOWC

## DEVON NORTH . . . ESSEX

show which was cancelled as the Green was waterlogged.

Usually at the beginning of August a lot of us go to Mt Edgcombe Show, despite the annual difficulties of getting in and out. However this year, a small group of us decided to try the West

Somerset Railway Show at Bishops Lydiard instead. What a show it is – a great venue, more and different steam vehicles and miniatures

from those we see at Powderham, a replica Spitfire plane and more Land Rovers in one place than we have seen! Add to that steam train and trolley rides and really good shopping and it is one to add to next year's calendar – 6 and 7 August 2016.

Plenty more to enjoy with your cars and with the Club in the Autumn. Do come along to meet us if you haven't done before. We will have the menus for the Christmas meal this month, so please do let us know if you are coming along on 5 December. Also we will have our unique Devon TSSC calendars for sale soon – can you wait to get yours?

### DEVON DIARY

**Thursday 3 September North Devon Meeting at the**

**Crealock Arms Littleham EX39 5HN**

**Sunday 6 September AOs run from Exeter and BBQ**

**in the South Hams**

**Wednesday 16 September Club Night at the Star Inn**

**Saturday 19 September Club presence Sidmouth Chamber of Commerce Show**

**Sunday 20 September Southwest Triumph Meet at**

**Windy Ridge Trerulefoot**

**Thursday 1 October North Devon Meeting at the Crealock**

**Arms Littleham EX39 5HN**

**Saturday 5 December Christmas Evening Meal at the**

**Dartmoor Lodge Ashburton**

*Sue & John*

**DEVON NORTH Tel. 07806 351499**  
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Another busy evening at the Crealock Arms for the August Club Night. Once again the first to arrive were Ian & Sue Silcock in their Vitesse. Ian has been busy in the last month, the interior is now looking very smart with seats from an MGF, new Carpets and Steering Wheel, next on the list is to give the wooden dash a makeover. Under the bonnet he now has a leak free engine and the car is running much better now the vacuum advance tube has been reinstated.

It was pleasing to see a number of first time visitors this month. SOC members Geoff & Dawn Wheeler from Bideford in their Stag, who were made aware of the monthly meetings by our own Sue & John Franklin. Patrick Squire in his wonderful DB1 Replica, a very special looking car, he also has a GT6 which is undergoing restoration. Patrick spent much of his working life in Triumph dealerships, so they're in his blood!

David & Sue Whitehead in their newly painted TR7 V8, along with their son Ross who owns a Dolomite Sprint which he's had for 8 years, the car has spent the last 20 years in various barns (including his), he's now looking to start restoring it, both are considering becoming club members.

Last of the first time visitors was Adrian Booth in his MK1 2000, a rare sight on the roads these days, he also has a TR6. Adrian has attended club nights both in Cornwall and in South Devon previously, so it was good of him to make the fairly long trip up from Liskeard.

However Liskeard was relatively close in comparison to the journey made by Mike Hadley in his beautiful MKIV Spitfire, an impressive 150 mile round trip to attend. Well done Mike, it was great to see you again and a real example to us all on using and enjoying our cars.



## TSSC AREA NEWS

With friends and SOC members Max & Simon Whenmouth along with my wife Michele attending, we had another healthy turnout of 14 people and 8 cars.

**Next Meeting: 3rd September 2015**

*Darren*

## ESSEX

**Tel. 01375 672072**

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

A very busy month this one with events ranging from the big international weekend to local shows all of which have been very enjoyable.

**My office** – not too much this month as the cars have been out and about enjoying themselves. I borrowed a wheel arch rolling tool from Kirk and adjusted Kiki's rear arches to fit the slightly larger wheels this seems to have been successful. she did us proud doing both Donington and Silverstone loaded with camping gear without a hitch (I have jinxed it now)

### Out and about - Donington TriumFest UK

Friday morning Kiki loaded (well loaded) Kermit with Kirk driving, picking up Joe and Tom, stopped off to get the rear hub that Kirk and I fitted the day before, grease up.

Then the two intrepid Toledo's plus Herald set off for Donington but first we had to catch Jed in his 2.5, towing a caravan that had set off whilst we were greasing, we set off in pursuit but only managed to catch them at the Coffee stop (there had to be one) after some light refreshment it was off for part two. Tom followed a nice looking woman up the M6 instead of staying on the M1, the rest of us got split up as we pulled off the M1 and we arrived in dribs and drabs. Oh yes, Tom caught us up some time later, although at the booking in we met up with Lightning and Mac then found a pitch to make camp Essex for the next few days, pitched up chilled out. Mark and Joe arrived later after work in a plastic car, then it was BBQ time and more chilling out, we had a late arrival to join the Toledo band, Antione with his Irish registered rally Toledo.

Saturday brought sunshine and Rosey & Winifred who had stopped in a B&B over night.

We all made our way to the Tarmac lake for the days performance. Kirk had been pushing the Toledo's this year so we had a row marked out for us but some Dolomites had moved in, we got our self-organised and we had a collection of 6 Toledo's then on to the serious business of chatting Triumphs, drinking coffee, and looking at spare parts.

A leisurely trip around the circuit, well that is what it is supposed to be, but I think a lot of Triumphs had a lot of fun! Followed by a hog roast and more chilling out juice drinking.

Sunday weather not so good but we are brave souls so off we went to the tarmac lake to gather 5 Toledo's this time one with a rather rapid Vauxhall engine doing burnouts, when he was not racing around the loop. More coffee, chatting, photo taking and tool looking, sorry spare parts looking, I meant.

On returning to site Brian found an award for best display in Lightning as he had both Lightning and the Mac truck on display BBQ in the evening some of us got told off for trying a car out!!!!!! but all good fun, we were joined by a GT6 from Inverness as he was on his own, we dragged him over, he came with his own Chilling out juice. Monday morning, wet wet wet, packed up the tents and went home.

### Classics on Common

A not so small local show, but a very nice way to spend a summers evening on the local common with a few hundred classic cars and a picnic, we had 3 Spitfires a Stag and Lightning, we had our food and drink then looked at some interesting cars you don't normally see at shows, then some more chatting and relaxing before the battle to get low slung cars off the grass verge of the common, but a very nice evening.

### Silverstone Classic

We left early Friday to avoid the traffic, arrived at 11:00 after a good run up. Mike & Sue had saved a pitch so tent up just before



## TSSC AREA NEWS

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

### Essex Continues

the rain and boy did it rain! we all got soaked through looking around the site and meeting up with other TSSC members. Lesley and Ray arrived just after lunch as we were going back to get warm and dry out. They were staying in a local B&B, Cheryl & Ian then arrived at the camp site and set up their folding caravan, we all then went out to eat and get dry and warm in a local Toby.

Saturday weather much better after breezy, we took the GT6 and GT ½ pint and Kiki down to the TSSC stand where there was hot coffee and snacks, then off too look at the Village green for some shopping and picking a spot to watch the racing.

As everything had dried out and rain was predicted for Sunday Mike & Sue and Janet & I decided we would go back, pack up, drive back down and watch Status Quo then head for home Cheryl & Ian, Lesley & Ray decided to stay another night, so off we went to get fed and pack up, then back to the TSSC stand with the cars for some more chatting and coffee and snacks before going across the road to watch Quo, a great night of all the old favourites.

The trip home was good with one comfort break, Kiki (Toledo) did us proud. A very big thank you to Nigel and Northants for their great hospitality all weekend.

#### Orset

A local country fair this one, with horses and cars, two different lots of horse power.

We meet for breakfast at a local Mac D then on to the show in convoy. We had 8 cars in the convoy, we were later joined by 3 ½ more, we had a varied mix of Triumphs, 2 Toledo's, 2 Spitfire's, 2 ½ GT6, 1 2.5, 1 Herald, and Lightning.

Marquees up, drinks and cake all round, that set the tone for the day, wandering around the stalls watching the horses and looking at cars, all in a nice gentle relaxed manner, then partaking of more coffee and cake.

A good day out with friends

#### Up and coming

#### September

#### Sun 6th. Harpers Hunt

Sun 13th. Club day Halfway house A127/A128  
12:00 onward

Friday 18th-Sunday 20th. Totally Triumph Norfolk  
(was Mile of Triumphs)

Sat 26th-Sun27th. Oh so Retro in Margate

Sat 29th Coringham Carnival car show

Welcome Garry Scholz and Jonathan Pinto, hope to see you at Club meet or one of the events we attend.

Birthdays. 7th Ian Eustace a big one beginning with a 6 and ending with a 0. 15th Mike Smith. 19th Cat Simms.

22nd Lesley Goldstone, I can't give away her age, but she is a few days younger than Ian. 28th Jack Dains is 4

*Allan*

**HERTS & BEDS** Tel. 01582 750943  
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We started the month off well. Congratulations to Dr Martin Waldron and Sara, their well loved and owned for 38 years Herald won the Kingfisher Shield and a cheap trophy to keep. Pah ...no photo!!!! must try harder.

The new (much larger) shield needs a big mantle shelf but hope this encourages enthusiasm, Martin and Sara are fairly new to our area group but already taking part in much of what goes on, well done.

8 cars made it to the new Shefford Revs and Rythms classic evening, and the group we have at Duxford were playing, thats good.

Willington Dovecote was on 4th and a



good few joined a large mixture of interesting cars for a picnic, we took fish and chips with a bottle or two.....and there's no Doves now.

Names have been rolling in for the Thames run which we have re routed to Wallingford to avoid tourist congestion, this took place on the 16th August so report on how did we do comes later.

Its our **22nd Duxford All Triumph and Classic Day 13th September**, please come along and give some support, the group will be giving live music, the girls singing their hearts out, Club shop and a

Camping display is planned, due to the American hangar being refitted we are all on a reduced pitch, all on hard standing, so no windbreaks or pegs are possible, as with any CAA authority, working airfields do not allow BBQ, stoves, or Dogs. The entry fee of £13 adults, £6 for 5-15yrs. (new charge introduced by IWM) gives you full access to the whole museum site and displays.

This is not a 'flying' day but sure some planes will be doing circuits and bumps

That's about it folks, regards.

*Peter*



### ISLE OF WIGHT

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[www.facebook.com/groups/786750551371248/](http://www.facebook.com/groups/786750551371248/)

Wow, where is this year going, September already. We had a lovely run out to Bembridge for our July Brunch Run, the weather was amazing and we sat looking out to sea while enjoying our cooked breakfast and following the theme of eating we also had

a drive one sunny evening along the Military Road to meet for a wood-fired pizza from the Wightwood Pizza vintage Citroen van, if you haven't tried their pizzas then you've definitely got to. They will be at Grange Farm every Saturday 4.30-8pm so if you fancy a run out then message us via our



Facebook page, contact us by email or call us on our mobiles and we can arrange to meet up to go for a nice drive and then enjoy pizzas in a stunning location, let's make the most of our wonderful Island, sunny evenings and of course our classic cars. Maybe we should rename our area the Isle of Wight Triumph Sports Six Eating Club!!!!

August's Brunch run will be reported on next month as we're planning a convoy that will end up in Roud for a barbeque for a social get together for our members and Island Triumph owners. So watch this space to hear about any shenanigans that may occur.

This month there are a number of events happening here on the Island, such as **5/6 September: Wolvorton Manor Garden Fair,**



## WEST KENT LANCASHIRE . . . LEICESTER & RUTLAND

Newport and 19/20 September: International Classic Car Extravanga, Newport and Ryde, and just across the water there are the following events; 5/6 September: International Autojumble, Beaulieu and 11-13 September: Goodwood Revival. There may be Isle of Wight representation at Norfolk Totally Triumphs, 18-20 September, so if anybody is interested then let us know.

On a sad note it is with great regret that we've heard the sad news that, Miff, a past Isle of Wight TSSC member passed away peacefully at his home in France at the age of 92, he had lived in France for the past 14 years and owned his green Mark 2 Spitfire from new. Miff will be remembered for his eccentric approach to life and I'm sure those that knew him will have fond memories of this very likeable gentleman and the many stories he could tell. May he rest in peace.

### September dates for noting:

Sat 5th and Sun 6th: Wolverton Manor Garden Show

Sat 5th and Sun 6th: Beaulieu International

Autojumble [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

Fri 11th to Sun 13th: Goodwood Revival, [www.goodwood.com](http://www.goodwood.com)

Fri 18th to Sun 20th: Norfolk Totally Triumphs

Sat 19th: International Classic Car Extravanga, Newport

Sun 20th: International Classic Car Extravanga, Ryde

Mon 21st: Triumph Club Meeting, 8pm, The Woodman's Arms, Wootton

Sun 27th: TSSC Isle of Wight Area Branch run, 10am, Coppins Bridge, Newport

Happy motoring!

*Tracy and Elaine*

## WEST KENT

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So what a damp month. Buds of May started of a drizzle and descended into just heavy rain with a few breaks. Anne arrives hood down and full raincoat but no brolly. Neither had I being in a problematic Dolomite so roof over my head. Bit of respite saw Phil Willson and Chris Lilly appear from the mist and later Chris Tickner in Herald.

I still had petrol issues so was very pleased to see the sun around 4 so I could break down in the dry, luckily didn't.

So on to Donington. Very hot drive up, you could smell the heat from the M25 but we made it fine. Few beers and early night. Next day ran smoothly with much as expected from the show. Evening was fun. The hall seemed a bit crowded with limited seating so headed back to the camp bar where the M25's were in good spirit. Met up with Pete from Sussex and Mike Papworth so gearboxes were the main evening topic of discussion. Many beers flowed and good company. Must mention the barside entertainment from Richard & Julie. Nice couple, great dancers! Sunday was good but the weather was threatening so 1pm move and home in torrential rain.

Next day (Monday) was Polhill Nursery. The most unusual show of the year. Evening meet with possibly 250 cars!. Charles and I supplied the Dolly Sisters with Andrew, Jim & Ann, Glen, Colin and of course Anne in all other models known. I think I counted 6 TR4. And of course a damp drive home. I was going to have a rest but Michelham Priory beckoned the next week so I gate-crashed and was pleased to see John (Dolomite) and Ian (GT6) there so good Triumph group. I'm now the possessor of the Banners, Bunting and club Gazebo so looking forward to displaying them and having some shelter.

So to meeting. Tis the holiday season so apologies for absence from Ruth and from Steve. Nice cross selection in the car park with Ken's glorious red GT6 putting us to shame. Nice selection in the bar as well having a social evening with Rogers GT6 the main technical subject. Else holidays, moving house and broken toe on the agenda. Late arrival from Dave making up the group. I'm still looking for a possible new venue for next year with a nicer car park, outside seating for those warm evenings, well we had one this year if you remember and larger social area to cope with the growing numbers.



## TSSC AREA NEWS

Sunday lunch run. Oh what a glorious day. Arrived at the Cock Horse at 10.45 with Ruth arriving soon after. John, Anne, and Del arrive. Jim's meeting us there so 6 cars in total. Nice smooth run and we arrive to find about 60 cars already there with more arriving. Just a nice social with a great folk/celidh band that I actually hadn't seen since the 70s when I played with them. Memories and great gossip catch-up.

Don't forget we do it all over again on the 6th Sep and weather permitting on the 4th Oct. Only other outing, Duxford on the 13th Sep. Conflict of dates with Aylesford Priory, but anyone interested please let me know. They will appreciate our support. Next meeting, Aug 25th, Come all ye! (back to me folk roots there)

*Colin.*

## LANCASHIRE

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Well from a busy June to a not so July..... The Main event of the month was always going to be the TriumFest weekend, where sadly only six Lancashire guy's (that we know of) made the effort and three of them aren't actual TSSC members. Nonetheless we had a good weekend and the weather was kind to the proceedings. Dave Moore made a valiant effort to recommission his Vitesse in time for the weekend but was left with an intermittent fault making it too risky to use, but he and his son came along in a modern car anyway (it wasn't compulsory to be in a Triumph you know!!!!). Andy and his mate Chris came in Andy's GT6 that was extremely well packed out with camping gear and stuff. And obviously Dennis, Chris M and myself.

We stayed until Sunday afternoon and had an eventful mystery 'tour' home ie we got lost!!!!

July's meeting was similarly disappointing, partly due to the temperature and forecasted rain I guess.

*Kevin*

## LEICS & RUTLAND

Tel. 07530 307371

Our Sunshine Rally has now taken place on the 7-9th August. We were blessed with great weather all weekend as the sun shone in Rutland. The general theme for the weekend was to relax and just take in a lovely bit of our countryside and socialise with old friends and some new ones. We would like to thank everyone who took the trouble to join us as it is you that make the event a success and it wouldn't be so without you.

We had guys from Derwent Valley, Notts, West Mids, Yorkshire, Northants as well as Leics & Rutland and other areas. Once again, to every one of you, thank you for making our event a success.

On the Sunday we had over 30 beautiful classic cars on the field and not all Triumphs either. People's choice went very deservingly to Adrian & Julie for their 2500S, and our choice went to Keiths Mk2 Spitfire for its obvious patina and the fact that it goes everywhere with its proud owner. EVERY car on that field was lovely.

The quiz was won by.....errrrrr.....Dave Smith and his gang but this was purely coincidental! He did not know the answers in advance. 5 teams all got 100% in the treasure hunt so we disqualified those as they are too smart!

Next years event will be Friday 5th to Sunday 7th August with days either side optional. Watch this space.

We have also been to other shows and events with some of us going somewhere every weekend. Ulverscroft Manor on the 2nd August was a very pleasant day out and we managed 12 cars. Beaumanor Hall the weekend before was a wash-out but some of went anyway.

Lincoln weekend at the bubble car museum is eagerly awaited by our gang but on the August bank holiday Monday we visit an old favourite of ours, Launde Abbey Family open day. This is a



## LEICESTER & RUTLAND . . . MANCHESTER NEWBURY

**TSSC AREA NEWS**

### Leics & Rutland Continues

wonderful place owned and run by the Church of England as a retreat for people in need of a bit of spiritual R&R.

We have 37 places booked for our Christmas dinner in the excellent restaurant on **Saturday 19th December**. A lovely venue.

That's it for now folks.

Keep running on 4/6/8,

*Neil.*

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

19 members attended our August meeting at the Boundary Inn. Thank you to all the guys that came along. Our meetings are open to everyone members/non-members, with or without a Triumph, any car, any area, any football I'll stop there!!!! I Thanks again to Lorraine for organising our quiz! Pete had a good idea. No one can quite remember what it was, but for Janet's benefit: it was really good.

I conveyed Bernie's thanks to the Manchester Area for their help doing gate duty at Triumph-Fest. I also asked for feedback on Triumph-Fest 2015 nearly all the feedback was positive although there could be improvements with less.

1 - Triumphs parked on the campsite instead off Tarmac Lake  
2 - Draw a winner each day from Triumphs parked on Tarmac Lake  
3 - Disco was poorly attended as there seemed to be 2 events going on at the same time.

Don't forget if you can supply constructive feedback for or against any event organised by the Club or your Area please do not hesitate to talk to your Area Organiser. We won't be attending Tatton Park (21-23 August). We don't usually do the second Tatton and we missed out due to a misunderstanding next year. If you want to do the 2nd Tatton 2016 I need to know as early as April.

**The Area BBQ will be 4-6th September** please bring your camping money to next Area Meeting. **Piethorne Valley Touring Caravan & Campsite Huddersfield Road Newhey Rochdale OL16 3TA** The BBQ is Free!!! And will be cooked by our residential chefs Paul n Pete

We hope to have the passes for **Event City (19-20 September)** available in time for our September meeting.

We're thinking of a chippy run or a Sunday lunch run once the season ends, more details to follow.

Neil, Paul, Les, Gary Mark, Steve and few other Manchester members will be taking part in **Benidorm or Bust in June 2016** in aid of "4 Louis" A charity that has helped Neil's family through a very difficult time recently. Neil is hoping for as much sponsorship and support as possible, please speak to Neil if you can help.

How about some different events in 2016? We've been doing the same events for a few years now so is it time to try something new? Cholmondeley Pageant of Power, Silverstone Classic, Goodwood and Carfest North are all possibilities. Let us know if you have any other ideas or comments.

Any more thoughts on our **Summer Holiday 2016?** We're considering Scotland, Wales, Ireland or Northumberland or if you want to suggest any other Area please free. Please let us know if you're interested. All ideas are welcome so please get in touch if you want to do anything that isn't listed and All help is welcome!!!

*Pip N Frank!*

**Event updates this month...**

**Area Meeting 1st September Boundary Mill Audenshaw**

**BBQ 5/6th September Piethorne Campsite**

**Event City 18/20th September**

**IMPORTANT NOTE**

**E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

**News in By 8th of Month please**

### NEWBURY

Tel. 01635 868640

e-mail: [dave.rumens@btinternet.com](mailto:dave.rumens@btinternet.com)

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Cars in the Car Park saw 7 club cars attend. Lloyd's polishing paid off as he won first place in his Spitfire. Dave was second with the Vitesse and Andy third with the Bond.

This year's trip to Donington is reported on by Dave:

As normal the start point was at Waitrose car park in Thatcham. Lloyd arrived first in his Spitfire. I was next in TR7 and finally Ian in his TR6. The weather was nice and sunny so we all had the hoods down. Mary was shopping at Waitrose and took the opportunity to take a photograph just as we were about to set off. We headed out through Thatcham on to Newbury then up the A339 going north to join the A34. When we got onto the A34 the traffic was much lighter than last year's journey to up to Donington. At the Harwell Bridge there were Andy and Nigel waiting to join us. We dropped the MPH off to allow then to catch up. In a few miles all five Newbury Area cars were together on our way to Donington. Nigel had his TR7 and Andy his Bond Equipe. As Andy was towing we kept the speed down. After the heavy traffic problems and delays we had on the M1 last year we decided to use the M42/A42 route this year. This proved to be a good choice as we had a straightforward journey up and arrived at Donington at 12.40. The tents were erected first, we then chilled out with the traditional opening of cans. This was very welcome after the long drive up. Andy suggested we get some food from the take away in Donington town, so Ian and Nigel went off to find the place plus get some supplies from the Co-op. In the evening Ian and Nigel took orders for food, and they came back with some excellent grub which always tastes even better when eaten in open air. Good thinking Andy. As last year the camp site was running a Beer Festival, so as you would expect we had to test to ensure the quality had not dropped. After a number of pints we all agreed the real ale was still up to an acceptable standard and very welcome particularly on a warm summer evening. As Ian and I are suffering leak problems, the cars not the people, some of the talk this year was about how to extract a TR7 water pump from the block. Also what to expect in the new Top Gear programme, plus why none of Nigel's alternative parallel International was seen as yet! After that it was back to the tents. This year the number of aircraft taking off from East Midlands Airport through the night was much reduced and getting sleep wasn't a problem. I am sure this was due to Bern changing the date of the event. The next day we had a very enjoyable drive around the Heritage loop, Lloyd's now on YouTube, and also we watched others doing the same. After that we had a look at the auto-jumble and a drive up to the F1 museum which is well worth a visit. As we were going to join in the Triumph Parade around the main Donington track we fired up the BBQ at 4.00pm which worked well this year with lots of heat. The firing up smoke seemed to seek out Lloyd whenever he attempted to move away from it. Though the dark clouds were gathering the rain held off and we were able to complete the run around the Donington track. After that we rechecked the real ale and then the Band up at the launch pad centre, but the Band wasn't playing so it was back to the tents for coffee. We had heavy rain over night and heavy showers the next morning. When we had a gap in the rain we packed up the tents and after a quick look around the site we were on the A42 making our way home with hoods down. On the way back we had heavy rain showers so much so Ian and Nigel stopped to put their hoods up. Lloyd and I didn't! We all had a very enjoyable time and thanks must go to Bern, Garth & team for a well organised event. As this is the end of my report I will hand you back to Mary to put the finals on this month's area news.

Olie in his splendid recently renovated Mk 3 Spit joined us at the end of July. He has had the car for several years and is now enjoying the results of the restoration. We thought his face was familiar and indeed he came to a meeting a few years ago when we were at the Spotted Dog in Cold Ash.

We had some garden produce donated for raffle prizes: Morello

## NORFOLK NORTHANTS . . . NORTHERN IRELAND

cherries which were grown by Eric and a cucumber grown by Ian. Many thanks for those. Helen got the yummy chocolates, in fact 5 of 6 the tickets that she and Nigel bought were drawn out of the bag!

### Meetings

**Wednesdays 9th and 23rd September at The Berkshire Arms starting about 7.30 p.m.**

### Events

**Sunday 27th September Mystery pub lunch**

**Sunday 4th October Shalbourne Classic Car Show at the Sports ground**

**Sunday 10th October Classic Car show on Dunstan Green, Thatcham**

Keep 'em flying

*Mary and Dave R.*

**NORFOLK** Tel. 01502 476699  
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[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

Lots going on last month involving Norfolk TSSC starting with 9 members attending TriumpFest at Donnington. What a great event laid on by the TSSC. Somebody ordered some lovely weather at a great venue. The campsite is perfect for anybody wishing to camp or bring their caravan and there is plenty of accommodation locally if the outdoors is not your thing. With food available at the onsite hotel there was no need to cook but the weather was so nice a barbi just had to be enjoyed. There was plenty to keep everybody amused throughout the weekend and just about enough auto-jumble to make a rummage through the rusty and shiny bits worthwhile. Gone are the days when a pristine boot or bonnet could be picked up for a song but we have to be honest with ourselves the cars are getting older and the parts supply will never be as good as in days gone by. On the other hand the quality of the cars on display has improved with most being very tidy cars that get a lot of use or highly polished and cosseted cars that are a joy to look at. Mine obviously is of the used and cruised variety but I did take advantage of a roadside wash and polish en-route to Donnington at the cost of a fiver that even surprised me with the results as I hardly recognised my car when it was done.

Our Friday night fish and chip run was again blessed with some lovely weather with nine cars eventually meeting up at Cromer cliff top car park where we parked up and walked down into Cromer to purchase our fish and chips. Lovely they were too and especially enjoyable as we ate them whilst watching another cracking sunset over the sea before taking some lovely photographs of the cars. Many thanks to all for the fantastic turnout.

Silverstone Classic was up next and I wish that I could say that the weather was kind to us but torrential rain on the Friday dampened spirits but a constant flow of alcohol and food from the barbi along with catching up with our TSSC friends made for an enjoyable if not wet evening. On the Saturday the sun came out and allowed us to enjoy the vast amount of cars on display and credit must go to Nigel Hawes and the Northants group for putting on a fantastic display for the TSSC. Sunday stayed dry just long enough for us to pack the camping gear away but it was not long before the day became a washout and an early drive home was the order of the day.

Next monthly meet will be held at **Wrenningham on Oct 12th.**

But Before then we have **TOTALLY TRIUMPH** that will be held at joint sites at Winterton and Hemsby just a mile apart from each other both just a stones throw from the beach with sole use of a campsite at Hemsby and Chalet style accommodation available at Winterton there is plenty of accommodation available for all. There is a full itinerary for the weekend meet and get in the bar at Winterton on Friday, a car show, informal evening get together with food and games and music on the Saturday followed by a drive through some lovely Norfolk and Suffolk countryside on the Sunday ending up at an Aviation Museum. Entry is free and we can park up between the planes for a photo opportunity there should be enough to interest all. There is also fly past by a Dakota

## TSSC AREA NEWS



in our honour arranged. It's the last time that the event will be held with a TSSC interest so if you have enjoyed your previous visits to Norfolk for the MOT take advantage of what's been laid on for you this year if you can make it and you will be more than welcome. Full details can be seen on the website [www.totallytriumph.org](http://www.totallytriumph.org).  
Happy Triumphanting.

*Mike.*

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

Following the amazing turnout of TSSC members and their cars to **Angie's** funeral **Dave Richardson** would like to thank everyone for their attendance and support.

To continue a theme for events this year Kimbolton country fayre was no exception to the rain problem which has plagued many events. The good news is that it only rained for a couple of hours so the rest of the day could still be enjoyed.

Silverstone Classic was what I would consider a success, although the rain certainly dampened Friday and Sunday, Saturday saw 45 cars on our area display, an increase of 50% on last year's turnout and a new record for us. Several members were able to take advantage of the parade lap to celebrate the anniversary of the TR7, a rare opportunity to drive around the F1 circuit. The weather may have helped us to attract a few new members since we could offer shelter with the marquee and this year we provided free refreshments, something we will try to replicate in the future. Thanks to everyone who helped organise the weekend and particularly John Fairey who gave up his time to drive the club van and bring the marquee and equipment from H.Q. For us.

Classic Car and Bike meet at Earls Barton goes from strength to strength with many varied vehicles turning up including a few of our members cars which always get their share of attention amongst the Austons, Jags etc.

The Sunshine Rally has lived up to its name being the first camping event I have been to this year where it hadn't rained. Well done to everyone who organised a brilliant event which proceeded at a relaxed but entertaining rate.

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

*Nigel*

## NORTHERN IRELAND

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AAAAAAH What have I done ? Opened my mouth and inserted my foot. Was I talking when I should have been listening ?

Hello my name is **Laurence Cochrane** I will be stepping in as area Area Organiser until the area AGM in December. The reason for this that Paul and Jaqui Robinson have stood down rather suddenly and unexpectedly, therefore to keep the area active I am standing into the post. I would first like to thank Paul and Jaqui for their sterling work and commitment to the club over the years and I really hope they continue to attend and support area meetings and events Thank you both.

Who is this idiot ? I hear you ask . Well I have been a club member since 1993 and my thing is GT6's which I have two of (one quite seriously modified but rotten) and a 2500 Sixfire. Let's say I have broken everything it is possible to break on these cars. Unfortunately I ain't got one completely in tact I buy bits for one



## Northern Ireland Continues

do a little to that car, buy bits for one of the others do a bit to it. As a result of this I get forward extremely slowly.

Two of those years membership I held the post of Area Organiser 1997 and 1998 I think and I do not think I ever properly recovered, those of you paying attention will probably recall my to say the least bizarre area reports. Even had an unofficial fan club. Right enough of introduction WOT'S APPENIN ?

The following written By **Douglas Hogg**

The July run in the Sperrins on Sat 25 th was well attended with eight cars arriving at the Elk Inn. We had the usual two, of the Three Amigos from Dungannon, in their well prepared Herald saloon and Triumph 1300. They were joined by Alan (F), Frank, Stephen, Douglas, Alan (H) and Michael in their usual modes of transport. A number of members sent their apologies so the total would have been a lot higher. Philip (B) intended to be there as well, but, after some mechanical trouble he had to return home in his Stag. I would have liked to have seen it there as it really stands out from the crowd. After the usual cup of tea we set off meandering along the back roads before arriving at Bellaghy then across country to Gulladuff before crossing the A6 via Knockloughrim to arrive at Tobermore via several minor roads. A short distance outside the Tobermore on the road to Moneymore we headed for the hills through Iniscarn Forest and over Slieve Gallion towards Lough Fea. This is a well maintained single track road that, thankfully, has a number of passing places that we had to make use of. Just before we reached Lough Fea imagine our surprise when we came across a farm of deer, llamas and a number of other animals that we weren't sure of causing a number of us to nearly run into the car in front. Thankfully Alan got stopped in time. After a short drive we arrived at the the picnic area at Lough Fea for a well earned tea and comfort stop. A quick run after the stop to the Straw area brought us to several more single track roads as we made our way uphill through Moydamlaght and Glenshane Forest areas to the Glenshane Pass and our lunch



break at The Ponderosa. This is the first time that we, as a club, have called here and we were well pleased with the reception that we received and the food that was served. So much so that some people were even sharing their chips they had so many, never mind the coconut sponge that was a very generous helping. (Photograph) After lunch we travelled along the A6 for a short distance before once again we took left to the side roads travelling towards Ranaghan and Urbalshinney and then through Upperlands to Tamlaght O'Crilly, what a lovely place name, before we reached the Clady area. This became a familiar area as we turned towards Portglenone through to the Largy Road where we split up, some towards Ballymena and the rest towards Randalstown and the motorway. A special thanks to Heather and Douglas for organising the run

The **September run will be on Sat 26 th** in the general Co Antrim area and will be organised by Mark Raine. Further details will be provided at a later date, but we will be starting from his home at **Portglenone**. The **October run will be on Sat 17 th** in the Co Down area and will be organised by Alan and Pam French, further details as they become available. Please come along and support these events as it will encourage the organisers. If you

are not receiving email from the Area Organiser please let me, Laurence, know at [gt6s@hotmail.co.uk](mailto:gt6s@hotmail.co.uk) or to Douglas at [heatheranddouglas@gmail.com](mailto:heatheranddouglas@gmail.com) so that you are on the area email address list.

Thank you Douglas that was a huge help.

*Laurence*

## NOTTS

**Tel. 07976 163006**

**Tel. 07837 110325**

I'm grateful to Nigel for him asking me to write the monthly newsletters again, it's a pleasure and I guess I must be doing something right ? That or he's far too busy with his extra roll as head Area Organisers with Di (I'm joking!) Congratulations on this by the way, you have big shoes to fill after Pip & Frank but I know you will put your best in to the new role! Best wishes to both of you on this exciting venture!

August should hopefully have brought us some good weather, so we were starting the month off with a BBQ at the Nags Head in Woodborough, our monthly meeting venue.

TriumFest UK - In mid

July, Nigel, Di, Andy and his family attended TriumFest UK at Donington Park, the TSSC's showcase annual event. The weather was kind & there didn't appear to be as many aircraft this year making the camping much more quieter.



A number of different participation events were taking place around the Tarmac Lake area including the Auto-gymkhana, Heritage Loop laps (Of which our own Nigel Hill took to the track for in his Blue Vitesse) & parade laps on the main circuit on Saturday evening and Sunday lunch. Saturday evening was spent either in the Noggin and Natter bar or in the "Launch pad" with the live band.

If you have not yet been, get it in your diary for next year for either a day or weekend visit as there is such a variety of Triumph cars and owners from all over the country.

When Sybil met Sybil - One moment that was not expected at TriumFest was when Andy's red Spitfire known as Sybil met another Spitfire of a very similar registration from the Wales TSSC area. It must be something in the number plates though as it appears the owner of the blue Spitfire, Alan Gourley, also calls his Sybil too.



A tale of a TR7 - John finally had his TR7 DHC on the road after the 5 year restoration, finally passing the MOT test back in April. Other than a few minor teething issues that you come to expect

when a car returns to the road, such as the pop up headlights not popping up and the start motor failing, the Inca Yellow Seven was running well, till the



Wednesday before the TriumFest event, when sadly the cam follower ( a small inverted metal cup) which sat above number one 1 valve broke up under the camshaft causing some damage to the cylinder head. Small metal lumps were found across the head resulting in an engine out and



## PETERBOROUGH SCOTLAND CENTRAL WEST

strip down and subsequent rebuild after having to be recovered home on a flat back recovery lorry.

John has had the head off and refurbished. A rebuild is well under way and hopefully it may even have made it to tonight's meeting.

Whilst the car has been off the road they also took the opportunity to repair the age old TR7 front bumper droop caused by one or both of the two support brackets rubber cushion perishing or coming delaminates from the metal brackets.

### Diary dates

There are still a few up coming events for the diary.

5th Sept - Lincolnshire Camping weekend.

13th Sept - Triumph & Classics at IWM Duxford.

14th Sept - Notts TSSC area meeting.

11th Oct - Road Transport Event, Great Central Railway, Ruddington.

12th Oct - Notts TSSC Area meeting.

25th Oct - Classic Car & Music Day, Churnet Valley Railway, Staffs

Don't forget, we will be updating our Facebook page with any news or photos or you can see us on Twitter by following us @NOTTS\_TSSC or the website ([www.notts-tssc.webs.com](http://www.notts-tssc.webs.com)) which has many photos dating back for our last 10 years of being an area group.

See you next time.....

*Andy*

## PETERBOROUGH

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I'm afraid I was rather late arriving at our August meet due to family commitments down in London and likewise Doug also had a family gathering and had to send apologies.

So Tina kindly stepped up to the mark to take the 'leader' role prior to my arrival. Mind you she seemed mighty relieved when I did turn up and immediately bought me a drink! Is being the AO really that daunting?

Anyway, as I missed a fair chunk of the meeting this will be a somewhat brief report for this month.

It was good to hear that people have been getting out and about and in particular the Silverstone Classic seems to have been popular with our group. Graham was one of those that went along and reported back on a very enjoyable show, albeit rather cold on the last day.

Not surprisingly the month of August is quite a busy one for shows so hopefully next month we should be hearing reports back from Maxey Classic Car Show, Stamford Classic Car Show, Hunstanton Kite Festival and Classic Car Show, plus the regular Wednesday evening monthly meet at Willow Brook Farm near Ufford for local classic enthusiasts. Plenty going on and all pretty local so with luck a good number of us will get involved.

I may not be amongst that number as I still have a car that is cooking coils after about 10 miles running. Next for me is to check the voltage regulator to make sure it is cutting out properly and if that isn't the problem then I'll have to start looking for a short circuit somewhere in the wiring.

Enough of my woes and onto some exciting developments for next year. Brian (Watson) has been talking to Angie at HQ in Lubenham and it looks like the club will be getting involved in an extra overseas trip next year. Spa and Le Mans Classics are well established already but in 2016 the club will also be organising a trip to the 'Laon Historique'. Every May/June time, the city of Laon in Picardy, Northern France hosts a fabulous parade of over 1000 classic and vintage cars from all over Europe. The TSSC hopes to be able to put together a package that will save us money on ferries and Camping. Colin has participated in the past and from his reports it sounds wonderful. Watch this space for further details – it is certainly one I would like to do!

Finally I must just apologise for the raffle prizes this month. It only dawned on me at the very last moment that the prizes held over from last month were with Doug so I had to quickly raid our unwanted Christmas pressie box at home. The look on Sav's face as he unwrapped a lovely box of men's white hankies was price-

## TSSC AREA NEWS



less!! Normal service will hopefully be resumed next month when we will be meeting on Monday 14th September from around 8pm. Do come along to the **Red Lion, West Deeping** and join us for a beer, bite and natter. Everyone is very welcome.

All the best

*Paul*

## SCOTLAND CENTRAL WEST

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The August meeting had another large turnout of 15 members, but with the poor weather only 6 club cars were out. We were back at Lochinch in a packed car park (Rugby Match), but still managed to work on John's car. Mark kindly oiled the trunnions. So at that point there were 11 people and 4 dogs discussing nipple sizes as you do. We had new members returning; Simon (Herald 1200) Alan (Herald 13/60) and Steven (project). Ken (many projects) who we met at Donington was out as well, good to see all on home turf again. Trevor, a new Spitfire owner was at his first meet and brought the 4 dogs. So a few new faces and it was good to see the new cars too, not forgetting photos of projects and work in progress. We were in with the sportsmen in the bar so getting round everyone was not easy, but we managed to go over details for the August events.

Report on Donington. Well here goes. Meet at Abington at 9am, well most did, but due to kindly offering me a lift David and myself were a little late. It was wet the hood was billowing (if that is the best description), and the phones were not getting a signal. The main party were in front of us by about an hour so we decided to continue on the M6 instead of going to Scotch Corner and A roads. Having got bulletins from the main group we had a food stop and a comfort stop en-route and arrived only slightly later. It was back to maps as no lighter socket in a Vitesse. Old Skoolnavigation. The security guard at the gate turned out to be Scottish! The advanced party (who described themselves to the Gatekeepers as Foot Soldiers, aka John and Ian) had done a great job of setting up their teardrop caravans and the main camp in what is now our usual spot. The shelter was up the flags were flying and the kettle was on. Even the grass was cut. Everyone set up their respective tents. Karen had once again opted to be the Hostess with the Mostess and did an absolutely superb job of feeding us all, all weekend. We cannot thank her enough as there were 15 of us; we had the largest group yet.



**Scotland Central and West Area at Donny 2015**

A trip into Castle Donington to the Co-op and we met many people interested in the Triumphs, and nearly got free tickets to the racing, but opted for TriumFest. Now, being kind Scots we decided to help a fellow camper, Ken (a fellow Scot), and family to put up the most enormous tent in the dark. There were so many of us that we eventually got a hold of the outer tent and turned it round until it fitted. A few pegs and poles later and the major structure was up.

Saturday dawned with the 6.30 am flight trying to suck the tent off the ground. Dave was chef for breakfast (thank you) and then it was Showtime and Autojumble Iain and Bob set up a stall to

### Scot Central West Continues

sell their bits, with others standing in when needed. The cars were put up into the display area for the day while we enjoyed the show. Brian's immaculate 13/60 convertible was put forward for judging and was a runner up. Ian's similarly immaculate and modified Spitfire (Spitford) was up for best Spitfire and won the class. Many Congratulations. A superb result for both cars, owners and the Area. Ian's car will be in a future issue of TriumphWorld, so look out for it.

Sunday and the same alarm call (flight), breakfast (thanks Dave) and time to see if any new stuff had arrived in the auto jumble. The cars were different too, so a good look round was in order. After lunch and a final look round the show we had a group photo call as the light and setting was good. Michael is an expert in this field and took spectacular photos of the group and cars. These are now on our Facebook page. (Thanks for all the work Michael). Some had to leave on the Sunday afternoon, so we said our good-byes and those left behind opted to go to The Donington Collection. Wow! I was not expecting such a good exhibition of racing machines from all eras including Military Vehicles. We spent a good 2 hours wandering round the exhibits. This was a bonus to the weekend and well worth going to see. So if you are passing or going next year, this is a must.

So Donington 2015 was brilliant, a Very Big Thank You to all that travelled down in different stages.

Next Year? Bigger, Better, Faster?

Quick Report on Erskine.

Ronnie, Kenny and Martin were representing the Area and had a good day at the event which attracted all kinds of Classics. It was partially inside an equestrian arena and all there had a great time catching up with fellow owners.

Quick Report on Silverstone Classic.

Another long trip for those attending from the Area. Thanks to Iain for taking a fully equipped trailer etc. Cars and event were fantastic, just a little bit damp, so I am told.

Reports on Dundee and Biggar, The Canal Festival in Kirkintilloch, and anything else next month.

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. With everything done and all reasonably happy, all that remained was to chaperone the bar manager Ashley on her way out after lockup and lights-out.

NEXT MEETING will be on **Wednesday 2nd September 2015** at Lochinch with everything back to normal.

Dates for 2015.

The event calendar is coming to a close. N.B. If places for events cannot be confirmed before the cut off for entries, then, places cannot be booked. This is to avoid paying for unfilled spaces/events.

NEXT MEETING will be on **Wednesday 2nd September 2015**.

Would someone please turn off the rain so I can get my Spitfire finished. Rain control is not part of an AO's remit.

*Gregor*

We have been looking at opportunities to enhance our meeting venue, we have conducted a search to find a popular location more central to our Shropshire membership, in April we tried the Myton and Mermaid, in June we visited the Haughmond at Upton Magna. The mine host made us very welcome, offering us a private room if we booked in advance and provided us at short notice a special menu

Because of the previous hospitable reception we again met at the Haughmond in July. Andy Brooker arrived by Massey Ferguson tractor a related Triumph in as much as Sir John Black MD of Standard Triumph was a great friend and worked with



Harry Ferguson indicate the enjoyable occasion with our superb cars and friendship. All the notifications for these venues have been issued on email,

we hoped you received these emails in order that you had the opportunity join us. The Apley Farm Shop located on the Telford to Bridgenorth road has many family facilities and excellent food, it is a very popular venue, the annual classic car meet is also very popular.

A point interest is always when a member has had some high standard work completed on their car, it is worth establishing the source in order that other members can benefit, new member Sid Hill from Ironbridge enquired of Garth at the Club Stand at Stoneleigh whether it was possible to fit a servo to his mk4 Spitfire6, a Servo was duly acquired and successfully fitted by an excellent local mechanic. The seats were reupholstered, new carpets fitted by a local company in Telford. If you are interested in using these facilities contact us and we will provide the necessary information.



In order to establish a popular venue of members choice we have emailed you and using the Shropshire Facebook a request for your views on venues for our Wednesday night meeting to enhance the opportunity to meet as many of our Shropshire members as possible, to help us give you an improved service, we Area Organisers need your views/recommendations



*Simon, David and Bill*

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As we enter into September we hope you have been enjoying the main car show period with many local events and national events in which to participate. Our major national event of course was TriumFest which from social media reports was a great success, for those of you who did not attend you missed a great opportunity to use your Triumph, on a thoroughly enjoyable occasion organised for you the club members.

Hi all. Good turn out for the July meet and a few cars in the carpark. Plenty of discussion regarding things Triumph and as usual often wandering to many other things of interest!

Martin raised the idea of organising something like a point to point/treasure hunt based somewhere in central Somerset. The run would be suitable for cars with at least a driver and co-driver/navigator. Don't know how Martin managed it, but he twist-



## TSSC AREA NEWS

ed Gail's arm to agree to come up with some details! It was agreed Gail would provide a draft route (by the next meet) with stopping points/clues that would lead to the next stop/clue etc until all cars reached the finish. As everyone would have some way to drive to the start the route its' self would be about 30 miles.

We had hoped to set this up for the 6th September but this will most likely be put back to a later Sunday, we will let those interested know as soon as it is finalised!

We would like to welcome 3 new Somerset members who joined in July. Jon Astridge, Bryony Tidball and Jack Brook. We don't know what cars they drive as yet, but hopefully they will attend a meet soon and we can get to know more about them and their chosen transport. Welcome folks!!

There were couple of shows we were due to attend during July. On the 12th Powderham castle was attended by Martin, Eric, Carl and John\*. They joined the Devon stand (thanks to John and Sue) with John\* there on Saturday and the others on Sunday (photo). Saturday was the best day so hopefully John topped up his tan? Martin, Eric and Carl endured a few showers during the day but they all experienced a downpour on the way home! This I am sure didn't detract from what is always a great show!



The 26th July should have been Paignton Green where we were to have an area stand with 6 cars!! Unfortunately the weather determined we did "NOT" go!! Probably a good move as the site does turn to "MUD" very quickly. Hopefully 2016 will be back to it's spectacular self!!!

Hopefully the mag drops through your door before the 31st as there is a **Big Band and Classic Car show in Grove Park W-S-M** on the **31st August (Bank Holiday Monday)**. If you enjoy the likes of Glen Miller etc then this should suit you fine!! Maybe see some of you there!!!

Our 2 monthly list of shows etc, is as follows!

**September/October,**

**September 8th, club meet Fox nd Goose.**

**September 13th Weston town square (from 10am).**

**September 20th Grove Park W-S-M (from 10am).**

**October 4th Weston town square (from 10am).**

**October 13th club meet Fox nd Goose.**

Perhaps we will see some of you at one of the above!!

Cheers for now,

*Martin & Derek...*

SOUTHERN

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

Hi folks, yet another month has passed – don't they just fly by. Sunday 5th July saw the Healey with Mike and Karen, Dave and Wendy in the TR6 and Barb and myself in the Stag set out for a show that was new to us at sunny Bognor. On arrival we were greeted by a Marshall, the field was roped off in lines with numbers at regular intervals and at the end of each line there was a coloured flag to which the Marshall pointed you. A very good system, the only drawback was the numbers being quite small so when you were travelling up your row you could not read them so it required your navigator to walk the row and find your number. Once parked up, nose to the rope one began to wonder how the public could view the cars properly with a rope in front of them. At this point we decided it was coffee time so we walked along the beach until a coffee shop was spotted across the road. On returning to our cars the lines of ropes were gone, the cars in line without the aid of Marshalls – a very good system. Later the six of us walked along the promenade as far as the Pier, some of us walked back and some took the land train. Being a different area to the normal circuit we saw a large number of cars we had not seen before, always nice and all in all a very enjoyable day. Sunday 19th saw the same trio of cars and occupants attend the Amberley Museum Classic Picnic. We all met at Chiddingfold Green and convoyed from there. On arrival we were parked up in groups determined by makes so Mike's became a Triumph

Healey. We spent our time looking around some of the museum exhibits, train and bus rides. We also took in some of the cars and talked to various people during the day. Lunch time saw Mike, Karen and Barb make the short walk down to the cafe on the River Arun. I arranged to meet David and Wendy at the Bridge Inn at 12.30. The four of us lunched at the pub which had a very nice pint of Langhams, one of my favourite brews. On the way home we all dined at the Swan Inn at Chiddingfold, a very pleasant ending to an enjoyable day.

On Friday 24th Mike, Karen, Barb and I set off to attend the Steam and Vintage at Netley Marsh. It started raining on the way down and never stopped all day, the forecast was right for a change! We spent the day hopping from one marquee to another, eating and drinking all day until we were completely pigged out. What a thoroughly miserable day, ah well – you can't win them all.

The next day the sun was shining so we met up with David and travelled to Ripley for their annual Village Fete. We came across Mickey and Julie, George and Mike from the Thames area. Met up with quite a few people we knew and spent most of the day chatting to them. It was a nice drive home as the sun was still shining and it was quite warm.

*Mike*

**TSSC Southern Mid Wales 2015 Tour**  
(otherwise known as Crinkly Fest )

Participants of this tour were Mike and Barbara, Stag; David and Val, TR6; Neil and Maxine, club tour organiser GT6; Gil and Pauline, Stag; and Karen and me, Mike H Triumph Healey.

The destination was three nights dinner bed and breakfast at Llanerchindda (pronounced %\*>"+//<>.\$!!!!!! ) Farm Guest House situated a few miles from Llandovery and having spectacular views overlooking the Black Mountains and Brecon Beacons. The Farm specialises in classic car and motorcycle tours and has many different routes and options on offer.

We, all would be Paddy Hopkirk's set off on Friday 5th June, three cars from Farnham and two joining at Newbury. There were some doubts as to whether Neil's GT6 would be well enough to travel as apparently all earlier efforts to fix the broken piece of elastic that connects engine to wheels had failed. Then at the last minute and resorting to methods that a blacksmith would be proud of it was fixed. The outward route planned by Neil was a joyful run with great weather and tops down, well four of them. It was just over 200 miles with stops for coffee and lunch on the way. On arrival at the Farm we were greeted by our host Martin and flopped down to afternoon tea and cakes. Rooms, all en-suite, were allocated and baggage was removed from cars, very small baggage from the Healey. Later there was Pimm's on the terrace followed by a superb three course evening meal and a few bevies.

Now the Farm has a large modern steel barn which affords dry and secure over night accommodation for guests vehicles, however for reasons that have yet to be explained – only yours truly used it. Very odd because at the end of each day the other parties (GT6 excluded) went through the laborious ritual of erecting hoods and in the morning having to wait until the rain or dew had dried before putting tops down. Very strange.

Saturday began with a jolly good healthy full English (sorry Welsh) breakfast followed by Day 1 tour briefing. Then it was into the cars and down the narrow lane to begin the 99 mile tour. Soon we passed under the stone Cyngordy Viaduct which is 700 feet long and carries the railway 109 ft above the valley floor. It was constructed between March 1867 and May 1868. It is presently being re-pointed from massive scaffolding erected around each column. Apparently the farmer who owns the land is extracting a tidy sum in rental payments for the patch on which each scaffold tower stands. On the way back we ran down the short lane to the station to explore. It was entirely refurbished to a very high standard and must have cost Railtrack, or whatever they are called this month, tens of thousands. Rather over kill considering only four trains a day pass through (they only stop if you stick your hand out). We could see the viaduct from the terrace and only saw one train in the three days and that was described to us as the early commuter service. Don't know what was being commuted, possibly sheep.

We refuelled as soon as it was available. Filling stations are few and far between and no super un-leaded is available so there



## TSSC AREA NEWS

## SOUTHERN . . . NORTH STAFFS

### Southern Continues

was a tendency for some engines to pink a bit. Our continuing route took us through some fabulous country on twisty lanes alternating between high hills and deep valleys. Next came the Sennybridge Training Area which consists of 31,000 acres of MOD owned land. It is the third largest training area in the UK and was requisitioned in 1939. Continuing on our way passing through the towns of Builth Wells, Llandrindod Wells and Rhayader. Probably the most spectacular place(s) were the series of reservoirs which run along the Elan Valley for many miles. We drove across the dam wall on one of these and it was quite tricky to turn and return as the carriage way was so narrow and you could meet someone coming the other way. With about 30 miles to go we stopped at Gigrin Farm which has a Red Kite feeding centre. These beautiful birds of prey, once highly endangered, are fed daily and to watch them swooping and diving as they gather for the feed was an amazing site. We reckoned there were about 300 of them. They feed on the wing picking the meat from the ground with their claws. This seems on occasion to upset their CoG resulting in imminent danger of plunging head long into the dirt.

So ended the first days driving and we again enjoyed a first class supper. The evening was warm and a very pleasant social time was had by all helped along with a few tipples. There were a group of motor cyclists staying at the Farm as well. They road classic trials motor bikes which the Farm hire out. We would occasionally see them as we travelled along but most often they would be off road. Nice bunch of guys and one woman (I think).

Day two saw us up bright and early, well early anyway, and after another great breakfast we set out on the second tour. Again we travelled through and over fine scenic countryside stopping to view the Dam at the end of the Llyn Brianne reservoir. The spillway of the dam is a great attraction when spilling tons of water after much rain. It is the world's largest clay core dam and in 1996 it was increased by one metre in height and a hydroelectric generating station was added at the base of the dam. When all three generators are working the output is 4.3 megawatts. After many more miles of beautiful country roads which gave a fine view of Cardigan Bay, the largest bay in the British Isles we arrived in New Quay which is supposed to be the nearest Wales has to a Cornish village. Well it was certainly stuffed full of Grockels (Welsh name for tourists like us). We drove down to the beach/harbour but there was nowhere to park so had to abandon any idea of stopping, not even for a coffee. Dylan Thomas lived in New Quay during 1944/45 and many of the characters and indeed New Quay itself are thought to be the basis for his most famous play Under Milkwood (never read it myself, preferred Five go to Terrin Island). From here we hurried on, sometimes too fast perhaps as many of the up gradients ended in the sky giving the driver no idea whether the road goes left, right or straight on, very scary.

Next we visited Llanerchaeron House which is a National Trust property. It is a grade 1 listed mansion on the River Aeron, designed and built in 1795 as a model, self-sufficient farm complex. We had permission to park our cars in front of this imposing building making a fine photo opportunity. After completing the 95.7 miles plus perhaps a couple more when turnings were missed we arrived back at the guest house for another fine supper.

In all we had driven over 900 miles with no mechanical troubles apart from the Healey having a little piddle in Marlborough but this turned out to be no more than a protest about having to crawl along in the intense heat trying to find a parking slot.

This was a really great holiday with very un-Welsh weather and we would all thoroughly recommend Llanerchindda Farm if you are looking for a "Classic Tour" that is very well planned and organised with delightful hosts and excellent value for money. Have a look at [www.cambrianway.com](http://www.cambrianway.com)

Our roaming meet for July was at the Tichbourne Arms was a limited affair of about nine of us. Our enjoyable evening outside was cut short by a terrific downpour. On the way home through one of the country lanes I thought that the lights on the TR7 were getting dimmer by the minute, only to find out when I reached

Bramdean that the cockpit was totally fogged up. DOH.

At our regular meeting for August we were joined by the local MG group. Twenty eight classic cars were to outnumber the eurobuxes in the car park. I am glad to say the Triumphs outnumbered the MG's by 16 to 14. I am also glad to say that many of the customers at the Stars took the time to look at all the different models on show.

Sunday 9th August was the White Dove show at Kingsley Sports Centre. As many as 400 exhibits were on show, that including the motor bikes. We had a small display of seven cars, including Mike H's Triumph Austin Healey.

Our intrepid leader again managed to walk away with a prize for runner up in the best Stag class

By the time you read this an old friend of this area will be back in the fold. Spiffy a red MK3 Spitfire will have a new custodian.

I will be away for the first 2 weeks in September, so I have to remind you that the **first Sunday lunch in October will be at the Red Lion pub, Fernhurst GU27 3HY on the 18th of the month.** **November's Sunday lunch will be at the Jolly Drover, near Liss, GU33 7QL on the 15th**

#### Up and coming events

**September**

**1st Regular meets, Seven Stars. GU323PG**

**5th, 6th Balls Cross**

**12th, 13th Loughton country Show**

**17th Roaming meet, The Golden Pheasant. Farrindon.**

**GU34 3DJ**

**20th Tilford**

**26th Herald Classic Car Show, Alton**

**27th Kingsfold**

**October**

**4th Goodwood Breakfast Club "V power" Sunday**

**6th Regular meeting, Seven Stars GU32 3PG**

**18th Sunday Lunch, Red Lion, Fernhurst, GU27 3HY**

**November**

**1st Goodwood Breakfast Club. Bahn Stormer Sunday**

**3rd Regular meeting, Seven Stars. GU32 3PG**

**15th Sunday Lunch. The Jolly Drover, Liss. GU33 7QL**

That's all for this month. I'll ask Vanessa to post Octobers. Take care

*Mark*

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All roads lead to Rome, well at least to the Roman City of Chester, its seems I took a little diversion when we headed for the A55 to take us onto to Bodewydann, for the transport show held on the 19th July at Bodewydann Castle. By taking a different route than I would normally take, I just kept following the signs for Chester, however it seems I wondered off the most direct route.

As I was not taking much notice of road numbers, I have no idea which road we did actually use, but we got there without any delays so all was good.

The weather predicted earlier in the week was heavy rain all day, as we started out it was raining but thankfully by the time we got to our meeting point the rain had stopped, and the day remained fine with lots of sunny spells.

Five cars went to the show and we all had a very pleasant day, with a nice range of cars to look at, along with a visit to the Castle where we all had a very nice cream tea in the afternoon. Aaron got his Spitfire pictured in the Classic Car Weekly, with a brief report on the restoration and a mention of TSSC - Staffordshire.

One thing Aaron over looked when speaking to the reporter about his 3 year restoration, was the large amount of help he received from his father Ian, of which no mention was made in the report, so I hope he will be returning the favour by helping Dad with his Lotus rebuild.

Later that week I went to RAF Shawbury which holds an annual family day, which a number of classic car clubs attend, and the North Wales area had a good numbers of cars there, admittedly more MG's than Triumphs where I meet Roger, area AO for North Wales.

They had a number of helicopter giving flying displays, also an amazing stunt display by a Chinook, but due to the poor weather the red arrows and other planes had to be cancelled. Poor weather, well continuous rain didn't put owners off attending, with a very

## SUFFOLK SURREY . . . SUSSEX



### TSSC AREA NEWS

#### SURREY

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good turn out for the Audlem transport show on Sunday 26th July, despite the rain, but spirits were dampened by 3.00pm and we departed for home.

Not much planned for September as no one was interested in the proposed trip to Sywell Pistons & Props, we just have **Eccleshall Show on Sat 5th Sept.** I will try and arrange a drive out somewhere for the weekend before Sywell as I'm now off to Cumbria for that weekend.

There was a good turnout for the meeting, and as it coincided with my birthday, it was my turn to provide the cake. As its holiday season things are a bit quieter over August & September, we still have to decide about a visit to the Cheshire country fair on the bank holiday.

The North Staffs website has had problems with the server and software, and a number of pages have been lost, and at this point in time its still not available, so check the club site for latest info. Some of what's on in Sept.

**Aug: 30/31 Wings & Wheels Halfpenny Green Airport.**  
**Cheshire Game & Country fair**  
**Sept: 5th Eccleshall Show**  
**5/6th CVR 1940 weekend**  
**6th Cholmondeley Castle**  
**13th Duxford**  
**19th North Road**  
**26th Sywell**  
**BFN**

*Dave*

#### SUFFOLK

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Some nice cars were in the car park this pleasant August evening. A brace of Herald 1360s sat in the far corner, both looking bright and shiny. One was in red that was very glossy, sporting Alfa seats and a Paddy Hopkirk stick-on front windscreen aerial. The black seats suited the car and had fluting on the squab and seat base that had similarities to the original seats. The other was in damson; this damson was not the original Triumph damson which still remained on the inside of the boot lid. When the two shades were compared, it seems that most people preferred the non-Triumph colour, perhaps because it seemed slightly redder, at least it did to me.

Russell brought along his rescued, brown PI Estate. These are now very rare so it is good that he has saved this one. It has needed quiet a bit of panel and welding work and if it had not been for its rarity it might not have been saved. As he said, it would be nicer if it was all in the same shade of brown, but on its Stag wheels it looks really good.

Russell also brought along his Capri RS3100, a very rare car, which he has brought along before. Sitting alongside was another Capri, a GT in white, owned by Mike. He bought this in 2000 at a cost of £725. Some bodywork repairs were required. In the 15 years it was unused it acquired a 3 litre V6 Ford engine. It looked very nice and reminded me of the time one saw lots of these cars on the road, now a much rarer sight.

Andrew Spurling, who has been a TSSC member for 30 years, came along and instantly recognised Lyall who he has not seen for 30 years. Lyall reckoned it was because he had not aged in those 30 years. The question is, is it that Lyall looks as young as he did 30 years ago, or is it that 30 years ago Lyall looked 30 years older? Andrew has a Mk2 Vitesse that is nearing completion of its renovation. Hope to see the car before too long.

Mike has bits of trim to do to complete his Herald Estate renovation, although it has been on the road for a while now. He has been having a battle to get the rubber inserts onto the bumpers and has not yet succeeded in the task. He is going to try some silicone lubricant next and reckons it is possibly a two-person job. Having just about finished this car his Vitesse restoration is now under way. When one adds it up, there is probably a dozen Triumphs that have been saved by Suffolk TSSC members from being scrapped and broken for parts.

The **next meeting is 1st September followed by the 6th October and 3rd November.** So, see you at the **Sorrel Horse, Barham on 1st September at 8:00pm.**

*Peter*

Welcome back Surrey, we are alive and driving, I know we have been a bit quiet of late but we are still on track and will welcome you to our merry group. We meet at the **Well House Inn, Chipstead Lane, Mugswell CR5 3SQ on the last Wednesday of the month.** This is a lovely country pub with good ale and a warming fire in the autumn. We are fortunate to have Team Chigwell with us, from William to Henry, and Karen and Jenny in between, with Adam who has an encyclopedic knowledge of all things Triumph, including a huge array of cars and can perform wonders in the pub car park.

Con, the statesman, with the lovely soft top Herald and Liz are fans of the Brighton run, Irish travel and can advise on wheel barrow geometry if pushed. Other members drop in with wives and girl friends and we had great fun at the SEM and Isle of White. Bob and Cliff headed off to Spa for racing, beer and a chilly drive through the Ardennes on tank reconnaissance.

The photo shows a nice selection of Triumphs at the last meet. There is a **Classic Car run and Pig Roast on 27 September** with a pretty drive from Uckfield though Sussex and Kent.



This was great fun last year and leaves from the Halfway House Pub on the A26, details from [www.uckfield-lions.org.uk](http://www.uckfield-lions.org.uk). I hope the summer was a great success for everybody with lots of miles on the clock. Please come along and join us on the last Wednesday, All the best,

*Cliff.*

#### SUSSEX

Tel. 01444 450941

So firstly sorry there was no area news for last month as both myself and Clive were on Holiday. Pete was the only one from our area that went up to TriumFest UK and was one of the first ones there on the Friday morning. He said that it seemed quieter than last year and the band wasn't to his taste. He did meet up with Colin from the West Kent area there.

There was much talk about Classic Le Mans for 2016 there seems to be a lot of interest so it looks like there should be a reasonable contingent from Sussex going.

Pete was also in the News for having his Herald stolen! Now even Pete would admit that his Herald is not a likely candidate for being stolen due to its "less than perfect" condition bodywork wise. It was stolen from outside Ian's house in a small village in Sussex in broad daylight! The Police were informed, Pete and Ian then went for a drive round to see if they could see it and 30 minutes later they found it! So Pete hot-wired it and drove it back to Ian's. They informed the Police and told them it was found. The police we keen to come out and take finger prints! Anyway Pete got his car back and it still had his Tobacco in it!

Clive and Gill will be doing the 10 countries run in September in the Spitfire so we wish them well.

Clive is also doing a track taster session on the **2nd of September at Brands hatch.**

Next meeting is the **2nd of September** at the **Laughing Fish Island.**

Regards

*Martin*

### IMPORTANT NOTE

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

News in By 8th of Month please





## THAMES

### TSSC AREA NEWS

## THAMES

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Welcome back. We had a fantastic July, great weather and lovely shows at Heathrow, Donington, Uxbridge & Ripley. We had dramas with the Vitesse at Donington. We had some new members at the Fox & Castle & an old member returning for the first time in 15 years, Welcome back to the fold Adam T. We had some alternative venues to check out for meeting, so don't forget to add yours to our list.

#### SOCIAL EVENINGS AT THE FOX & CASTLE

2ND JULY. With the good weather holding I have a lovely sunny trip in the Vitesse to the Fox & Castle. There to keep me company I have the pleasure of George B, Graeme C, John P, Mike H, Martin F, Mark M & a big warm welcome to Sarah & Dennis in their lovely looking yellow Spitfire 1500. Other Triumphs in the car park were Mark's Vitesse saloon MK2, Martin's MK2 2000 saloon, John's Mk1 Vitesse convertible, Graeme's TR6, George's Vitesse Mk1 convertible, Mike's VW Golf convertible & my Vitesse. Work on our Triumph's has been:- George has rebuilt his Vitesse driver's seat. Graeme's TR6 is back after having its headlights rewired & relays fitted. John's Vitesse has new front disc, EBC pads & Standart trunions fitted. Martin's top up his gear-oil in the Spitfire & check over the Saloon ready for Triumphfest. Mark's Vitesse has had its front brakes renewed & clutch slave cylinder replaced. We had a pleasant meeting sitting outside the front of the pub in the sun shine.

16TH JULY. Julie is with me in the Vitesse as we make our way to the meeting tonight. We have the pleasure of George B, Doug B, Tony H, Graeme C, John P, Chris C, & Mark M. In the Triumph filled car park we have seven Triumph's belonging to Mark in his Mk2 Vitesse saloon, John's Mk1 Vitesse convertible, Graeme's TR6, Tony's Stag, Doug's GT6 Mk3, George's Mk1 Vitesse convertible & our Mk2 Vitesse convertible. Work on our Triumph's has been:- George has had his leaking radiator fixed & changed the valve in his brake servo. Doug has final sorted out his GT6 braking problem after checking & changing many braking components to final find the new servo had not been assembled very well "looked like a two year old had put it together". This was from a main Triumph supplier! He has also fitted a new brake light switch & it now has a fresh MoT. John Vitesse still has knocking UJ's (& probably will have for the rest of the year). Chris has had a new vacuum pump for his carbs, a washer pump & indicator relay. Mark has fitted a new gearbox tunnel seals to his Vitesse. Our Vitesse has had a new used Diff, another leaf spring (the old one was 13mm lower than its replacement) & a new roto flex coupling after being recovered from Triumphfest (see below for more details). Julie's raffle winners were:- Graeme won a bottle of wine, John won a box of After Eights, Chris won a box of allsorts, Doug won a set of cleaning pads & I won a wash mitt which was nicked by the pubs dog & slobbered all over the garden, (yucky). A great night in the pub garden with wonderful company. 30TH JULY. A lovely sunny evening in the Vitesse heading to the meeting this evening & I am greeted by Graeme C, Tony H, George B & a very warm welcome to Adam T returning for the 1st time in fifteen years. Unfortunately Tony was hit in the eye on his way to the meeting & soon left to get it checked out at A&E (he let us know it was wash out ok & that he was recovering well) Triumphs in the carpark were:- Tony's Stag, Graeme's TR6, Adams GT6 Mk3 still looking very well since its last visit when it was freshly restored, & my Vitesse. We had a good night finishing George's crossword looking over our Triumph's & remembering some old meetings at the Swan Inn (our old meeting pub).

**SHOWS & EVENTS. 5TH JULY. HEATHROW CLASSIC CAR SHOW.** Julie & I meet up with George & Chris in Chobham in our Vitesse's to make our way to the show ground, it is warm but cloudy. We get to the show ground in good time & park up saving spaces for Graeme in his TR6, Tony & Penny in their Stag & Mike & Judy in their VW Golf (want to be Triumph). Other Triumphs at the show amongst the many classic car, lorries, motor bikes & scooters were two Herald's, fourteen Stag's, four TR6's & four Vitesse's including an estate. There were a few jumble/trade stalls behind us. A kids play area, bar & food stalls, ice cream van. Other entertainment were a Pipe Band, & Music, Raffle draw & prize giving. We all had a good time & enjoyed the sunshine once it came out.

#### 10TH /12TH JULY. TRIUMFEST @ DONINGTON.

We left Friday morning with the Vitesse loaded & folding caravan hitched up, on to the M25 at Chertsey & straight into a traffic jam. We crawl along & leave the M25 onto the M3 & head up to the next junction & make for Staines to rejoin the M25 off onto the M40 then onto the M1 going past Silverstone race track. Once at Donington we are greeted by Martin, Caroline & little Eddie. We set up our weekend home near them in the sunshine greeting friends as we meet them. On moving the Vitesse we are alerted to a knocking noise which sounded like the propshaft UJ giving up the will to live. I back up a little & move forward slowly but the noise has gone. We head off to get supplies for the weekend & pop in to a service garage to ask them to put our Vitesse on their ramp/lift. Apart from a good amount of oil spread under the gearbox & diff all seems ok no play in the UJ on the propshaft or drive shafts, so we thank them & head back to the campsite listening to every creak, groan & rattle. Back at the caravan our fridge had run out of gas so we went to the Hotel on site & manage to get a replacement. That evening we ate at the campsite Oak room, had a couple of beers at the festival & returned to join Martin & Caroline there friends Nigel & Gill camping on their other side, were we enjoyed a chat & some more drink before heading off to the land of nod.

Saturday morning arrives & we have a slow start enjoying breakfast in the early sunshine. I open up my birthdays cards over a mug of coffee. Later we take the Vitesse up to the Tarmac Lake & join the other Vitesse's on show & walk around the traders & auto jumble, quite often hearing shouts of happy Birthday Mickey (thank you all). We have a go at the fun autogyrokhana, being blind folded & directed by Julie in the passenger seat, then dressing up & carrying a tray of water filled cups from one table to another, throwing bean bags into a bucket & stopping on a white line. I don't think we did very well but it was a good laugh. Next we signed up to the Heritage loop laps & All Triumph parade (for that evening), joining the que for the laps Julie popped off to get us an ice cream, on her return they were both melting quite quickly so we had a messy time eating them while we waited to do our laps only to be told that passengers were no longer allowed, but could do the flying lap to drive the lap behind a control car. Once my turn came it was frilling to open up the Vitesse on the mainly wide circuit with a hair rising blind drop leading into a hairpin bend, back up the hill & around on the wide track bending right & opening back up to the starting point. I was so taken on the driving that I didn't notice what speeds I was doing but in the car the four laps go quickly. Watching earlier & later from the Armcu you don't get the sense of speed. After lunch we had a go at the Auto solo, this was a timed event to test your skill around a marked course three laps each timed & taken when throughout the weekend. We did one & got a good time, sat back to watch some other try it before doing our next lap getting a better time we did the last lap & managed to get the best time which was equaled by another Triumph but not beaten (I believe). On heading back up to the Vitesse display parking the knocking noise came back to haunt us. I stopped & removed the gearbox tunnel to check out the noise, but it was not the top UJ on the propshaft, but you could see the propshaft jerking while rotating. It was pointed out that the diff maybe at fault & to jack up the rear end & support it to test if the wheels would rotate with the weight off the drive. It was then the whole lot locked up seeming to confirm this train of thought. With the Vitesse put back on the ground, we got a refund on the all Triumph parade & looked around the traders & auto jumble to find a diff for sale on George W stall, which we purchased after checking it out & hearing from George its history. Back at the caravan I phoned the insurance recovery & arrange to be picked up on the Sunday at noon (good service that easy to set up with no problems). After a lovely shower we started the BBQ for our evening meal, later going to Saturday night party. The Band "Amplifier" were really good & we had a great night before retiring for the night.

Sunday Morning came too soon as we were on the first shift with Frank & Pip at the entrance gate. Our time there goes quickly & we are soon packing up our caravan read to be recovered home. Garth kindly moves our packed folding caravan to where our Vitesse was parked (abandoned) & we look at round the show until noon when our lift home arrived. The final upset was when I managed to shatter the driver door glass while being loaded up on to the recovery truck. Four hours later we arrived at home a day early put the caravan & Vitesse away until the morning. After a restful night in our bed I start to remove the diff & on reflection the propshaft bolts were hard to remove & the driver's side roto flex coupling had failed. With the diff on the work bench nothing seemed to be wrong, it turned quietly & smoothly, it was leaking oil from the front seal. This is where I noticed one of the bolts holding the diff carriage was churmed up & bent, it had come loose & jammed up with the propshaft bolts locking up the drive, the three other bolts were also

## NORTH WALES

loose but not undone enough to be damaged. I refitted the newly purchased diff & replaced the rear spring as it was half an inch lower than its replacement & replaced the broken roto flex ready for our Thursday meeting at the Fox & Castle (oh the joys of classic motoring).

**19TH JULY. UXBRIDGE AUTO SHOW** As we arrive to our stand at the show ground we are greeted by a wonderful metallic red GT6 Mk3, this belongs to Tim. We say our hello's & set about setting up the TSSC stand, with help from Tim we put up the event shelter set up the banners & flags. Soon we are relaxing with a fresh cuppa in the sun shine & welcoming those that arrive to show off their Triumphs. They were Tim's GT6 Mk3, Raj & family in their Stag (thanks for the Kit Kats), Peter & Paul S in Peter's 2.5 Mk2 saloon (more thanks for the tea & coffee), Tony Penny & family in their Stag plus support Landie (off stand), Bob R in his Vitesse convertible with hard top, David L in his Herald 1200 saloon, Ken & Sharon in their Herald 1200 convertible, Trevor T in his Herald 13/60 saloon, Allan M in his Vitesse Mk2 Convertible, Peter in his Spitfire 1500, Mark S in his GT6 "purple one", Carl & Harry in Carl's 2000 Mk2 saloon (thanks for the chocolate biscuits), Danny asked to join us in his Dolomite 1500 & our Mk2 Vitesse convertible. Quite an impressive lineup many thanks for joining us. Other Triumphs on show where 12 Stag's, 5 TR4's, 2 TR7's 2 Vitesse's, a TR5, a 2000 Mk1 saloon & a 2000 Mk2 saloon, a GT6, & a Spitfire. There was a good turnout of Traders & auto jumble & the whole field was rearranged, but the show is getting smaller as there are large areas not being used. The food was expensive but nice & the beer was lovely. We had great company on the club stand & were blessed with good weather to boot.

**25TH JULY. RIPLEY EVENT.** Julie & I are in the Vitesse, we get to the show ground in good time.....well a bit early so we pop into Woking to get some gas for the stove & return to park up next to George B in his Mk1 Vitesse convertible. With a cuppa in hand we relax & watch the classic cars turn up & park. Also there (no stand they won't let us) were, Mike & Jasmine in their 2000 Mk2 estate, Mike & Barbara in their Stag, David in his TR6, Barry & Toni in their Herald coupe, Mike in his VW Golf & our Mk2 Vitesse convertible. Other Triumph's there with the 150 classic's on show were, 8 Stag's, 4 TR4's, 2 Vitesse's, 2 Renown's, 2 Roadsters, a TR6, a GT6, a Spitfire & TR2. Other entertainment in the arena was dancing by Summerscale performing arts, Maypole dancing, Scouts Tug of War, kids races, Classic Car awards, Vintage Tractors. Around the show ground there were Accordion band, Kid entertainer, a Jazz band, a Dog show, Bouncy castle, BBQ food stalls & Ice cream van. We have a couple of showers in the afternoon but main it a nice sunny day & a good show.

Our next meetings at the FOX & CASTLE are from 8pm in September on the 10th & 24th & in October on the 8th & 22nd. Please come & join us for a warm welcome or call me on 07773623807.

### UPCOMING EVENTS

#### SEPTEMBER

6th Shere Hill climb Shere (A246)

13th All Triumph Day Duxford

18th /20th Totally Triumphs Norfolk

#### OCTOBER

25th Autumn Breakfast meeting Brooklands

*Mickey & Julie*

**NORTH WALES** Tel. 01691 600215  
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The first pic. is of the show at Manchester Airport, and the other two pics. were taken at the British Ironwork Centre, Oswestry. Hello, everyone. July started off with the Llangollen Railway weekend on Saturday 4th. Helena was booked in with her Spitfire, but hay-making took priority, so she was not able to attend. However, Julia and Alan went, along with others of our group, and they all had a very good day, riding on the trains and buses to and from Llangollen. They also took the opportunity of travelling on the newly extended train line to Corwen, which has been an ongoing project over the past years. It is lovely that this part of the track is now up and running.

Tuesday 7th July was our monthly meeting at our new venue, the Trevor Arms in Marford, and this was well attended. M.G. Richard gave a full summary of last months events, plus a brief account of our Spanish trip, then together with Helena and M.G. Sam made arrangements for coming shows and trips. Brenda and Joyce sold tickets for the well received raffle, and our new venue hosts provided chips and

## TSSC AREA NEWS



snacks at 9.00, which was much appreciated as we talked the evening away.

Our Stags noisy alternator was taken to Clwyd Auto Electricals were no fault was found, so it was re-fitted and works fine.

Helena is convinced that our Stag didn't want to go to Spain this year, it was time for the Jag to go!

On Saturday 12th July twelve cars of our group met at Stamford Bridge at 8.00 a.m., two Stags, two Spits, and the rest M.G.s, to drive to Manchester Airport for The Aviation & Transport Festival. Parking was a bit chaotic when an "official" sent us to the wrong place. By the time we walked around and found

our large allocated space, we couldn't get our cars to it! We did speak to two of the organisers to make them aware that our group was there and had been put in the wrong area, otherwise it can look as though we just didn't bother turning up. Fortunately the weather was good, and the show was very good car wise, plus clear commentary of all the flights in and out of the airport. Helena, Glen and Brenda really enjoyed the tour of Concorde, with an excellent guide. The giant BBQ smelt delicious, but we had all taken salads and sandwiches. M.G. Barry and Sam bought radio controlled drones:- goodness knows what they will use them for! However, when it was time to leave it was chaos again, as an accident on the road leaving the ground caused a terrible holdup, but eventually we got out with Geoff and Jan leading in their Stag, followed by Julia and Alan (Spitfire) and then us in our Stag.

On Sunday 12th July the Cheshire Steam Fair was attended by Mick in his Stag, Roger in his Vitesse and Neil in his MG TF1500.

This excellent show is held over two days, and was very well organised with plenty of events in the showing from 10.30 a.m.:- the steam vehicles, classic cars, vans, trucks, military, dog training display, falconry and tractors kept everyone interested, plus numerous trade stands were there as well. This all made for a great day, with no problems getting in or out of the showground.

Saturday 18th July was the first Transport Rally held at the British Ironwork Centre, Oswestry, and twelve of our group went along. This was an incredible and successful show. The range of vintage and classic vehicles was terrific in itself, but then the amazing creations made from iron had to be seen. All types of animals



and birds have been re-created in steel or iron, also wonderful ornaments and pagodas or magnificent gates suitable for palaces. A great range of food was provided for all exhibitors, and the large shop had a gigantic assortment of the most unusual steel related items. Then the parade was well organised with the announcer having vehicle details to each displayed number. An enjoyable day, great company and good weather. Definitely a must for next year.

On Sunday 19th July eight of our group went to Wem Vehicles of Interest Show, which is in it's second year. The rain stopped as we travelled:- most of us attending met at Ellesmere, then carried on to Wem, where we joined a growing display of classic motorcycles, cars, motorhomes and military vehicles for a really good show. The gazebo was erected, chairs arranged, then we spent a very enjoyable time meeting folk with their exhibits before we had lunch.



## NORTH WALES . . . SOUTH WALES

### TSSC AREA NEWS

## North Wales Continues

Another smashing day with great company, and once again the weather was kind to us.

Another great show that we could not attend because of a clash of dates was Bodelwyddan:- it was here a few years ago that Roger and Bob talked themselves into each buying a Jaguar XJS! Spitfire Sam and Bob did go along, and whilst there met up with Andy and Helen Jones. Sam reported back that it was an excellent show, with a good and varied selection of cars and motorcycles, plus some autojumble. One of the exhibits was a very interesting, if not scary, half-Jaguar XJS V12 half- motorbike "trike". A great day was had:- the weather was very good, slightly windy but keeping dry. A lovely venue with beautiful scenery.

Friday 24th July was the R.A.F. Shawbury Families Day. A group of us rendezvoused at Ellesmere, where we had arranged to leave at 9.00 a.m., and then met up with those who were travelling down from Chester area. Unfortunately it rained from start to finish, so many of the air displays could not take place. A real shame, as a lot of hard work goes into arranging these shows, but the weather is something we can do nothing about.

Tuesday 28th July was our OFFAL run, and Jan and Geoff had organised this. Forty of us met at Moreton Garden Centre in Chirk at 11.00 a.m., where we enjoyed teas and coffees, and a good look around the retail area. We then headed off into the Shropshire countryside on a lovely run, and ended up at the Queens Head pub near Oswestry for our lunch. This turnout is one of the biggest that we have ever had, and the pub coped very well, everyone thoroughly enjoying their meals and chat. Once again, another smashing day with great company. Well, that's about all for now. Please remember, our meetings are now held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is also a meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m. All classic owners are welcome, come along and meet us.

#### Forthcoming events:-

##### September

**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.

**12th September:-** Smallwood Community Fete, Malpas.

**16th September:-** Meeting at the Plough Inn, St. Asaph.

**20th September:-** Wheels Within Wem Show, Wem.

**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 01938-580615 / 07989-475070.**

**29th September:-** OFFAL.

##### October

**6th October:-** Monthly meeting at the Trevor Arms, Marford.

**18th October:-** Wheels Within Wem Show, Wem.

**21st October:-** Meeting at the Plough Inn, St. Asaph.

**24th October:-** Classic Car Meet, Dearnford Lake Cafe.

**27th October:-** OFFAL.

Regards,

*Helena and Roger.*

## SOUTH WALES Tel. 02920 315260

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The Following reports have been edited down due to their length

FULL reports and Pictures appear on our Website  
[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)

CAERPHILLY SHOW AT LLANCAIACH FAWR MANOR

Ant & I (TR4A) arrived with Monmouth Mike & Heather (Acclaim) at the Nantgarw meeting point to find Mike J (GT6) waiting for us. We

were soon joined by Paul & Barb (TR6), Rob & Pete (13/60 Shooting Brake) and just as the departure time arrived so did Young Eddie and Mo (13/60 Saloon). Action man & The Hammer (Red Tardis 13/60) had phoned to say that they were running late, but arrived as we were "mounting up".

We had a good stroll around to look at the cars on show and then had a look around the Manor's grounds, it really is a great setting. Then we sat down and started planning for the following weeks run to Triumphfest. Thumper Watson "encouraged" the public to buy our excess cheese burgers while Rob kept the cooker going, well done lads the extra area funds will come in handy. At 3:45pm we started packing away our equipment and when the show ended we joined the fast moving queue to leave. As Ant and I travelled along the A470 Ant said "well what we had in numbers was surpassed by the fact that Rob gave me a left over pack of bread rolls".

#### TRIUMPFEST 2015

Area navigator Ant & I (TR4A), Orac AI (Spit 1500), Action man (Spit Mk2) and Mals per Hour & The Hammer (VW van full of the area equipment and everyone's beer except mine-ha ha) left our AO Bern's house to travel the short distance to Cardiff Gate services where we were soon joined by Rob & Pete (13/60 Shooting Brake) Chevy and Larry (Van with the world's largest BBQ on board) and Light Duties (13/60 Convertible). Our small convoy then headed east along the M4 then towards Monmouth to our next meeting point where Paul & Barb G (TR6) were waiting for us. With Paul leading the first 4 vehicles and Rob leading the second 4 we headed towards our next stop at Hopwood services M42 for a break, all soft tops down. After the Hopwood stop we carried on in the heavy but moving traffic towards Donington (or some of us did). A mile away from Donington race track it was noticed that Action man, Mals, The Hammer and Chevy were missing and Rob reported that they had got separated from them on the motorway in the heavy traffic. As we were so close to the venue we carried on and as soon as we stopped at the camp site our AO called Action man (as he has a hands free set up).

AO - Action man are you all okay?

A man - Yes

AO - Have you broken down?

A man - No

AO - Where are you?

A man - I don't know, but we are 3 minutes away from you

AO - Fantastic we can set up camp

A man - No you can't the 2 vans with all our equipment are here

AO - Okay see you in a few minutes, I'll get my beers out 30 minutes later and the beer has nearly all gone, AO calls Action man

AO - Where are you?

A man - In Lubenham

AO - Why are you there?

A man - Because we are going to Triumphfest.

AO - Triumphfest is here at Donington

A man - No it's not is it?

AO - Yes

A man - Why did they move it?

AO - Stunned silence.

A man - Why did my Sat Nav send me here then? I put the post code in correctly

AO - Donington's Post Code?

A man - No, HQ's

AO - Why did you do that?

A man - Because Triumphfest is at HQ

AO - No it's not it's at Donington

A man - Is it?

AO - I'll give you Donington's Post Code

Our moral was then boosted when Annie & Jamie turned up to swell our numbers, they had left Port Talbot on the Saturday morning and arrived just before Action man and Co FANTASTIC!

An hour and a half later Action man, Mals per Hour, Larry and Chevy turned up. With the van doors barely open, Light Duties, who was on light duties grabbed several boxes of beer and we were all able to relax in the sun before erecting our event shelter, tents and area equipment. Chevy who doesn't drink took Rob to the chip shop with a shipping order of food and soon returned with top quality fish, chips, nuggets etc. Equipped with our ear plugs we headed off to bed at about 9pm to be ready for a busy Saturday which it turned out to be. Orac AI had recently developed an App for his phone which allowed him to click on a large thunderstorm cloud which was heading our way and drag it over to France FANTASTIC! Martin who had bought my Stag Saloon was there and I wish that I had had enough time for a better catch up, but I did notice that he has cunningly disguised the car as a Triumph 2000! Thumper Watson and Neil arrived late morning to swell our num-



## WESSEX WEST MIDLANDS



### TSSC AREA NEWS

## WESSEX

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

bers FANTASTIC! Then we spent the day looking at the cars the stalls and in the afternoon receiving our Area of the year award which our AO thanked Spike Milligan for. Thumper even managed to procure some "reserved for Rob" jelly babies from our top HQ girl Angie. We even managed to help out Pip & Frank (always a pleasure) by manning and womaning (can't leave out Annie, Chevvy and Barb) the gate.

On Sunday after our 4 lap jog of the field we strolled over to the Tarmac lake again and our Reg sec was extremely grateful to David Glebb who gave him some advice for his Vignale (no it wasn't "scrap it"). Action man wasn't so grateful when David heard our Reg Sec call Action man over and David nudged his wife grinned and said "Action man"? FANTASTIC!

Also thank you to the staff of TSSC for organising this event.

### KEDGEREE & JELLIED EELS RUN JULY 24th

Monmouth Mike's run to Monmouth (where else) took place on a lovely summer evening and was very well supported, so thank you to those who were able to support this young man's efforts.

Although we had planned a photo shoot with all the cars we were so long in the town that the light had faded by the time we got back to the car park so with a brief discussion about alternate routes to take home for the various different destinations we said our goodbyes and started off with Monmouth Mike keeping a watchful eye on us from the top of the car park. Al & I ended up following Mike The Bass & Sandra with Martin then Rob tucked in behind. A great night out in great company with varied models of the Triumph marque, what better way to spend a summer evening. FANTASTIC!

Thanks to Mike & The Monmouth Mafia.

### ST. FAGANS SHOW JULY 19TH

Ant and I (TR4A) arrived at the meeting point at junction 33 of the M4 and by the time we left we had been joined by Mikey J. (GT6), Action man & The Hammer (Red Tardis 13/60), Al (Spit 1500), Terry (Vit 2L Conv), Mike The Bass & Sandra (Spit MkIII), Light Duties & Larry (Vit 2L Conv), Monmouth John (Triumph Cortina), Monmouth Mike (Acclaim), Paul & Barb G (TR6), Tim (Spit 1500 and looking very dapper with his new tash ready for Goodwood) Gwyn & Babs (Dolly), Young Eddie & Mo (13/60 Saloon) & Joe (Gilbert). The convoy of 14 cars headed off on the short run to St. Fagans museum and as we had arrived together we were allowed to park together by the very efficient and friendly marshalls. The show was fantastic with many cars of different makes and models and as it was set in the magnificent St. Fagans museum we had plenty to occupy us all day long FANTASTIC!

A FANTASTIC day out with the nicest bunch of people you could wish to meet. FANTASTIC!

### VISIT TO JAGUAR FACTORY CASTLE BROMWICH BIRMINGHAM JULY 14 2015

The magnificent seven who embarked on this trip were Mals, the Hammer, Paul G, Action Man, Mike the Bass, Thumper the Younger and Singer Jim. Mals organised this visit with Jaguar and arranged a minibus to take us there which he drove so we arrived there before we set off with no miss-haps along the way as Paul G was navigating and Action Man had 5 mile of Insulating tape wrapped around his mouth to avoid him giving out wrong directions.

We arrived in plenty of time and after welcome refreshments we were introduced to Neil our tour guide. He was a very astute judge of character and immediately sussed out the Hammer as a potential trouble-maker so he was awarded a special extra high viz jacket so that we all knew where he was and what he was up to. To aid the tour we were equipped with individual headphones so we could hear every word Neil said. He was very knowledgeable about the cars and processes and answered all our questions.

We were taken on a tour of the F type sports car manufacturing facility and very impressive it was too.

Floorpan , and body construction is all aluminium held together by some 2500 or so self piercing rivets and adhesive . In fact the rivets only hold the car together till the adhesive sets during the paint process. A car is produced every 12 minutes and all cars are built in customer order sequence.

Engines are bought in from another plant and the whole drive train is built up and then married to the body. The end result was truly stunning. We were given the opportunity to sit in a selection of cars after the tour. It was a fascinating and very enjoyable visit that I thoroughly recommend.

Many thanks to Mals for the effort and commitment he put into organising this trip, driving us there and providing a fun and informative day.

*Bern*

## WEST MIDLANDS

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Chris. 07505 110922

Normally for our August meeting, this year held on Tuesday 4th August 2015, I would expect us to be a little down on members attending as quite a few people these days go away on vacation during August month. Not so for the West Midlands Area, once again a brilliant turnout with Triumphs of every size and shape parked on the forecourt of the Drakes Drum Pub for everyone to see and inspect. I have got to say it myself as there is no-one else to do so, we have got some lovely Triumph cars in the West Midlands Area, and it's always a pleasure to see how everyone takes such great care of their charges. Clean and polished they make a great sight, and it's always nice to see some of the regular pub customers stopping to admire our efforts.

Two Steam Fairs heralded the start of August, one at Cromford and the second at South Cearnay, Gloucester. The latter of the two was apparently one of the years best. I missed August's visit to Middleton Hall but was told that once again there was a good turn-out and the weather was brilliant making it a nice simple event to attend.

Dont forget to note the **September date for Middleton Hall, Sunday 6th September**, a few days after our **1st Tuesday meeting of September**. Sorry to report that I will not be at that meeting on **Tuesday 1st September 2015**, as my wife and I will be cruising around the fiords of Norway onboard MS Ryhnam, I will raise a glass and toast everyone at about 8.0pm on that evening.

Ray Pritchard is still anxious to arrange a visit for anyone interest to the **Rhiw Valley Light Railway**, and there are only two dates available for the rest of this year. The first available dates is the week-end of the **5th and 6th September**. Several of our members have already made the trip and speak highly of the experience. The Rhiw Valley Light Railway is a 15 inch gauge steam railway situated on the A.4390 in the Rhiw Valley between the villages of Berrier and Manafon. Chris Allen will also be missing for the September meeting so for anyone interested, speak to Ray Pritchard and lets see if we can arrange a visit before the year is out.

We are still meeting on the **3rd Tuesday of each month at the Plume of Feathers Pub in Solihull** so if you cannot make the **1st Tuesday meeting then come along to the 3rd Tuesday meeting**.

There are several great events taking place in August and more in September. Do not forget, Liz Hudson spends quite some time listing all these events in a book which is available for inspector at either of the meetings, so you have no excuse for not being able to plan your month. One of the easiest Steam Fairs to attend in the Midlands takes

*Martin*



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

### TSSC AREA NEWS

## West Midlands Continues

place on the **19th & 20th September at Stoke Prior** which is just outside Bromsgrove. There is a great atmosphere at this event, lots to see and do, and as well as the classic car event, the beer tent sells lots of cooling drinks. If you want any further information about this event ask either Paul or Luke, they will point you in the right direction.

See you soon at the **Drakes Drum**  
Cheers

*Roger*  
the Dödger

## WIRRAL

Tel. 0151 339 4150

That's it folks, that was the summer that was. Not exactly unbroken sunshine for three months but we did manage a few events and even a spot of "hood down" wind in the hair triumphant motoring. Who knows the autumn may be even better!

As Andy reported in the August magazine several of our number enjoyed the Pageant of Power event at Cholmondeley Castle over the weekend 12/14th July and the weather obliged by remaining mainly fine. On Sunday 21st June we mustered eighteen cars and thirty members at an invitation meeting to Wirral Model Engineering Club. Actually this is a model railway club, but not model as in table top but real steam engines pulling adults and children around a large expanse of track in proper sit down carriages. A very enjoyable day was had by all, a change from petrol engines. They treated us to a very fine buffet lunch and as the Wirral Triumph Appreciation was twenty five years in existence a special birthday cake was cut complete with candles. The musical accompaniment was all car engines being revved up, horns being blasted and the steam engine whistles giving forth. A small girl started this off by waving a flag. Well done the model club who organised the event. Only fourteen members present at our "Cottage Loaf" meeting on 7th July, where were you all? Not in St Tropez, perhaps Blackpool!

Sunday 26th July was again a day with a difference. Not in the weather, it rained all day. Our mode of transport again differed, not railway steam engines but a diesel powered narrow boat on a trip along the Llangollen canal from Trevor in North Wales to Chirk in England. We set off from the canal basin in Trevor and crossed over the River Dee 150 feet below us as we navigated the Frontycyllte Aqueduct 450 yards long across the valley. Pleased to say nobody got airlock during the crossing, we then cruised gently for eight miles to the "Poachers Pocket" pub at Chirk where lunch was enjoyed by all nine of us on the trip. Navigation was in the safe hands of Steve and Lloyd who both got a bit damp on the stern deck doing the steering and Lloyd leaping ashore to wind up bridges en route. We also went through two long tunnels which was a bit spooky. Certainly a seven hour trip which was enjoyed by all and we plan a future trip.

On Sunday August 2nd we attended a show held in Vauxhall Motors car park which was organised by North Cheshire Classic Car Club. This was well attended and unlike last year it stayed dry so quite a lot of money was raised for a local charity.

Lastly one of our stalwart members of the Triumph Appreciation has seen the light and reverted to Triumph ownership after love affairs with a Daimler Dart S P 250 and an MGB Roadster. He had previously owned a "Spitfire". He has now acquired a TR7. We have not seen it yet. It is said to be immaculate and 100% A1 condition and is being trailed up from Kent.

That's it for September, back in November when it will be time to wheedle out the Winter Woollies, Meanwhile enjoy your motoring.  
Cheers

*Ray*

## WORCESTER

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

I'm clearly on a roll with the news so here's another month of doings starting with Triumfest. As ever we started on the Friday night with the BBQ and Bev doing his best DJ set on his trusty Dansett. Dining out to the sounds of the Everly Brothers, Simon & Garfunkel and The Kinks really is the best way to start the weekend - even the aircraft seemed to stop for a while. Saturday saw a few of the members up bright and

early, polishing their trusty steeds and lining them up in the appropriate lines. It certainly worked for Mark who came home with one rosette more than he arrived with! Fitting in the Heritage Loop laps and evening parade was managed by most people before another successful BBQ was enjoyed by all. Sunday was another successful day but! had to leave early to go to the.....

Chateau Impney Hillclimb. This event was being resurrected after the last meeting had taken place in the mid sixties and featured cars from all eras. I have to say that I shall be going again next year if I can. You could walk around all the cars in the pit areas, being careful of some of the cars as they started up - some could burst your eardrums whilst others would singe your eyebrows! The racing could be watched from most areas and they had set up big screens so you could see what was happening wherever you weren't. All in all a successful revival.

We then had our own fish 'n' chip run out to Bewdley and clearly we hadn't been righteous as it stated raining about 7 in the morning and didn't actually stop until about 11 at night. However Merchants had kindly saved some seats for us in their seating area so at least we didn't have soggy chips! As ever the food was good (they have unfortunately opened a branch in walking distance to me and it would have been bad practice not to check the wares before we went....) and afterwards we walked the 10 yards to the pub next door to catch up on what we missed at Donington (nothing, we did everything on offer!) and bemoan the British weather.

Standard Triumph Day took place at Shelsley Walsh this year as part of the Classic Nostalgia weekend and was an absolute (I do wish sometimes that the marque did have a different name like Ethel) triumph. The weather was absolutely glorious, the club stand was at the top of the field so we could see the huge number of cars that turned out and we were by the ice cream van - heaven. Jigsaw Racing had their three ADU cars present and took them up the hill a couple of times in parade runs, the sound was stunning and for one run all three cars were on the hill together which was an impressive sight. After a wander around the pits it would have been rude not to partake in elevenses from the vintage tea tent so a couple of us did. Sipping tea, poured out of a teapot, into a bone china cup (milk in first so not to crack it) whilst eating the best carrot cake ever (part of my 5 a day you understand) with the cars going up just behind you is an experience that I didn't think I needed but when can I do it again? With a picnic supplied by my mum (thanks mum) and an ice cream (OK two) to round off the day I think most people enjoyed the day.

Last but not least was the Treasure Hunt, again taking place in less than ideal conditions - rain during the British summer who'd have thought it - I think it was an enjoyable experience. Starting in Hallow and ending up in Martley, it's amazing how many clues and stops you can get into a 14.2 mile course. Thank you to all who turned up for the Monday meet, considering it was holiday season I'm always grateful not to be sat at the pub on my own in August! As ever if you want to join in, come along to the Pear Tree at Lower Smite and see what we are up to - I won't be there for September as I'm in Holland for their International weekend and if you're reading this the day you got it you still have time to join in!

TTFN

*Vicky*

## WEST YORKS

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

Thanks for the good turnout for August's meeting, unfortunately the evenings are getting a little darker which is an ominous omen but never mind we've had some very pleasant weather for our meeting nights.

By September's meeting we will have had our visit to the police museum in Bradford, many thanks to Martin for arranging this for us, I'll try and put a few words together for the event column.

So far as our upcoming events are concerned, could you please note the following:

**20th September 2015, visit to the Yorkshire Mining Museum, David is organising this.**

**27th September 2015 Visit to Carding Shed** (9am) for breakfast and morning open event then on to Holmfirth Vineyard (meet at @12md and we plan to have lunch, please let Lyn know if you like to join us for lunch as she will be booking this with the vineyard).

All are welcome, but please let the organiser or me know?

Next month a few of us will be on holiday, so Lyn and Dennis have very kindly agreed to chair the meeting, so all of you behave yourselves!

*Victor*