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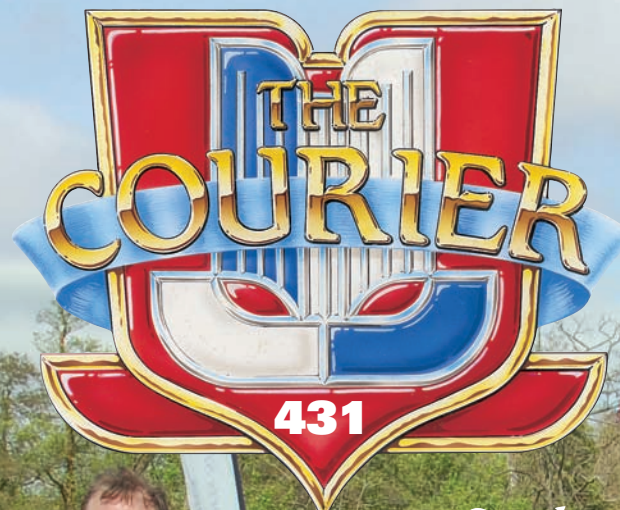
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
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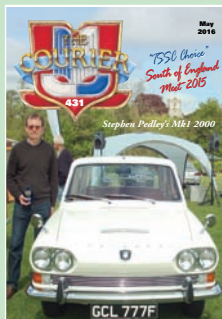
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SOUTH OF
 ENGLAND MEET
 "TSSC CHOICE"
 STEVE PEDLEY
 PICTURE BY
 MICKEY HAZELL

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T.S.S.C. Events Calendar

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**PLEASE SEND ALL 2016 EVENT
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TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

May 2016

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THE SOUTH OF ENGLAND MEET
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CAMP FROM FRI - SHOW ON
SUNDAY CONTACT MICKEY
07773 623807

FRI SAT SUN MON 13 14 15 16 MAY 2016
TSSC TRIP TO LAON HISTORIQUE
25TH ANNIVERSARY TOUR
CONTACT QUOTING TSSC
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TOURS 01732 879153

FRI SAT SUN MON 13 14 15 16 MAY 2016
TSSC TRIP TO SPA CLASSIC
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E-MAIL: info@tssc.org.uk
www.tssc.org.uk

FRI SAT SUN 13 14 15 MAY 2016
TSSC NORTH YORKS DENTRUM
WEEKEND HIGH LANING CAMPSITE
CUMBRIA. CONTACT RICHARD
72stag@gmail.com

SAT SUN 21 22 MAY 2016
TSSC COVENTRY AREA 3RD
ANNUAL SPRING RALLY
MOIRA CANAL FESTIVAL
CONTACT PHIL ON 07711 337797

June 2016

FRI SAT SUN 3 4 5 JUNE 2016
TSSC NORTHANTS
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STANDARD TRIUMPH RALLY
PIRATES THEME
WICKSTEED PARK NORTHANTS
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FRI SAT SUN 17 18 19 JUNE 2016
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28TH PEAK RUN WEEKEND
CONTACT KIM AND PAUL DALE
01335 345784

FRI SAT SUN 17 18 19 JUNE 2016
TR7 BULLET RUN
TRIUMPH TEST ROUTE TOUR
CONTACT www.trdrivers.com

FRI SAT SUN 17 18 19 JUNE 2016
TSSC NEWBURY AREA
CAMPING WEEKEND
ALDERHOLT NEW FOREST
CONTACT LLOYD GARVEY
01635 255159

SAT SUN 18 19 JUNE 2016
TSSC SOMERSET AREA CLUB
STAND BRISTOL CLASSIC CAR
SHOW SHEPTON MALLET
CONTACT MARTIN 07760 384236

FRI SAT SUN 24 25 26 JUNE 2016
CORNWALL CAMPING WEEKEND,
PENTIRE HAVEN HOLIDAY PARK,
KILKHAMPTON (NR BUDE) - MIKE
CREWES 01872 573763

July 2016

SAT SUN 2/3 JULY 2016
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August 2016

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31ST SUNSHINE RALLY
RUTLAND CARAVAN & CAMPING
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JOHN 07799 804415
DAVE 07774 276564

SUN 14 AUGUST 2016
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NEWBURY CLASSIC CAR SHOW
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September 2016

FRI SAT SUN 2 3 4 SEPTEMBER 2016
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WEEKEND AT TATTERSHALL LAKES
CONTACT CARL 07534 331830

SUN 18 SEPTEMBER 2016
ALL TRIUMPH & CLASSIC DAY
DUXFORD IMPERIAL WAR MUSEUM
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FRI SAT SUN 23 24 25 SEPTEMBER 2016
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May 2016

SUN 15 MAY 2016
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July 2016

FRI SAT SUN 29 30 31 JULY 2016
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CoMment

An Exciting Season Ahead

BY SIMON MORGAN
COUNCIL OF MANAGEMENT

The last time I wrote the CoMment I started by making a reference to the first frosts and although we had a relatively mild winter, it was, especially for those of you in the North of the country, a wet and miserable one. Hopefully we've now had the last of the frosts, although I doubt the same can be said for the rain, but we should still look forward to a year full of events from shows to rallies, ride outs for breakfast and to the pub and even foreign travels with our beloved Triumphs.

I write this CoMment the day after the 2016 TSSC AGM at our HQ in Lubenham. As always the CoM had an enthusiastic and engaging cross section of Members and there was a healthy exchange of ideas as well as questions.

Everyone went away feeling that The Club was definitely heading in the right direction thanks largely to our enthusiastic, dedicated and extremely experienced Staff in HQ, not forgetting the small army of volunteers who help out at the various events throughout the year.

As the CoM IT Director for The Club I can report that we have continued to work on the improvement of the HQ IT hardware and software Infrastructure, Website enhancements, Email improvements, Web Shop development and last but by no means least, multiple Social Media platforms. All of these Social Media streams are linked from the right hand side of our main website, take a look, you'll be amazed at the buzz that's going on around your Club, its Members and our Cars.

Just to whet your appetite for the season ahead, here's a small selection of the Events that are on the horizon in this, the GT6 50th Anniversary year.



For your enjoyment we have the 25th Anniversary Laon Historique in May, our very own Triumphfest at the Santa Pod Retro Show in July and of course the Le Mans Classic in July. Pre-booked ticket sales are going very well for all of these events, indeed, Le Mans is all but sold out as I write. This is great news as your Membership and subsequent support of The Clubs activities and the Shop is what keeps it going so please continue to use the facilities that we provide for you to ...

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Sadly Missed

I recently learnt that a great friend of the Club and ex Triumph Le Mans Pit Crew member Eileen Barbett Passed Away after a short illness following a fall in which she broke her wrist.

Eileen accompanied TSSC Honorary Member Dennis Barbett (Stromberg Designer and 70X Le Mans cylinder head design) to Le Mans to tackle the Timing of the Race Cars and took great delight in describing the experience to all at HQ. Her Cheery outlook on life and No Nonsense approach will be sadly missed.

My sincere condolences go to Dennis and all the Barbett Family.

Bernard Robinson
Courier Editor

TSSC North Yorkshire Dent Run 2016

North Yorkshire area are pleased to announce that we will be holding a camping weekend at Dent on 13-15th May.



We are calling it the DENTRUN, the area is very scenic and has something for everyone.

The weekend will be held at the High Laning campsite. There are B&Bs in the area. If we have in excess of 10 tents we will get a discount rate on camping.

The weekend itself will be very informal. The only organised things will be the designated camping area and the run out on the Saturday. The rest of the weekend is about having a relax and meet up, although I'm sure a pub will be involved at least once!

Please see advert or contact Richard on **07766354449** or **72stag@gmail.com** for more information



TSSC Headquarters Supporting Lubham Open Gardens Day

Sunday June 12th 11am to 4pm

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This Open Day is going to be one to remember. You will be able to meet TSSC Staff, Directors and also tour this delightful village in **spectacular Full Bloom!**

The Club Shop will be Offering 5% Discount over the Counter. **Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as Shop offers.**

See you at TSSC HQ, Sunderland Court, Lubham. LE16 9TF



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JUNE- OPEN AS USUAL
MONDAY - FRIDAY - 9.00 AM - 5.00 PM

TSSC HQ - Open Gardens Day Lubenham
SUNDAY 12TH June 2016 11.00am to 4.00pm

The Club Shop will be attending the following Show

TSSC SOUTH OF ENGLAND MEET
Leatherhead Leisure Centre Sunday May 8th May

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Council of Management Meetings

NEXT MEETING JUNE 5TH 2016

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 Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.
or email: gensec@tssc.org.uk

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

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Phil Willson



Nostalgia

isn't what it used to be...

T

his month I will start I wonder how that engine photo got into last month's article.

Something like that always

happens with the April edition. The engine shown is an early 1930s Napier Lion VIID aero engine that had been adapted for a power boat, Miss Britain III. It is a 12 cylinder 1,350 horsepower (1,010 kW) unit so a bit too powerful for the 13/60 methinks.

It is on display, along with the boat itself, at the National Maritime Museum in Greenwich.

And there it will stay!

Nostalgia

I have recently been scanning my hundreds of old transparency slides and found ones of various cars I owned years ago. As far as this column is concerned, I found the very few shots I ever took of my first Herald, a 1969 13/60 convertible that I bought in 1971 to replace a rather worn out Hillman Imp. I have scanned them before but I think my new Epson scanner has done a better job. So, here are some photos of my old pride and joy taken quite near the end of my ownership, when the car was wrecked by my little brother (bless him). Soon after I took these

photos I changed the number plates to the new-fangled reflective variety and I still have the original ones - the original front plate is seen in photo 5.



Photo 1: Herald number 1



Photo 2: Herald number 1



Photo 3: Herald number 1



Photo 5: All I have left of #1

Herald, the rear suspension could be quite



Photo 6: A suitable replacement for a Herald?
1971 Capri 1600XL



Photo 4: Herald number 1

Photo 6 shows what I replaced it with – the car I always promised myself!! The Ford disappeared off the DVLA radar in July 1988.

The Capri was certainly a comfortable car with the excellent Kent cross-flow engine and the slick gear change for which Fords were famous. Although very different to that of the

unpredictable - a rear end slide could come from nowhere.

To be honest, though, I would love to have the Herald and the Capri back again.

Now an enquiry from long-term member, **Neville Wright**. Neville has recently bought a 13/60 convertible, AMF677H. It is currently resplendent, if I can use that word, in pink paint. Now, he was told various things about the car's history that he would like to verify – if anyone reading this happens to be familiar

with the car. There can't be many pink Heralds around so someone must know of it.

I have pointed Neville towards the DVLA to get the official history of the car from their records. The commission plate tells us the basics such as its original colour (19, white) and interior trim (12, Matador red). The DVLA records should show when the colour change was recorded.

Assuming the handbook is the original for this

car, it shows the supplying dealer was Romans Garage of Farnham. Notes in the handbook also suggests that the car underwent major work around 1975. It wears old-style number plates which are engraved with the name Nicole Parker.

But what is more intriguing is its possible history of rally involvement. It carries rally-style plaques saying "1971 Rally des Alps Finisher" and the vendor said that it had been used as a course car on the Monte Carlo Rally. Does anyone know if this is at all likely? A search on the web shows that there was a 1971 Alpine Rally, also known as the Rallye des Alpes, or even Coupe des Alpes, which was the name of the trophy. The 1971 was very badly supported so the event disappeared from the calendar for many years.

What could possibly add a little credence to the story is a photo purporting to show the car back in 1970/1. However, the car in the photo

is on Swiss plates, S93666, and appears to be painted in a dark colour.

So, if anyone knows anything about AMF677H or S93666 then please contact me. It is possible that the DVLA records will show whether the car left and then returned to the UK. But it would also need to show another colour change very early on if it was in a dark colour in 1970/1. Maybe this explains the 1975 major work mentioned earlier. I suspect that the car in the photo is not AMF but more information would be great.

So there goes another month.

As Martin Marrison reported in his April Stag Register article, I am looking for a more comfortable car such as a Stag for longer journeys – but I must point out that this would be a replacement for my Vitesse. We have owned the Herald for over 30 years and it is definitely not for sale.

Phil

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Welcome to NEW & RETURNING MEMBERS



THE
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CLUB

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

Jerome Flaxton	Bucks
Richard Watkins	Cambs
Mel Mead	Devon
Andy Brown	Devon
Paul Adams	East Sussex
Daniel & John Burnham	Essex
Tim Williams	Glamorgan
Kim Benniman	Gloucs
Darren Arblaster	Guernsey
Mark Tanner	Gwent
Sarah Weald	Hants
Mark Grant	Hants
Gary Kirby & Assoc	Hants
Richard Herbertson	Hants
R H Johnson	Herts
Paul Willett	Kent
Rob Pugh	Lancs
David Mason	Leics
Simon Maddocks	Lincolnshire
Chris Goldhawk	London
David Matthews	London
Anthony McKenna	Merseyside
Christopher Tobin	Middlesex
Rupert and	
Tim Tancred	Norfolk
James Biggie & Assoc	Norfolk
David Evans	Northants

Howard Mew
Joseph Birch
Steve Smith
Rhodri and
Hilary Burke
Chris Bottomley
Derek Whyte
Steve Smith
David Bailey
Robert Jowett
Lorna Croton
Mark Stodgell
Norman Phillips
Simon Fisher
Mark White
Simon Holt
Trevor Wall
Jess Smale &
Alex Bowers
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Australia
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e-mail.
herald@tssc.org.uk

Colin Lindsay



Strung up by the Values?

I'm always getting correspondence from Herald owners and one of the most common questions is: how much is my car worth? Well, I could reply – how long is a piece of string? It depends on your car, how desirable it is, how good it is, how original it is, and what the current market is. Or, more importantly, who the actual prospective buyer is. I have a funny feeling that this article is going to raise more questions than answers....

The Internet abounds with carefully worded adverts – some slightly inaccurate, some downright distorted, and prices range from the good through the reasonable and the appropriate to the astonishing. This saloon was advertised for a whopping £20,000 last year. Did it sell? Was it really worth so much?

This other (and not genuine!) ad appeared in a magazine many years ago but has tickled me ever since. Read the text, then study the photo, and think about how prices reflecting each would vary. You could say it's never been welded... which could be a

blessing or a curse... so pricing cars is not an exact science and even individual cars



£20,000 Herald - did it sell?



Triumph Herald 1200. One careful owner, 99 percent complete, bodywork sound but paint slightly faded. Road legal but may need a little work for next MoT. Runs as good as it looks. Just needs a little TLC. Offers.

can go through extremes of pricing.

Let me illustrate by using a Herald that recently

appeared on the Net.



In 1970 Mary Linley entered a competition to guess how many Green Shield stamps would cover a Herald. She guessed correctly and took ownership of a brand new Herald. She already owned a 1964 Mini 850 with the

might have increased with the addition of this plate, however it remained with the Herald which gradually deteriorated over the years eventually becoming a basket-case restoration in 2013.

The numberplate was advertised for sale – separately – with the vendor claiming an estimated worth of £120,000 and therefore he would accept offers around £90,000. In fact it sold on eBay in June 2014 for just over £14000.

The Herald then went for considerably less, becoming just another unremarkable car with an

age-related plate. So: here we have the same car with around four different values – new, new with personalised plate, basket case, and restored but under a newly issued VRM.

Which would have been the better stage at which to buy, taking into account value, condition and even originality?

I've no intention of putting anyone's car down so have to be very careful with the examples I use, but I've seen my share of overpriced Heralds, with the philosophy of the vendor often being that if HE hasn't seen any recently, they must be rare or even unique, and consequently worth a vastly inflated price. Here in the TSSC we sometimes think our cars are more common than they really are, and so



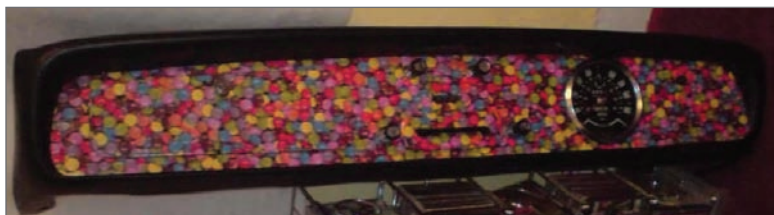
unusual registration number 1 NOB – yes, it still exists – and so transferred the number across. No doubt the value of her new car

price lower accordingly.

When I bought my own 1200 convertible a few years back I was told that it had 'never

been touched' meaning that it was fully original and unrestored. The sad truth, as I learned just before the first MOT, is that it should have been touched, not to mention welded, sprayed and repaired as a matter of urgency. I'm happy with the price I paid and when it hits the road again – eventually – I'll still feel that I got value for money.

Other purchasers may have felt severely cheated, but I was happy that the car was savable and more so worth saving due to the history and originality.



I wouldn't say I'm overly picky and I'm prepared for a few pitfalls, but certainly at high values things need to be right, and if you're selling, you have to pitch your car accordingly.

You need to realise that your favourite modifications – the additional gauges set into the wooden dashboard, the ashtray slot modified for a radio, those super wide modern wheels, that supposedly uprated gearbox that forces you to change gears by reaching over your shoulder – may not be to everyone's taste, nor is covering your tatty dashboard in Smarties vinyl (although I do love this one!). Cutting louvres in the bonnet or painting rusty overriders matt

black may in your opinion make the car 'look meaner' but unless you find a similarly-minded soul any buyer may offset the price of replacement parts against the asking price.

An alternator upgrade may seem like a sensible option until you meet the purist who wants the original dynamo, and similarly with uprated headlamps and alloy wheels – Concours D'Elegance entrants will be marked down for non-original parts, but original headlamps won't help you see as well in the

dark as modern alternatives.

Why is a concours winner worth more than a car which may perform better? That's the niche market it lives in.

So: Is originality worth more than condition? That all depends on whether or not you can afford to take a completely original basket case and put it back on the road, as opposed to buying a complete roadworthy car which may be non-original, but drives perfectly.

Is something that is done well worth more than something that is done correctly – for example

is a modern rear suspension setup, fitted by an expert which may make the car handle better at speed, worth more than an original differential and

halfshaft setup? Yes, and no. It all depends on what your buyer wants.

I'll give a few examples from current small-ads to show the variations in pricing; this cracking



little 948 is for sale on eBay at time of writing for £3495. Very presentable. Is it worth the price? It's rare, almost original – Spitfire wheels, for one thing - and complete and according to the vendor, very solid underneath. So, I'd say: yes, it's worth every penny. However, I know for a fact that there are prospective buyers who will say they need to budget for correct steel wheels and hubcaps. Does this detract from the value? It may, or it may not.

HERALD 948 -1200 -1250 Register



even bothering to look at the photos, I was instead very impressed to discover a correct radio housing and original radio, plus an underdash pod with two gauges. Very tastefully done and to be honest undersold by the vendor. This one is worth every penny of the £4500 asking price.

This very nice 12/50 is for sale at £8995; in 'superb original condition' according to the advert, but the wheels can clearly be seen to be wide Spitfire versions and other replacement parts such as the brake master cylinder are also aftermarket parts. Minor points really, and very easily rectified, but it's twice the price of the 948 saloon.

Which would you go for?

This little beauty is fully original, but very rusty and in need of TLC. A competent



The truth is that prices are all over the place and with Heralds recently advertised for £12,000 and higher – the £20,000 saloon thankfully appears to have been a one-off – each car is going to have to be priced on its' own merit – originality, condition, rarity, price, who wants it, who doesn't want it... the variables are definitely more than a few and there's no one-size-fits-all

welder and sprayer could have it in A1 condition in no time, and the price of around £1400 is excellent too... but to the wrong buyer it could spell heartache and become a real money pit.

My heart sank when I read the advert for a really superb 23000 miles 1200 saloon which included the lines: *"there is a period radio which is not wired up, oil pressure, water and vacuum gauges"*. Having expected a real dogs dinner of a dashboard, and almost not

price. Your car is worth only as much as someone is prepared to pay, and so depends on their preferences and priorities, not yours.

So the best answer I can give to anyone asking how much their Herald is worth: How long is a piece of string? Ah well, that depends on the length of it. One thing is certain: I'm not giving much away, in any sense of the term...

No matter how much yours is worth – get out there and enjoy it... Summer is coming!

Colin

e-mail. spitfires@cadley.org.

Suzie Singleton



Spring Forward?

Not sure about the clocks moving on an hour, think someone must have skipped them on a couple of weeks as I'm sure it's not that long since I produced my last article? It can't have been that long as I seem to be running out of exciting and interesting things to write about (Hint hint, do please get those email, letters, articles to me for future articles) so

you'll have to put up with some of my meanderings this month.

Our Spitfires are small cars, very cute with their curves and chrome, but there have been smaller vehicles made over the years. Most of you will be familiar with Microcars such as the Messerschmitt or Heinkel, the Peel and of course the Bond minicars. However, looking through old magazines, as I often do, I came across what was described as a passenger vehicle, although I think that designation might have to be disputed. The 'Skeeter' Scooter Skate was designed around 1959 and was a

February 4, 1960

THE SMALLEST EVER

Details of the American 'Skeeter' Scooter Skate



A POWER scooter for pedestrian has recently received the Industrial Design Merit Citation of the Aluminum Company of America. The invention of Louis R. Richards, an Illinois student, this device, known as the "Skeeter," serves as a lightweight, portable, minimum-transportation vehicle.

The "Skeeter" consists of an 18-in. long platform, wide enough for both feet, with an upright aluminum handle. It is powered by a large-sized model aircraft engine mounted at the front and runs on rubber-shod roller skate-type wheels.

The weight is only 12 lb. and, when folded and stowed in its canvas carrying case, the "Skeeter" measures 6½ by 9½ by 29 in. It is steered by leaning in the desired direction and the handle is fixed rigidly.

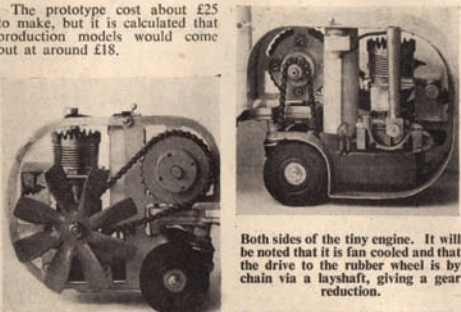
No particular skill is required to operate the "Skeeter." There are only two controls, both on the handle. One is a thumb throttle to control speed and the other an ignition contact button.

To start, the rider merely depresses the ignition button and pushes off with one foot; stopping is accomplished by closing the throttle and then stepping off as the machine slows. There is no clutch, so when the wheels stop, the engine stops.

Who may find the most use for the "Skeeter"? People who have to move around large industrial plants, night watchmen, aircraft and boat owners who often have considerable distances to walk in order to reach their craft and many others. The "Skeeter" carries a man at about three times his normal walking speed, say, 9-12 m.p.h.

The "Skeeter" in action: very useful for long classrooms!

3 MOTOR CYCLING with SCOOTER WEEKLY



The prototype cost about £25 to make, but it is calculated that production models would come out at around £18.

Both sides of the tiny engine. It will be noted that it is fan cooled and that the drive to the rubber wheel is by chain via a layshaft, giving a gear reduction.

WE ACKNOWLEDGE THE ASSISTANCE OF THE ITALIAN JOURNAL "SETTE-STRADE" IN COMPILING THIS MATERIAL

forerunner of today's powered scooters. Apparently the inventor made four versions and the top speed of the 18lb version was around 20mph!

No way would you find me trying to break speed records on something so tiny!

Going back to curves and chrome, when we were at the Great British Welcome at St Saturnin near Le Mans in 2012 we saw a pretty little red French Spitfire with more



chrome that is usually found on our cars, specifically the air vent trims and ashtray



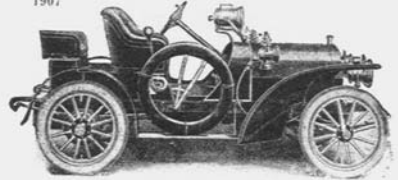
had all been chromed, and the unusual shaped luggage rack on the boot tied it all in together nicely.

Odd, the things you find trawling the web for inspiration. Did you know that in the first decade of the 20th Century, there was a Triumph Motor Car Company based in Chicago, Illinois? It seems they existed

'No more cranking—start your motors from the seat'

The Triumph

1907



Model A 30 H.P. Runabout

THE TRIUMPH MOTOR CARS are made in two models, a 30 H.P. runabout (with rumble seat) and a 5-passenger touring car of 45 H.P. Both motors have 4 cylinders, and are positively self-starting. The highest possible quality of material and workmanship is employed, and is backed by our one-year guarantee. Full gas and oil lamp equipment, including searchlight and generator. Magneto ignition. Warner Auto-Meter. Horn. A few agents are wanted. We offer the most attractive proposition in the United States, both as to cars and terms.

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TRIUMPH MOTOR CAR COMPANY

Member A. M. C. M. A.

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from 1906 to 1909 and built 30hp and 45hp tourers.

Anyway, to get back to Spitfires, Guy spotted this one while flitting round some



Triumph related pages on Facebook, Andy Jones' Mk2 Spitfire with its interesting registration number.

And finally, something Triumph related at last: a hand dryer with UMPH sent to me by Lance Smith.

Suzie



LAON HISTORIQUE 2016



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CLUB

TSSC MEMBERS PRICE £139.00

Price is per person based on 2 persons in a car - campervans/caravans on request

13th to 16th May 2016

Join us on this 25th Anniversary Tour to the Laon Historique

For those of you who have never attended the Laon Historique, it is the largest pilgrimage of Classic Cars from the UK with over 500 cars expected to attend in 2016 !!

We depart on Friday 13th May and the package includes; Return P&O ferry crossing from Dover to Calais (other crossing options available, subject to supplement), 3 Nights at the TSSC Campsite, Admission to the 2016 Laon Historique including **Organised Runs** on Saturday and Monday and a **Closed Street Parade** in Laon Old Town on Sunday. You'll also have the opportunity to participate in a special '**celebration parade**' in the Grand Place, Arras on Friday before continuing on to Laon.

We have exclusively booked the campsite & caravan park 'La Chenaie' in Laon with excellent amenities including; good toilet and shower facilities - TSSC bar serving food and drink and a new pool should also be open next year.

Bookings for this event are being handled by Scenic & Continental Car Tours
Book on-line @ www.sceniccartours.com or Tel: 01732 879153 quoting TSSC



TSSC TRIUMFEST UK in Association with **Santa Pod Raceway** will be held at the **2016 Santa Pod Retro Show** Which is open to all retro vehicles including cars, bikes, scooters and lorries from the 1950's to the 1980's.

Featuring: all day Run What Ya Brung, Drag Demos, Autoglymn Show & Shine, Traders, Auto Jumble, Club Stands, Weekend Camping, Vehicles 4 Sale Paddock, Evening Entertainment,



Santa Pod Raceway

TRIUMFEST UK

You can **Exclusively Camp** from midday on **Friday 1st July 2016**

TriumFest UK Itinerary : FRIDAY - Eve Noggin & Natter,

SATURDAY- 2nd July - GT6 Anniversary Display, TriumFest UK Show & Shine & Run What Ya Brung up the Drag Strip. Evening Live Band.

SUNDAY 3rd July **Retro Show Main Day** - ALL the attractions Listed above Plus all the TriumFest UK Exclusive Displays etc

Sorry No Dogs - Santa Pod Raceway rules apply - **No Glass Policy!**

See Over for TSSC Member Priority Booking



Camping from Friday 1st - Midday

at Santa Pod Raceway

PRE - BOOK ONLY: PAY AT THE GATE TICKETS WILL NOT GUARANTEE ENTRY TO TRIUMFEST UK AREAS

Which Triumph Club are you a Current Member of? _____

DATE **Membership No**/.....

Number of Tickets required: Weekend..... Sat Sun

NAME (MR. MRS. MISS. MS.)

ADDRESS _____

POST CODE **Daytime Tel No**

E-Mail _____

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

TriumFest UK, Triumph Sports Six Club, Sunderland Court,

Main Street, Lubenham, Market Harborough. LE16 9TF

BOOKING FORM ALSO ONLINE AT www.tssc.org.uk

OR www.tssc.org.uk/tssc-triumfest/index.htm

[illegible]

EXPIRY DATE /..../..../..../

VALID FROM/...../...../...../

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

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

IMPORTANT: No GLASS BOTTLES OR DOGS ALLOWED ANYWHERE ON SITE

GLASS WILL BE CONFISCATED AT ENTRY - SANTA POD RULES APPLY



TRIUMPH SPORTS SIX CLUB

TriumFest UK Update

Tel. **01858 434424** web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

by Garth Jupp

To clarify a few points and put people's minds at rest reference the Santa Pod "No glass" regulation and the need for Helmets and arm restraints **if you wish to take your car up the strip.**

The **No Glass Rule** is referring to drinks in glass bottles & drinking glasses, if you have a caravan or trailer tent, Santa Pod are **NOT** going to confiscate your mugs or bottles of tomato sauce or HP!

Basically you need to bring your drinks both alcoholic and soft in either plastic bottles, cans or wine/cider boxes. You can decant them into plastic bottles if you can't get your favourite tipples in the allowable packaging.

HELMETS & ARM RESTRAINTS

If you want to take your car up the drag strip and it is either a **Convertible OR it will be exceeding 110 MPH** when crossing the finish line, then you must wear a helmet. The helmet must be "fit for purpose" We have checked with Santa Pod they will leave that judgment up to the individual, we would suggest that if the helmet is UK road legal for a motorcycle then it will be fine, i.e. it does not need to be Snell approved, though this would be suitable if you have one, even though it may not be deemed to be road legal in the UK. The following are road legal for riding a motorcycle, so would be fit for purpose for this particular event: -

By law you must wear a safety helmet when riding a motorcycle on the road.



All helmets sold in the UK must either:

- comply with British Standard BS 6658:1985 and carry the BSI Kitemark
- comply with UNECE Regulation 22.05
- comply with any standard accepted by a member of the European Economic Area which offers a level of safety and protection equivalent to BS 6658:1985 and carry a mark equivalent to the BSI Kitemark

To surmise, if your helmet is MSA/Snell/FIA approved or has one of the above motorcycle accreditations and is in good condition it will be suitable.

Arm Restraints

Now in addition to the helmet requirement, **if you have a convertible**, then you are required to have and use arm restraints, the club will have two or three sets to lend out to people wishing to take part, but please make sure you hand them back at the end of your run so the next person can have their go.

If you have any other questions please contact Garth at the Club Shop on clubshop@tssc.org.uk

SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Steve Payne



French Connection?

Last month's article on the 'Last Spitfire' to come off the production

line created some very interesting responses from readers.

John Sherborne sent me this article which he had 'squirreled away' (his words) and I was very interested to read.

It wrote of **John Davies** who had a chance meeting with a French gentleman, whilst travelling abroad, who claimed to own the last Spitfire. The story goes that whilst on a trip to France he saw a green left hand drive French registration Spitfire parked outside a holiday cottage. The owner, Laurent, was working in the garage so he stopped and struck up a conversation, as we Triumph owners tend to do with fellow Triumph owners. After discussing gearbox and rust issues Laurent said that his Spitfire was actually the very last one produced in 1980! He backed up this statement by disappearing into the garage and returning with an inner door card panel, on the back of the panel was written;

The Last Spitfire. 21/8/80.

Fitted by T Craven

Below this was written;

Door casing section 21/8/80 D Harrison



Mystery motor: Laurent's Triumph Spitfire, signed by the elusive T Craven and D Harrison

'The Last Spitfire was safely in a museum at Gaydon in England, so this could not be the last. He gave the old Gallic shrug. Pah! What do they know? Here was the proof unique!'

It was signed by both gentlemen.
Could this truly be the last spitfire?

When Mr Davies returned to the UK he did a little research and found that the commission number on Laurent's car was lower than the one at Gaydon however the recorded completion date Laurent gave was correct. Could this be the last left hand drive produced and the one at Gaydon the last right hand drive?

Mr Davies consulted Graham Robson and Robin Penrice on the matter who advised that the commission number does not necessarily indicate the order it left the 'line'. Vehicles returned for rectification go behind a vehicle with a higher commission number. Unfortunately proving this is extremely difficult. There are probably only two people

who can do this, the two people who signed the door card, Mr Craven and Mr Harrison. Were they just bored and scribbled this on the door card for a joke or is this really the last Spitfire?

MANAGEMENT COVER UP!

I'm very pleased to write that the article has prompted Mr Davies himself to write to the TSSC with a little more information.

Sir!

Steve Payne swallows the message from Gaydon that the Yellow Spitfire sitting in their museum is the Last Spitfire ("The Final Countdown", Courier 430, p16.)

As I showed in the Courier in 1998 (222, p.60, "The Last Spitfire?") that almost certainly wasn't the last of the marque to come down the production line.

I happened upon that Spitfire in France, whose French owner boasted that it was the last of the line. No idle boast, because he showed me the inner surface of the door liner, on which was written "The Last Spitfire, 21/8/80. Fitted by T.Craven". Since then I have seen a UK Spitfire, this time right hand drive, with the same markings in the same place.

What is more, I have met **Ted Craven**, who after so many years could remember little about those days.

But what is better evidence is a man who contacted me after I published a version of the same article in the Daily Telegraph. He was Triumph's line manager in

1980, and in August he knew that the last Spitfire would be coming off the line soon.

He was surprised and concerned that Triumph made no plans to make an event of the last one, so when his foreman told him it was due,

with a photographer and his office staff, he went down to the line to watch history happen.

He has the photograph, I have only a photocopy, but the Last Spitfire is a LEFT hand drive car. There is no doubt from the picture - the man driving it off the line is in the left hand seat, with his hand resting on the steering wheel, and that the picture is not reversed is shown by signs around the line end. Only nine people stand watching, five of them female; I



even have some of their names.

There is, of course, the picture that appears in histories of Triumph and the Spitfire.

Men in suits and men in shop coats and



overalls, over fifty crowded around the "Last" Spitfire, but this is a fake.

Fake, because Triumph belatedly realised what a moment they had missed and 'recreated' it with lots of line staff and managers, some

weeks later, as my informant attests.

How could this arise, that the car with the highest VIN came off the line before another? This was down to Triumph's quality control practice; as a car that failed to meet standards would be pulled off later down the line and put back on to go once again through the shop where the fault had been made. So immediately, it would be behind cars with a higher VIN. Both those cars had VINs within 50 from the Gaydon car's, so this is easily possible, but why two 'last Spitfires'? I can only assume that they were the last Left and Right hand drive Spitfires.

Gaydon does have the Spitfire with the highest VIN, but NOT the Last Spitfire!

John Davies.

Thank you Mr Davies for once again setting the record straight. I found this fascinating, but not surprising that 'management' missed a momentous occasion and had to recreate the moment, for the history books.

BOB'S BACK (AND UP AND RUNNING)

Finally this month.....Bob's Carb Problem solved.

First a brief recap.

Bob purchased a Spitfire 1500 and drove it for about 50 miles before putting it away for the winter. During this time it was ticking over between 550rpm and 1050rpm, the engine nearly cutting out.

He tried to adjust the carbs to rectify the fault but without success, he even brought in the carb 'experts' and had them rebuilt using AUD9450 jets and ABT needles. The carbs were delivered and set up by the company and ran perfectly. However a few days later when Bob went to start the car prior to taking it for an MOT, it ran very rough and rich - so rich it would not tick over. Bangs came from the exhaust followed by clouds of soot.

Bob called the carb 'experts' back to set up the carbs again, after which they ran smoothly once more. This time Bob decided to run the engine a day or two before taking it for the MOT, however as before it ran rich again on all cylinders.

Bob did all the usual checks, float chamber vents were clear and dry and the floats worked correctly, petrol was flowing freely and the jets

returned normally to the up most position, air filters and gaskets were in the right way. All seemed fine, however it always ran perfect after set up but badly a few days later.

Bobs latest update reads as follows;

Now where did I get to?

After fitting a new fuel pump the fuel came pouring out of the chamber vents when the car was started. It was obvious that the fault was between the pump and the chamber. I looked again at the chamber valves using a jewellers eye glass but could not find any faults with the valves or see any cracks in the chamber top.

I decided to start again and replace the pump (with TKC3417, the one that needs the spacer) and the valves. The valves came from Canley and were the silver spring loaded type. I fitted the pump and the valves together and the car ran smoothly, although the carbs were still not tuned correctly at that time.

I then took out the new valves and put the old ones back in, started the car again and it ran very rough so I put the new valves back in. I got the carbs tuned and went for the MOT and it passed.

Lessons

Never assume that new parts work properly and never assume that any fault is being caused by one part failing. Thanks to all those readers who replied to my query on the forum.

Bob.

Thank you Bob, I hope your motoring is now trouble free.

THANKS FOR THE QUESTIONS

This month I received quite a few interesting questions from readers that I will publish in next month's article.

Thank you and apologies if I haven't replied as quickly as I should have over the last month, it's been a very busy time at work and I'm planning for an overseas trip again which will take me away for 3 or 4 weeks.

On the subject of work, I received confirmation from the MIRA photographer That he had found some interesting pictures of Spitfires during testing so I look forward to putting some words to these in way of explanation of the testing and sharing them with you very soon.

Steve.

Young Member's Co-ordinator



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



Chloe Parker

May I Introduce?

I am currently an apprentice at the TSSC, working towards completing my NVQ Level 3 in Business Administration. I started working here at the beginning of February, not long after finishing my NVQ Level 2 in Business Administration in the Legal department at Kettering Borough Council. I absolutely love working here! The atmosphere is great and the people are fantastic. I feel like I have settled in really well!

I was really drawn into applying for this job because of where I did my work experience at school. I was working at my Dad's work at the time - Mercedes Benz High Performance Engines for Formula One for 2 weeks and really enjoyed it. The time absolutely flew by. So when I saw that Triumph Sports Six Club were advertising for a new apprentice, I applied straight away. I was convinced that I wouldn't have the job, because that is the sort of person I am, but after my interview I had a phone call a week later offering me the position. I couldn't wait to start.

On an average day I will deal with any Shop orders we get in the morning and help deal with Membership Renewals, new Memberships, Direct Debits and the Area News in the Studio, as well as any other help that anyone would like, I love the variety because it keeps me busy and I have learnt so much already.

I have also recently been asked if I would like to be the **'TSSC**

Young Members Co-ordinator'. This seems like such a huge job but I am really excited to take on the opportunity. I really hope I can make the most of this and meet more people through it!

If anyone has any ideas or Stories and Photos that they would like to put forward then please do not hesitate to e-mail me as above!

I am also going to be attending some events - I have already been to Stoneleigh (I had the opportunity to sit in Jane Rowley's GT6 - my first ever Triumph I have ever sat in!), and I am soon to go to Leatherhead for the South of England Meet, TriumFest UK and Le Mans Classic (the last night of which will be my 20th birthday!). I have never camped before, so I have no idea what to expect, but I am sure it will be a great experience. I look forward to meeting you all. Happy Triumpling!

Chloe





e-mail.

vitesse@tssc.org.uk

Dave Rumens



You can't get the Bits

Hello Everybody. I am typing this month's article on a very wet and windy Easter weekend with a Classic Car show tomorrow. The weather aside Classic Car shows are great in getting adjoining Areas working together. The weather people tell us on an average when we get a cool Spring then the Summer that follows will be good. Let's keep our fingers crossed.

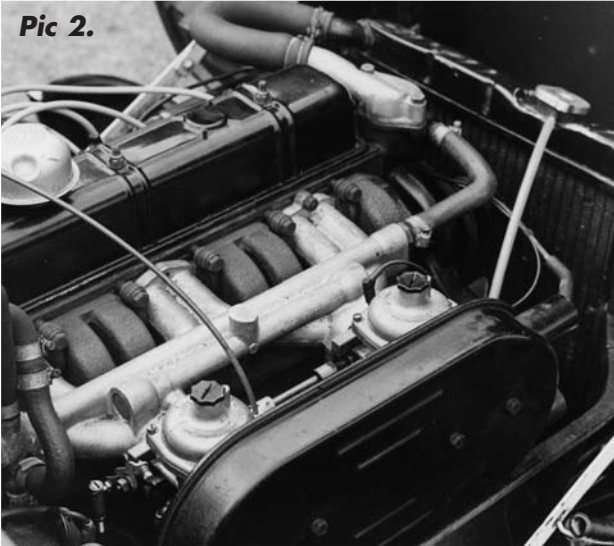
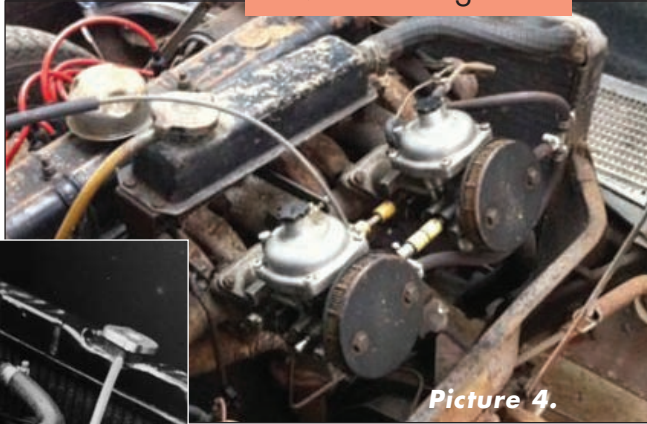
Moving on to things Vitesse, I have often been asked why did Standard Triumph fit the twin Solex carburettor when they first introduced their six cylinder engine when the SU type of carburettor would have given better results when used in a twin setup. The problem for Standard Triumph was that SU's were manufactured by a competitor, Morris Motors, who were part of the British Motor Corporation (BMC) and one of the marques BMC produced was the MG. As a result BMC would supply SU carburettors to Standard Triumph at a somewhat unattractive price. SU's were fitted to the TR

range of Triumph sports cars where speed and acceleration were important factors in selling the cars. However, other models such as the Vanguard and the Standard 8/10 where these considerations were of less importance, then the more cost effective Solex carburettors were used. Standard Triumph's (ST) solution was to develop the Zenith Stromberg. They were



designed by ST's design & development engineer Dennis Barbet. However, when ST's straight six was first developed they were not available and the Solex type were used. The Vanguard Six and the Vitesse 6, [Picture 1](#), being the first cars to use the straight six engines, as a result these models used the Solex carburettors. It wasn't until the introduction of

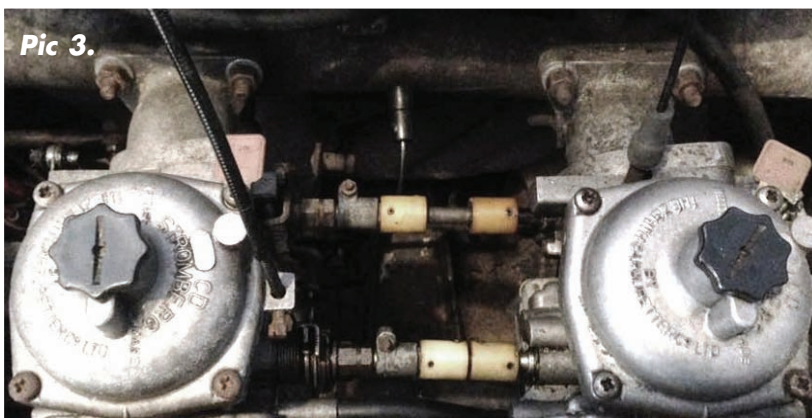
the Triumph 2000 1963 did we see the results of Dennis Barbet's brilliant work where the Strombergs were applied to the six cylinder engine. The change to Strombergs also included an improved water heated manifold. I have been asked what is involved in converting the Solex carburettors on earlier Vitesse 6 to



the Stromberg type fitted to the very later 1600's from engine number HB27986, [Picture 2](#). (Note the breather oil cap is still used on the late Vitesse 6).

Originality is important but with the lack of spares now available for the Solex B32PIH & B32IH I can understand why members may wish to change to the later setup.

Before looking at what is involved when replacing the existing Solex setup with the later Stromberg arrangement I should mention the Stromberg conversion kit available in the 1960's, [Pictures 3 & 4](#). The kit retained the original manifold and provided adaptors to enable the Strombergs to fit onto the Solex manifold. It also included the required linkages and pancake air cleaners. It used the smaller CD125 and not the CD150 as used on the later Vitesse 6. As carrying out modifications to the later setup is more involved and as a result is difficult to revert back to the original speciation it may be worth looking for the period conversion kit before fitting the later arrangement. These do crop up on Ebay from time to time. Moving on to the later water heated Stromberg manifold,



hot coolant was fed from the top of the water pump housing through a heating pipe in the manifold and returned via the return pipe behind the exhaust manifold to the bottom of the water pump



housing. [Picture 5](#) shows the hose connections. (Note the Smiths emission is not used on the

Do not confuse this part with the housing used on the four cylinder engines, [Picture 7](#). As the heater is fed from the Stromberg manifold and



late Vitesse 6). As the non Stromberg water pump housing does not have a water outlet at the top this means that if you wish to fit the Stromberg manifold and carburetors you will also have to fit later Vitesse 6 or 2 Litre type water pump housing, [Picture 6](#).



not from the cylinder head this outlet will have to be blanked off. You will also have to either make up brackets to hold the header tank, as the Stromberg manifold lacks these, or fit the later Vitesse 6 or 2 Litre type radiator and

expansion bottle. Provision has to be made to link the throttle to the carburettors.

Early Vitesse 6 and all but the very early 2 Litre (Mk1) used a throttle cable. The majority of the Vitesse 6 and early 2 Litre (Mk1) used a throttle shaft arrangement. Fitting a throttle cable from either a late Vitesse 6 or 2 Litre (Mk1 or Mk2) is the easy option and on non cable Vitesse this would require the matching throttle pedal. If you wish to retain the throttle shaft arrangement then a linkage is required

the throttle cable arrangement and also the heater hoses.

I have listed the parts required below –

- 1/ Stromberg manifold with carburettors from either a late Vitesse 6 or 2 Litre (Mk1)*.
- 2/ Water pump housing from either a late Vitesse 6 or 2 Litre (Mk1 or Mk2).
- 3/ Coolant return pipe from either a late Vitesse 6 or 2 Litre (Mk1 or Mk2).
- 4/ Optional – Radiator and expansion bottle from either a late Vitesse 6 or 2 Litre (Mk1 or Mk2).

5/ Hoses for the manifold and heater from either a late Vitesse 6 or 2 Litre (Mk1 or Mk2).

6/ Throttle linkage to link throttle shaft to carburettors or a throttle cable either from a late

Vitesse 6 or 2 Litre (Mk1 or Mk2)

* If you use a 2 Litre (Mk1) manifold then the inlet for the Smiths emission control valve should be blanked off as this is not used on the Vitesse 6.

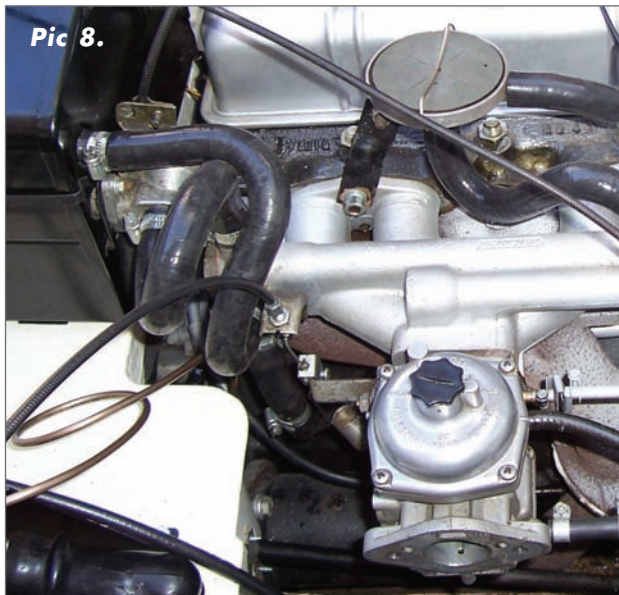
As you can see fitting the later Vitesse Stromberg setup is not just changing over the manifold and carburettors. Having said that if you have all the parts then it is just a matter of removing the original bits and bolting on the later ones.

Well that's my stuff for the time

being, so see you all next month.

Safe Driving & Keep Running On All Six

Dave.



between the shaft and the rear carburettors. You may be able to modify the existing Solex linkage. [Picture 8](#) gives a good view of both

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**4 Days, 3 Nights
2nd to 5th September**

Almost 10,000 spectators attended the first running of the Chantilly Arts & Elegance Richard Mille, which has immediately become part of that very elite circle of the most outstanding events of its type.

Numerous exhibits celebrating the French Art de Vivre and Savoir Faire were also very popular as were the various forms of entertainment for the general public. It will follow in the footsteps of the previous events, this year, the theme of the Concours d'Elegance is 'An Elegant Garden Party'. Smart attire is actively encouraged to fit in with the elegant garden party atmosphere.

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Dave & Jo Beardsley

Grounded!

We are both continuing to work on refreshing the International Liaison role

and have received many useful suggestions and will be happy to receive more.

At the beginning of April, we emailed everyone on the O/seas membership list in advance of the AGM & AO Seminar.

Thank you to everyone that provided thoughts and feedback, but of equal importance, did you NOT receive that email.

If not, it may be as a result of;

- We don't have an email address for you
- The address we have is incorrect (several bounced)

- It went to your junk/trash/spam folder

If you didn't receive the email, please check the above and drop us a line so that we can capture the correct details for you.

Just to keep us grounded, we have also started a new project of our own – a 1967 TR4A. It's an original UK RHD car rather than a US re-import, and as a result has a great deal of tin-worm. We will keep giving updates and would like to see more pictures of your cars – whatever state they are in.

The second picture is from **Graham Parton** in Nelson, NZ, showing 'Buffy'



the MkII Spitfire alongside 'another' classic car. Originally a UK car, Graham encountered some of the many challenges of moving cars around the World – a future article perhaps?

Certainly, those clear blue skies are what open top motoring is all about.

Wherever you are in the world, enjoy your Triumph – and be sure to tell us about it.

Cheers for now

Dave & Jo





<http://cook1e.blogspot.co.uk/>
e-mail. gt6@tssc.org.uk



Andy Cook

Keep your Cool. 2.

Following on from last month's article on the standard cooling system this month we'll cover some modifications.

Cooling System Modifications

Electric Fans

Fitting an electric fan is the most popular cooling modification for our cars. Popular Brands are Kenlowe, Revotec and Pacet. To be honest the standard fan is up to the job though and an electric fan can restrict airflow and actually be less efficient. If you must fit one, NEVER fit it in front of the radiator always fit behind in a suck mode of operation. Fitting in front of the radiator will restrict the airflow and make the cooling worse not better.

Having said that, I do have an electric fan fitted to my car, it is a Pacet Fan fitted behind the radiator, it cools as well as the standard fan and doesn't seem to impact the airflow but there again it cools no better. There is a school of thought that a mechanical fan saps a bit of power but I think that's pretty negligible. I no longer have the original fitting for the standard fan otherwise I think I'd revert back on the grounds of reliability as there is less to go



Picture 1 Billet alloy housing with modern fan thermostatic switch.

wrong with a mechanical fan!

Also important with an electric fan is the thermostatic switch. The ones supplied with many of the kits tend to be a capillary thermostat switch that tucks into the top hose, this can often cause a leak. A neater solution is a billet alloy housing with a modern switch, these are readily available from some Triumph suppliers and ebay.

Oil Coolers

Triumph did have an optional oil cooler kit fitment for the GT6 so must have deemed it a worthwhile option. For normal road use



Picture 2 Oil Cooler Thermostat



Picture 3 Oil Cooler at Side of Radiator

it's not really necessary, but for track days or long periods of high speed motorway cruising or if you are in a hot climate I'd say it is worth having. NEVER fit an oil cooler that doesn't have a thermostat in circuit, without a thermostat the cooler will slow down or even prevent the

engine oil getting up to operating temperature which may damage your engine.

Also most oil cooler kits are designed to fit the oil cooler low down in front of the main radiator. There are two issues with this, firstly it will restrict air flow to the radiator and may cause the car to run hot, secondly it's vulnerable to stone damage and the last thing you want is to leak all your engine oil out of a damaged oil cooler. If you fit a cooler my advice would be to purchase alternative hoses and fit along the side of the radiator which is what I've done. Also don't rely on the cheaper kits with rubber hoses, your oil is crucial so always invest in the aeroquip hoses, more expensive but it will cost a lot more if a rubber hose were to split, lose your oil and damage the engine.



Picture 4 Spin on adaptor oil cooler take off

Another advantage of the oil cooler kits is that most have a spin on oil filter adaptor included as the take off. This adaptor allows the use of a modern oil filter with a non-return valve.

The advantage is that this prevents drain back of oil when the car is standing and reduces oil starvation rattle on start up which causes engine damage.

Alternative Radiators

As I mentioned before in this article, the GT6 standard radiator size is restricted by the space available.

There are modern aluminium copies available that are more efficient, however if you are tempted to change don't go for one of the cheap Chinese made imports from ebay and the like, I've known of these not fitting under the bonnet due to a taller filler spout and it has cost people dearly to have this corrected as a good welder with aluminium welding skills is required to fix. Go for a quality UK made one, it will cost lots more but will fit and if it doesn't it's easier to return and get your money back than to return a cheaper one back to China.

The other option is to fit a larger radiator from another car. Here are some details courtesy of **Roy Lacey** who owns a very well sorted 2.5L MK1. Roy has fitted a radiator set up from a VW Golf, a tidy installation that is well proven as he has done lots of long distance driving events including tours into Southern Europe where cooling is key...

"I've owned my MK1 GT6 now for 16 years , and during that time I have treated it to a 'continuous improvement plan! I use the car regularly and it has been on various long distance events. I love the shape and lines of the Early GT6 so I try not to change that, however anything mechanical that can improve both reliability and usability I am interested in. My GT6 had always run a little warm, and after swapping the tired out 2.0L engine for a 2.5 motor, things didn't improve!

After replacing most parts of the cooling system it became obvious that the original Triumph radiator was in need of replacement in some way, at the same time I had read of another GT6 owner, Mike Bestard, running his lovely GT6 Convertible on EFI and a VW Golf radiator, it looked a good fit and I thought I would look in to this as an alternative.

Looking around good old Fleabay I could get a vw golf mk2 gti radiator for around £40! worth a try at that price so I measured up the space I had available at the front of the engine under the bonnet , involving lying on my back with the car up

on ramps with tape measure and a bit of cardboard engineering! I worked out it would fit as long it was leaning forward at an angle. Once the radiator arrived I put it in place, made a couple of brackets up out of 15mm tube with the ends bent over and bolted to existing mount holes that are already on the golf rad.

Once in place I could then measure and work out the hose lengths that would be needed.

As the Golf rad is intended to be used with a header/expansion tank, I needed to source one and find somewhere to put it. More internet searching revealed that a



Picture 5 Roy Lacey in his MK1 at Prescott 2012

Anyway article following from Roy (Thanks Roy!):-



Picture 6 Golf Radiator in place fitted at an angle

mk3/4 Vauxhall Astra Expansion tank was a suitable shape and size to allow fitting on the bulkhead next the clutch Master cylinder, this would also place the tank at a higher point than the top of



Picture 7 Expansion bottle mounted next to Clutch Master Cylinder

the golf radiator to aid bleeding air from the system.

For the hoses and pipe work I thought I

would try to use Triumph hoses if possible as this would help with sourcing spares if needed in an emergency, like in the ALPS on the 10CR, or Darkest Scotland on the RBRR! I did manage to achieve this , for the top hose I used a GT6 bottom hose which I cut in half and twisted 180 deg then used a piece of tube to join it up (the piece of tube was from one of our Hoover's attachments, But Julia hasn't noticed yet!).

The bottom hose is actually 2 x GT6 convoluted top hoses ,with a T piece for the pipe from the expansion tank.

I measured the surface area of the core



Picture 8. Triumph Hoses with Hoover Pipe!

and luckily had 2 x electric fans already from previous experiments that would fit! I wired the fans through a thermostatic switch that sits in the bottom of the rad, also used an old Kenlow fan switch inside the car as a manual override if ever it should be needed.

Since fitting, the car has been to Europe and the Alps again, also completed 2 x RBRR without cooling issues. The 2 main things that I like about this conversion is, it's worked out cheaper than replacing the Standard Triumph Rad, and also it can be changed back to standard in about an hour if ever needed!"



Picture 9. View with the bonnet removed, note the Aluminium cowl scoop.

Members Cars

I was over my old stomping ground over in Essex back in March and took the opportunity to go along to the TSSC Essex Area local meet in my GT6. There were a

very much a 70s colour.

Unfortunately quite a few Magenta cars had their colour changed when it went out of vogue in the 80s and 90s but with the current fashion for all things retro nowadays it's a good colour!

Sorry Brian, don't know your surname so



Picture 11. Brian's white MKIII

only half of your name is in lights in this month's article!



Picture 10. Phillip Jackman's Magenta Mk3

couple of other nice GT6s there.

Phillip actually owns two Magenta Mark 3s so he must like the colour! It's a bit of a marmite colour, I actually like it and it's

From the Archive's

The picture below was taken at the TSSC Leicester Splash meeting at Stanford Hall in 1994.

Picture 12. Spitfire Car Bra



A good mate of mine, **Nick Gorham** owned a concours winning MK1 and it got called forward for an award at Stanford Hall that year. There was another very over the top Spitfire Concours car also called forward that was fitted with one of those protective PVC car bras, you can just about see it in the background of the picture of Nick's car but here's a picture of a recent one for sale on ebay.

My Sister Lizzie found the idea of a car bra a bit comical so to take the mickey she took her bra off and draped it across the front of Nick's car!

Andy

Picture 12. Nick's MK1 wears a bra!



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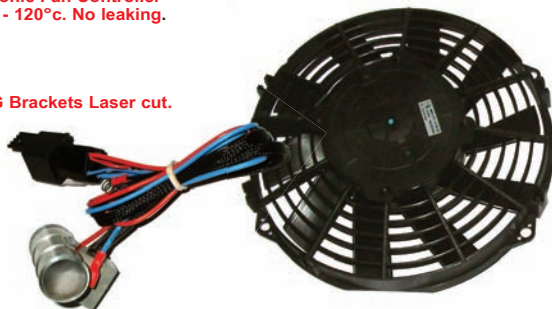
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* Full width radiator, narrow Herald and Vitesse applications under development.



e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



Top End Rebuild. 1.

Although this work was carried out on a GT6, the same process would be used for a TR250 (also TR6 & TR5 for the actual head work) and I haven't any TR articles at the moment, so please send some to me if you can, thanks.

One of the S. Wales members had been struggling with the performance of his GT6 for a few years, the engine had been replaced by a reputable Triumph dealer with a "reconditioned" unit (the engine number denoted it as a Triumph 2000 Mk2) and since the engine had been installed the car had covered 15,000 miles. Over many club (and other) runs the car had suffered "ignition and carburation" issues which the owner had attempted to address by fitting new top quality parts (after all the engine was a reconditioned unit wasn't it? Can't be an engine issue!), but to no avail. He finally lost patience when a "miss fire" was traced to an inlet rocker separating itself from its pushrod and as his time was at a premium he asked me to have a look at it, here is the tale of my "investigations".

The first thing that I checked was the compression, the results being -

Cyl 1 = 90 PSI
Cyl 2 = 100 PSI
Cyl 3 = 105 PSI
Cyl 4 = 84 PSI
Cyl 5 = 81 PSI
Cyl 6 = 106 PSI

Not good at all and as the results hardly changed with the addition of oil into the bores and testing again there was only one thing for

it, the head had to be removed.

After unbolting the exhaust from the manifold I disconnected the choke and throttle cables then removed the manifold nuts, the manifolds (inlet complete with carbs) came away without trouble. The heater valve, water pump and thermostat housing were then removed after a lot of persuasion as the bolts in the thermostat housing were seized solid. After the rocker cover was removed I unbolted the rocker shaft, then with my torque wrench set at 40 ft lb I checked to see if any of the head bolts would turn, worryingly 4 of the nuts actually undid which meant that they had either never been torqued down to the correct value or hadn't been re torqued after a running in period, this could have caused the head to warp. I found that only 2 of the remaining 10 nuts were the correct torque, also I could see evidence between the head



and block that some type of sealing compound (possibly red Hermatite) had been used; this was only visible on the manifold side after the removal of the manifolds. The push rods were removed and labelled up in the order that they had been taken out.

I tried to lift the head off the block but it was solid and showed no sign that it would come away so using 2 head nuts locked together I removed the 7 studs that had been covered by the rocker cover, the other 7 would not budge so after making some "funnels" out of putty around each stud I filled these funnels with release fluid and gave each stud a tap with a copper mallet in the hope that it would disturb some of the corrosion that I envisaged being present and allow the ingress of the release fluid.

Two days later I once again locked 2 nuts onto the remaining studs and tried to remove them, they wouldn't budge and were stripping the threads, as I wouldn't have wanted to use these studs again I welded nuts onto them and was finally able unscrew the studs, with the studs



Measuring Bores with tele gauge

oversize (this was verified when I cleaned up the piston crowns to see + 20). I measured the



Grotty Head Gasket

removed the head came off and revealed a very grotty head gasket with evidence of sealant having been used!

The head was then placed upside down on a bench and with the spark plugs fitted the combustion chambers were filled with a light oil, within half an hour 5 of the inlet valves were leaking oil into the ports, over night one of the exhaust valves had leaked oil into its port.

To check the cylinder bores I used my telescopic gauges and vernier micrometer and measured each bore with each piston at the bottom of its stroke to allow me to measure top and bottom of the bore, I took measurements from front to rear and from side to side with the following results –

	Bottom Front to Rear	Bottom Left to Right Top	Front to Rear	Top Left to Right
Cylinder 1 -	2.9615"	2.9615"	2.9614"	2.962"
Cylinder 2 -	2.961"	2.9625"	2.9615"	2.9615"
Cylinder 3 -	2.961"	2.9615"	2.963"	2.9615"
Cylinder 4 -	2.9615"	2.962"	2.9615"	2.9615"
Cylinder 5 -	2.9615"	2.9615"	2.962"	2.9615"
Cylinder 6 -	2.9615"	2.9625"	2.9615"	2.9615"

The standard bore of a Triumph 2000 is 74.7mm which is 2.9409", therefore the block had been bored out to 0.020"



Piston Showing +0.020

stroke of the crankshaft which was the correct 76mm.

I then checked the cylinder head and block face using an engineer's straight edge and feeler gauges to see if they had warped, surprisingly enough, they hadn't!

As a few days had now passed by I found that all the valve seats had leaked apart from the exhaust valve on number 6, so hopefully the engine issues were due solely to valve problems and possible



cylinder head leakage. As the bores were showing a maximum of 0.0016" wear and there were no score marks in the bores to denote piston ring damage it was worth the risk of just reconditioning the cylinder head to see if the compressions could be increased, although worn piston rings and or pistons could also be an issue and apart from checking for any movement of them in the bores the only way to check them properly would be to remove them. As it would only cost the price of a head gasket set to fit the cylinder head and test the engine and the valves were so bad the owner decided that he wanted me to recondition the cylinder head and test the engine.

Whether 6 cylinders or 4 a TR/GT6 is more

TR UNDER TRAY

In answer to my desperate appeal for articles I was glad to hear from **James** which may interest other members. If you would like me to put you in touch with James regarding the Under Tray, send me an e-mail, over now to James:

Hello Bernard

Thought you might be interested in a technical article about a project my brother and I have been working on. I'm currently slowly restoring an accident damaged TR6 and one of the parts to be replaced was a rather bent and battered under tray.

Always wanting to make things a little better we developed our own version of the tray, by

making the side pieces 5mm thick rather than 3mm. This should be plenty strong enough if it ever needs towing.

The kit consists of 3 CAD designed laser cut parts that you weld together.

I welded one end on, then attached to the chassis before tacking the other on, making sure I have a little clearance for paint.

I have had to replace the chassis on my car with one from CTM, so it might need slight fettling to fit an original chassis.

They all vary slightly.

We have sold several on the TR register and wondered if fellow TSSC members would be interested. As long as you can weld, this is an ideal replacement part.



Under Tray



Price is £45 including postage and usually takes 3 weeks to order.

The part no. 213021 that this under tray replaces fits TR250,5,6, and 306671 for TR4 is unavailable but 213021 is a replacement. So it would appear this fits from TR4 to TR6

James

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Gearbox 3 Sincro (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
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Distributor cap	£6.00
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Paul Lewis



TR7 in the movies

Since the launch of the TR7 it has been used in more films or TV series than you can imagine. Yes, there are the famous cars like Purdy's Inca yellow TR7 in the New Avengers and the Blue sprint in The Professionals, but look closer at some of the back ground shots and I'm sure you will be amazed.

The Professionals is a British crime-action television drama series produced by Avengers Mk1 Productions for London Weekend Television that aired on the ITV network from 1977 to 1983. In all, 57 episodes were produced, filmed between 1977 and 1981. It starred Martin Shaw, Lewis Collins and Gordon Jackson as agents of the fictional "CI5" (Criminal Intelligence 5, referencing the real life MI5).

The New Avengers is a British secret agent fantasy adventure television series produced during 1976 and 1977. It is a sequel to the 1960s series, The Avengers (created by Sydney Newman) and was developed by original series producers Albert Fennell and Brian Clemens. The series picks up the adventures of John Steed (played by Patrick Macnee) as he and his team of "Avengers" fight evil plots and world domination. In the new series Steed



The Professionals

had two partners: Mike Gambit (Gareth Hunt), a top agent, crack marksman and trained martial artist, and Purdey (Joanna Lumley), a former trainee with The Royal Ballet (to which she ascribed the high-kicking skills she frequently used in the series).



The New Avengers

The Detectorists



The Detectorists is a British comedy-drama television series which was first broadcast on BBC Four on 2 October 2014. It is written and directed by Mackenzie Crook, star of 'Pirates of the Caribbean'. It is set in small fictional town of Danebury in northern Essex. The plot revolves around the lives, loves and detecting ambitions of Andy and Lance, members of the Danebury Metal Detecting Club (DMDC).

The Dogs of War is a 1980 war film based upon the 1974 novel of the same name by Frederick Forsyth, directed by John

Irvin. It stars Christopher Walken and Tom Berenger as part of a small, international unit of mercenary soldiers privately hired to depose President Kimba of a fictional "Republic of Zangaro", in Africa, so that a British tycoon can gain mining access to a huge platinum deposit. This movie was filmed on location in Belize City.

Poltergeist is an American horror film series distributed by Metro-Goldwyn-Mayer during the 1980s. The original trilogy revolves around the members of the Freeling family, who are stalked and terrorized by a

Poltergeist



Dogs of War

group of ghosts that are attracted to the youngest daughter, Carol Anne.

The original film was co-written and produced by Steven Spielberg

There are more pictures and information from the following website link:
<http://www.imcdb.org/vehicles.php?make=Triumph&model=TR7&page=1>

Paul



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Guy Singleton



Spring is here!

As I write this it looks as though we are going to get a few miles on the cars during April & May, with the AGM, 5

Point Tour and Laon coming up, the plan is to take the 2+2 on the first two trips and the 2 litre Convertible abroad, let's hope the cars have the same idea! Unusually for me I have managed to get slightly organised and have serviced both cars and Suzie's MK 3 Spitfire Baby Blue; all have had their gearboxes & diffs topped up, trunnions oiled and engine oil and water checked. Having been so efficient so early in the season I am sure something will go wrong somewhere.

Another job I have done is one I had been putting off for too long and that is changing the rear spring in the Convertible. When the car was fully loaded the left rear wheel was making occasional contact with the wheel arch – I had to go round roundabouts slowly!

I'm afraid that I was in a 'get on with it' mood when I did the job so very limited photos, but I did use a few tricks I have learnt over the years which might help those who have not done the job before – in this case the set up is identical to the

MK II Vitesse and similar to the MKII and early MK III GT6's so relevant to those owners as well.

At Donnington last year I purchased a used but rebuilt rear spring from a Herald Estate, this is heavier duty than the standard spring, with fewer but thicker leaves.



Taking the spring out is reasonably straight forward, I usually loosen up the six studs on the diff (leaving thread just holding), disconnect the shock absorbers, (which allows the driveshafts to drop down, further reducing the spring tension) and then remove the two spring eye bolts (be careful as this will still be under tension) and then finally remove all the diff studs. You will need to wriggle the spring about a bit to get it out of the car, easier with two people, one on each side.

I was doing it alone so a bit more fiddly but, having done this a few times over the years, I just about have the technique sorted out by now.

Fitting the new spring, I again fit it over the diff, leaving the studs loose and place a jack under the bottom trunnion to lift the driveshaft. The problem is to get the spring eye bolt to line up, horizontally. I have a few techniques for this, firstly loosening off the donut couplings which reduce the length of the dri-

veshaft, and if this is not enough I have used a G clamp to pull the top of the vertical link in towards the spring eye, and with patience, a bit of swearing and luck can get it lined up and knock the spring eye bolt in. Once both of these are in place it is a question of tightening up everything which has been loosened and putting the wheels back on before taking it for a test drive. I am pleased to say that my car felt much tauter and even with the caravan on the back it was sitting higher, so looking forward to going around roundabouts at a normal speed!

Now moving on, over the last year or so you will have read about Simon Holdsworth's restoration of his 2 Litre Coupe, I am pleased



now just a case of getting some miles on the car to sort out any teething problems.

Congratulations are due to Simon for a first class job, and many thanks for his updates and tips which I have included in previous articles. His possibly final one relates

to report that he has now got the car on the road having successfully passed the MOT, it's

to road wheels: as we all know the Equipe wheels tend to look a bit undersized, not one of Bond's better bits but of course they just retained the s(S)tandard Triumph wheels.

He writes *"I was struggling to find any wheels for the car as I really think that 13" is just too small. I wanted at least 14" and I read that MGF wheels fit Spitfires. Apparently when Rover built the MGF they used Metro sub-frames and hubs, and these came with 95.25 PCD 'Triumph style' wheel*



fitments. I read on line that Rover did not design new spare wheels for the MGF, they just specified an existing design from Dunlop which happened to have the 95.25 PCD. MGF spare wheels are not space savers and they have regular road tyres fitted to them, which are almost always new and have been stored in the boot, ie no UV and so in good



condition. The only disadvantage with the MGF spare wheels is that you need to buy them individually. I got a couple locally and the others I bought on Ebay. I paid less than £100 in total, including postage for my 5 wheels, the cheapest (and best condition one) was £10.

I am still mulling over a change to the ubiquitous Minilite style wheels, but I need to calculate the correct offset as the Bond 2" wheel arch lips will foul much worse than the steel bodied Triumph cars.

The original wheels were 13" X 4.5J with a 12.7mm (1/2") offset as far as I am aware, so if I move to a 5.5J width, then I need to increase the offset to keep the wheel rim central on the bearings. This means I would need to add another 1/2" offset, so an ET of 25mm or 26mm would be perfect; trouble is, no one makes this offset other than genuine Minilites and these are expensive.

I will let you know what I come up with, but for now the MGF spare wheels 14" x 5.5J ET28 seem to work OK"

The car certainly looks good on these wheels.

Finally, an update from last month's article from **Bob Steward**, who has also posted this on the Bond Equipe 2ltr Facebook page, he has successfully managed to repair the fragile fixings for the plastic horn push using fibre-

glass, photos of this are below - well done, I



hope this tip will help out others.

Finally, finally - I have heard of a new windscreen for a 2 litre car being available, it is owned by **Roger Stanley**, a previous Equipe owner who forgot it was in his loft when he sold his Equipe, he is near Rotherham. If you are interested please contact me and I can put you in touch with him, he wants £30.00 for it - a very useful spare to have - and I have run out of the new windscreens I had.

Guy



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Readers Write

Never work with Children or

Last summer I was victim to a common malady that befalls many of us – my trunion seized and the vertical link snapped. A few evenings later after a delivery of many shiny new parts, I set about working on my Spitfire on the road outside our house as I would never have gotten it down our very steep drive on only three legs.

We live on a quiet cul-de-sac so I wasn't worried about passing traffic.

Picture the scene:

I had a large array of expensive tools, cans of oil, WD40, Copper Slip, and a very big hammer. Presently, three very scruffy street urchins came up to me on their scooters, age range 2 to 6 (But difficult to tell). The youngest child is male, wearing nothing but a dirty nappy and some kind of moulded cast on his top lip, I later identify as snot.

All 3 children are barefoot.

Child #1: "Is this your car?"

Me: "Yes it is"

Child #1: "Are you fixin' it?"

Me: "Yes I am"

Child #1: "Why are you fixin' it?"

Me: "Because it's broken"

Child #1: "Why is it broke?"

Me: "Because the wheel fell off"

Child #1: "the Wheel fell off!?"

Me: "Yes, the wheel fell off"

Child #2: (Points to a large screwdriver) "What's this for?"

Me: "To fix my car"

Child #2: (Indicating a spanner in my tool box) "Is this to fix your car?"

Me: "Yes it is"



Child #2: (Indicating the next spanner in my tool box) "Is this to fix your car?"

Me: "Yes it is"

Child #2: (Indicates a third spanner in my tool box)

Me: (before they have a chance to open their mouth) "They are ALL for fixing my car"

Child #1 "His car is broke"

Me "Yes, but I'm fixing it"

Child #2 "With these" (Indicates Spanners)

Child #1 (Points at hammer) "What's this for?"

Me: "It's to fix my car - look all these tools are to fix my car"

Child #3: (who up until now had been my favourite as she was silent) "All the tools?"

Me: "Yes, ALL the tools"

READERS WRITE

Child #2: (Makes to pick up my favourite 1/2 inch spanner) "Can I have a look"

Me: "No, I need to know where they are"

Child #1: "So you can fix your car?"

Me: "Yes - so I can fix my car" (If I had hair, I would rip it out about now)

Child #3: (Points at my Land Rover Defender) "Is that your van?"

Me: "Yes it's my 'van'"

Child #1: "You have TWO cars?"



Me: (Fervently hoping none of them realise we have 6 cars) "Yes - they are both mine"

Child #3 "Your van is well sick*" (*"sick" apparently means "cool")

(Child #3 just became my favourite again)

Child #1 scooters away, the other two follow slowly, and I continue working (Whilst counting my tools)

Short time later I notice Child #2 has returned, look round and Child #1 is already at my side inspecting my work

Child #1: "Are you still fixin' your car?"

I look at my tools in an array around my feet, the Spitfire on axle stands and lots of new parts in boxes around my work area

Me: "Yes I'm still fixing my car"

Child #2: (Obviously wanting in on the conversation) "Is it still broked?"

Me: "Yes it's still broken, but I am fixing it, with my tools, all these tools round here, are to help me fix my car which is broken."

Child #1: (Points at hammer) "Are you using this one?"

Me: "Yes I am, but not on what I want to"

At this point Child #3 scooters up, dismounts

whilst still moving and scooter falls into my toolbox narrowly missing my Spitfire bonnet

Child #3: "My scooter nearly hit your car"

Me: "Yes it did - you need to be more careful round cars, you shouldn't touch them"

Child #2: "You're touchin' this car"

Me: "Yes but it's MY car, I'm allowed to touch it, you should only touch your OWN car"

Child #1: "I haven't got a car"

Me: "Then you shouldn't touch ANY cars"

Child #1: "Annie Na-ally lets me touch her car" (I translate that as "Aunty Natalie")

Me: "Well that's very nice of her"

Child #3:

"Your wheel isn't on the car...."

I think I started to weep at this point.....

Pete Davies
TSSC Manchester

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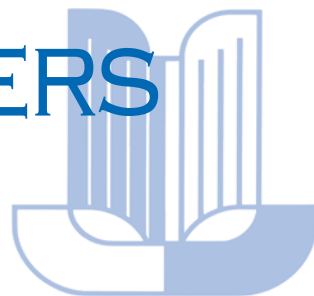
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TSSC MEMBERS ARE AMAZING!

by James Dennison



Driving back from Silverstone Classic in July last year I realised something was wrong with my Triumph, a "Spit 6", GT6 chassis, Spitfire body and 2000 engine. At the time I described this as "rough running". I could tell I'd not fully lost a cylinder, but not right at all. No sounds of grinding metal so I limped home and into my garage. I'm reasonably handy so did all the usual checks for sparks, fuel and air. Removing the oil cap with the engine running resulted in rhythmic puffs of fumes (like a steam train). Removing the spark plugs resulted in a release of fumes from no.4 cylinder so I reckoned that the problem was definitely mechanical.

Over the 15 years I've owned the car I've pretty much restored everything, but never had the need or desire to do anything with the engine other than setting the tappets and tuning the carbs. I knew I needed help so I was straight on to the TSSC Forum to consult the gurus. Pete Lewis replied within 30 minutes and advised I ran a compression test. After a bit of a delay due to dodgy on-line tool purchases it was clear than I did indeed have problems with Cylinder 4 and no. 5 not too clever either. At this point I really was thinking of taking the car to a mechanic, but a bit of research and more support from the Forum gave me the confidence to have a go. The head came off easily in the end and Forum members again talked me through how to



check the valve seats using petrol to check for leaks. No leaks evident, but a lot of pitting so it was off to the head shop for a refurb. Unfortunately this didn't do the trick and compression still low on 4 and 5.

More Forum advice ... if it's not the head it is going to be the piston rings which means an engine out job to tackle properly.... Argh!!! At this point I knew I was out of my depth and needed more than advice, I needed tools, experience and muscle power. Family commitments mean I'm not a regular at TSSC meetings but I am on the mailing list so with nothing to lose I dropped a line to Dave Embrey at Shropshire TSSC to see if anyone would be able to lend me an engine crane so I could at least get the engine out and sent off for refurb. Within hours I'd been contacted by four members willing to offer me their crane! Even better Dave was co-ordinating the Shropshire Hit Squad to come and lend a hand.

So, on a very grim Saturday at the end of November Dave Embrey and Bill Bate arrived

TSSC Members are Amazing!

Ready to Come Out



strippdown. I am hugely grateful to Dave and Bill for giving their time up to a member in need in this way – amazing guys.

Over the next month (with Christmas in the way) I completed the strip down, thoroughly cleaned everything and sent the crank, block and pistons to the local machine shop.

In the end the crank needed a regrind but the block and pistons were ok and just needed honing.

like knights in shining armour (well, boiler suits) to get stuck in. By lunchtime the engine and gearbox was swinging on my borrowed crane. By tea time we'd pretty much stripped every moving part and it was obvious what was wrong. 2 of the 3 rings on piston no 4 were in pieces and also broken rings on no.5. Thankfully the cylinder bores looked



Engine Out

Strip Down



Skip to the beginning of February, and the Shropshire hit squad are back in force, **Simon Morgan, Bill Bate, Dave Embrey and Dave Snell** (yes three CoM members no less!) are back in my garage and the rebuild is on. The time flies by as the pile of bits gets smaller and smaller and the engine starts to look as triumph intended. By 11 am the crank and pistons are in. By 12 noon the sump is on and it definitely

ok, but the crank was very worn. Despite working hard all day and ending up with a pile of broken bits I thoroughly enjoyed the

looks like an engine, by 2pm the engine and gearbox are together, by 3pm she's in the car! 4pm and the head is back on. By 6pm we're

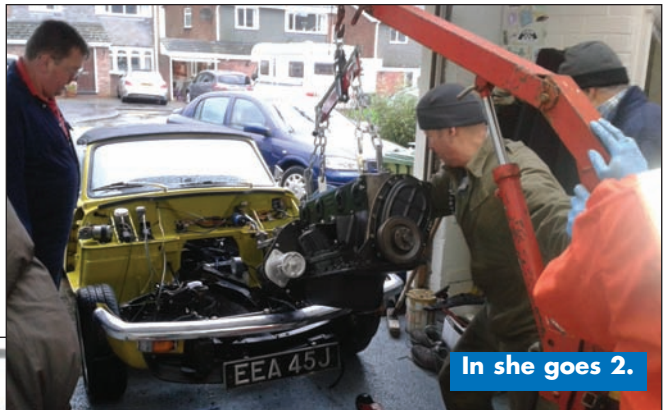


Engine & Gearbox Back together

out of time but most ancillaries are connected, I just needed to make up a new fuel pipe and sort out the electrics.

A very hectic but rewarding day – huge thanks to Shropshire TSSC.

It was a couple of weeks before I had the opportunity to



In she goes 2.



In she goes 1.

There is no way I could have tackled this job on my own. I am really grateful to TSSC members who helped me “virtually” and physically. **TSSC Members are amazing!**



Back in!

finish off, but a Saturday morning of fiddling and I was ready to turn the key she turned

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In the BUMPER issue...

We celebrate 50 years of **GT6** with a first and last test against the **MGC**, **240Z** and **BMW Z3M Coupe**, there's a host of heroic restorations: **Ford Capri** and **Bond 3-Wheeler** along with guides to buying a **1980s Bentley**, starting your classic after a lay-up and sorting out your oil leaks!



WHEEL STUDS

UPGRADE YOUR STUDS

by Darren Groves



After posting a question on the TSSC Forum recently about the appropriate offset for replacement alloy wheels for my Herald, the thread soon went on to the size of the wheel studs which are fitted to many of our cars, and that it is advisable to replace them with something a little more substantial. You can see the original thread here: <http://tinyurl.com/zf6p8yc>

I decided to take the advice of Forum members Clive, AidanT & Pete Lewis (thanks guys) and track down a suitable stud. A quick Google and I soon found reference to those fitted on the Freelander to be a good option, an M12 thread so substantially bigger than the 3/8" originals and around 50% longer. So another quick search for Part No. CLP9037L and I had a wide choice of suppliers, but I ended up using www.paddockspares.com, apart from being the cheapest on the web, they had the correct bevelled head allowing them to be a straight swap. **Image 1** shows the difference in size, the Herald ones look tiny in comparison.

Anyone that has replaced wheel studs before will know that new original ones can be removed and refitted without dismantling the hubs, unfortunately that's not the case with these ones due to their length, so if you're thinking of doing it set yourself a morning aside.

The fronts are pretty simple, I'll assume you know how to remove the disc & hub (if not



refer to your Workshop Manual) then undo the 4 bolts securing the brake disc to the hub and separate. The old studs should come out pretty



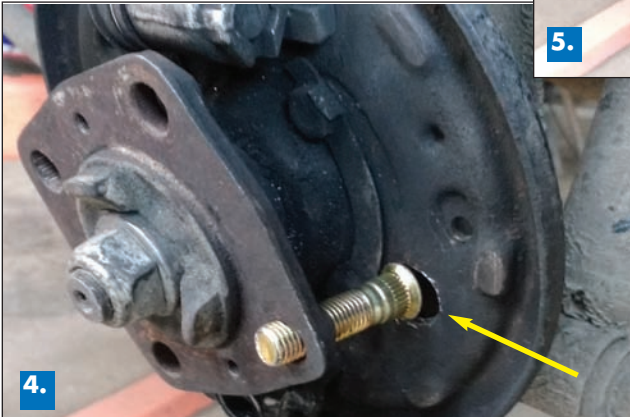
easy, either use a press if available or some firm but not overly hard taps with a hammer should see them drop out, whichever method you use be careful not to bend the hub. If they are

Upgrading Wheel Studs



3.

reluctant use penetrating oil and/or heat to encourage them. Insert the new studs, press in

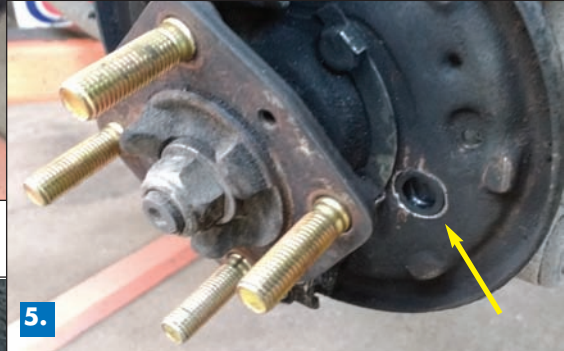


4.

or pull in using thick washers or something else as a spacer and a nut.

(Images 2 & 3)

The rears are a little trickier as separating the hub is virtually impossible unless you have the correct tool. If you do have a suitable puller then great, but if



5.

like me you don't then all is not lost! Slacken off the adjuster and remove the drum and brake shoes. I drilled out a $\frac{3}{4}$ " access hole in the back plate (thanks Clive for this tip) and fed the stud through (Image 4), then pulled the stud into place using spare

M12 nut and oversized nut as a spacer. I then used a blanking grommet to close off the hole in the back plate (Image 5).

As these studs are considerably longer, if using closed type nuts, do ensure they are not bottoming out otherwise your wheels won't be tight!

Image 6 is of the new alloys safely secured on my Herald.



6.

Area Showtime



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



South Of England Meet 2015/16

By Mickey & Julie Hazell (Thames Area)

South of England Meet 2015

At the South of England (SEM) meet this year we will be celebrating the 50th anniversary of the GT6. 2015 was a kind year for us with some pleasant weather and gate numbers up slightly, although not so many campers.

This year the Saturday will be a free to do



in the campers marquee on Saturday night. The Sunday will start with the field filling up with lovely Triumphs which we will need some help sorting and parking up (find me on the day or at event control (our caravan).

We will be judging all Triumph based cars (please remember if you want to be judged be



as you please day. We do have some road runs to do. We will have our quizzes for you

on site before Noon), judged by volunteers for which we are very thankful.

New Judges are very welcome please find us at the Event Control. A big thank you, to all those that helped out over the weekend and months before with the quizzes, labour and of course idea's .

TSSC Choice for 2015 was the Mk1 2000 Saloon GCL 777F owned by Steven Pedley. The prize giving and concours results in 2015 were :



Best Herald DPD 719B
Jez Woods



Runner up FMM 714J
John Hill



Best Vitesse 9598 PK
Nick Bareham



Runner up QVV 756J
Andy Smith



Best Spitfire FAH 888T
Colin Hugh



Runner up UGR 949K
Steve Gamage



Best GT6 MFM 821J
Gordon Gill



Runner up UYL 406M
Phil Ovenden



Best Bond EDZ 2300
Martin Cook



Runner up CBF 646H
Bob Buckley



Best Special RAM 660H
Kevin Finch



Runner up 491 AED
Anne Dyson



Best Saloon GCL 777F - SEE COVER
Steven Pedley



Runner up JKM 712E
Mohammed Jamil



Best Stag GMU 104N
Rod Ayres



Runner up XLN 448S
Steve Pratt



Best TR PNN 698F
Roger Chamberlin



Runner up JGH 765X
Jon Caves

SOUTH OF ENGLAND MEET **2016 - LEATHERHEAD**

The entrance fee is still an amazing £5 per person for the weekend (re entry with program also to use the showers/toilets in the leisure centre). Under 16's free with paying adults. Camping from Friday evening also still £5 per unit per night. Quiz on Saturday evening in the campers Marquee. Sunday show with your favourite Auto jumble, engine tuning, trunnion

Area Showtime

GT6 50th Anniversary



oilng, TSSC Valuations & shop (pre order & save on postage) an informal concours



Club Shop

for all Triumph based cars attending, Raffle draw, food & drinks van.

Tune Up



Autojumble



So grab a friend and come along in your Triumph (or not) to enjoy yourselves at the [South Of England Meet \(6th & 7th May 2016\)](#) Oh, don't forget to bring the sunshine please.

Mickey, Julie & SEM Team



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Camping - Check for Cancellations

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- Rally plaques, car stickers and commemorative regalia.
- initial Priority booking for members of the TSSC and invited other Triumph clubs.
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- **Option Package 2.** Hotel Accomodation & Le Mans Entry
- **Option Package 3.** Triumph Trip to Dordogne **After** Le Mans Classic

Booking forms available from:

TSSC Website **www.tssc.org.uk**
 or by E-mail at. **info@tssc.org.uk**



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Office Use

Le Mans Classic 2016 Booking Form

Please fill in all the highlighted fields clearly in BLOCK CAPITALS

XLS form

Name

Email Address

Day time phone number

If TSSC Members insert Membership Number/s

Non-members of the TSSC may book from 16/12/2015

Page 1 ENTRY - CAMPING - HOTEL AND TOUR OPTIONS

Item	Cost	No. required	Total (GBP)
CLASSIC LEMANS 2016 AT Tetre Rouge			
Entry ticket only (Per person 16 and over)	£58		
Entry + Paddock	£80		
Entry + Paddock + Open Grandstand	£112		
Entry + Paddock + Covered Grandstand	£140		
Camping (Member Discount £15 per Pitch)	£150		
Camping (Non Member)	£165		
Gazebo/marquee ticket (max size 3mx3m)	£150		
Classic car parking (Please Indicate)	Free		
Modern Car Parking	£43		
Circuit Laps (Classic cars only)	£160		
LeMans Organisers Picnic Basket (2 People)	£70		

NB - FERRY AND HOTEL BOOKINGS CAN ONLY BE MADE IN CONJUNCTION WITH TICKET BOOKINGS

Model Make and Year of Car required for all Hotel and Ferry bookings		
Car Make & Model	Reg. No.	

HOTEL BOOKINGS CLASSIC LEMANS 2016 - Ibis Style Le Mans Gare Sud (B&B Included)

1 Double room for 2 persons 7th-11th (4 nights) July	£1,148	
1 Twin room for 2 person 7th-11th (4 nights) July	£1,148	
1 Single room for 1 person 7th-11th (4 nights) July	£899	

TSSC Post Tour to Dordogne - Le Manoir Des Cedres in the Dordogne (B&B plus Dinner Included)

1 Double room for 2 persons 11th-17th (6 nights) July	£998	
1 Twin room for 2 person 11th-17th (6 nights) July	£998	
1 Single room for 1 person 11th-17th (6 nights) July	£699	

Page 1 SUB TOTAL

Page 2 - FERRY BOOKING OPTIONS

Item	Cost	No. Required	TOTAL (GDP)
FERRY BOOKING OPTIONS in conjunction with Camping or Hotel bookings			
P&O Dover/Calais under 5 day return	£95		
P&O Dover/Calais Over 5 day return	£110		
P&O Hull/Zeebrugge Overnight Under 5 day return	£135		
P&O Hull/Zeebrugge Overnight Over 5 day return	£160		
Plus Cabins			
Inside 2 Berth (with Bunks No window)	£185		
Outside 2 Berth (Bunks & Window)	£220		
Inside 4 Berth (Low Beds No window)	£185		
Outside 4 Berth Low Beds & Window)	£220		
Eurotunnel Folkestone/Calais Under 5 day return	£135		
Eurotunnel Folkestone/Calais Over 5 day return	£145		
BRITTANY FERRIES OUTBOUND SAILINGS 22.00pm Compulsory sailing for Caen/20.15pm compulsory for St Malo			
Please Note that all Brittany Ferry Bookings are Non Refundable/Non Transferable & Times given are Compulsory			
Portsmouth to Caen 6th July 2016 Overnight car+2 persons	£185		
Portsmouth to St Malo 6th July 2016 Overnight car+2 persons	£200		
Compulsory Accommodation for overnight sailing - Cabins can be swapped for Reserved seating @ £5 per person each way			
6th July 4 Berth inside Cabin - 2 x Upper & 2 x Lower Beds	£89		
6th July 4 Berth outside Cabin - 2 x Upper & 2 x Lower Beds	£99		
Brittany Ferries Daytime Sailings			
Portsmouth to Caen 7th July - 8.15am sailing	£119		
Portsmouth to Cherbourg 7th July - 9.00am sailing	£149		
BRITTANY FERRIES INBOUND SAILINGS - All Sailings for 1 x Car & 2 x Persons			
St Malo to Portsmouth 11th July 10.30am sailing	£119		
Cherbourg to Portsmouth 11th July 17.00pm sailing	£149		
Caen to Portsmouth 11th July 2016 16.30pm sailing	£185		
Le Havre to Portsmouth 11th July 2016 17.15pm Sailing	£79		
Royal Mail Delivery (UK Addresses)	£10		
Multiple Bookings Delivery Charge UK	£12		
Airsure Delivery (European Zone)	£14		
Page 2 SUB TOTAL			
Page 1 SUB TOTAL to add			
Credit Card Charge 3%			
TOTAL			
I wish to pay by <input type="checkbox"/> Credit Card <input type="checkbox"/> Debit Card <input type="checkbox"/> Cheque <input type="checkbox"/>			
If you wish to pay by Credit/Debit Card please ring 01858 434424 9am-5pm Monday-Friday			
Charges are in GBP, Foreign card holders are billed in their local currency at the prevailing rate. The delivery charge is mandatory. The organisers reserve the right to apply a mandatory currency surcharge of up to 10% at any time before 01/05/2016. Please see the accompanying Booking Notes for details of the possible currency surcharge.			
Non-TSSC bookings will be taken from 16/12/15 Bookings confirmed by email (or by post otherwise).			
Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched close to 23/06/16			
I authorise you to debit my card with the amount shown above & agree with the terms and conditions. Signed <input type="text"/>			

Delivery Address for Tickets	
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Spitfire



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1500 White with overdrive, rebuilt engine, gearbox and differential. Re-sprayed, S/S sports exhaust and manifold, lovely condition. Hardtop and many spares including engine. £3,750 Andrew West (Harrogate) 07941 638992.



1500 Ground up restoration 1994. Recent new hood, calipers, clutch, master/slave, rockershaft assembly. Good order. MOT. 77,600 miles. £3,500. Christopher Sheward (Nottingham) 0115 9562416.



MK IV 1971. Just recently serviced and MOT good condition new hood, carpets brake and clutch master cylinders and battery sound body and chassis. £6,000 ONO. Tony (WR6) 01886 812795.



MK IV 1973 Finished in Triumph New White. As featured in Classic Car Weekly

issue 1313. Having been the subject of a restoration a number of years ago. This Spitfire benefits from having a sports exhaust and a 1500cc engine. The car presents extremely well with good panel gaps, roof and a great interior. £5,999. Gary Neidus (Essex) 01702 588502.

Vitesse

MK1 2 LITRE CONVERTIBLE. 3000 miles since professional body off restoration in 2004. TSSC Stage 2 engine, J Type Overdrive, Swing Arm conversion, Spax Shocks, fr/r Poly Bushes, Minilites, Mohair Hood Etc. etc £12,995 John Arthrell (Essex) 07753 602326.



MK1 1969 SALOON. 2.5 litre 4 speed overdrive very reliable sunroof alloys servo brakes. MOT. 33,000 miles. Maroon. Eric Teesside £3,490 ONO Eric Craggs (Teesside) 07525645542 or 01665 713248



MK1 CONVERTIBLE 2.0, 1968. Original CV comm designation, M.o.T, Heritage certificate, history. Nice sorted car. Condition 2+. £5,500 ONO. Simon Canham (Cumbria) 07901 842248



1968 SALOON, OVERDRIVE. Gunmetal grey with white stripe. CV driveshaft conversion, Hi-torque starter, alternator, poly bushes, MkIV Spitfire powder coated wheels and new tyres. Webasto Sunroof, Halogen Headlights & Stainless Exhaust. £5,500 ONO Phil Wilson (Sidcup, Kent) 020 8302 0059

2000



2000 Mk2 SALOON AUTO. 1966, white, in immaculate condition. Tax exempt and will be sold with 12 months MOT. Genuine reason for sale as moving abroad. Phone for further information £5,000 OIRO Victor Thompson (Yorkshire) 07800 551363.

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www.stores.ebay.co.uk/Triumph-Recycler / Triumph-Parts but email simon@triumph-recycler.com for direct prices! (trade)

SPITFIRE 1500. Four Minilite Pattern Wheels, Superb Condition, 5X13, Centre Caps, Nuts, Locking Nuts, Good Avon 175/70X13S, (8Yrs), Collection Only, Meet Penrith? £175. D.Skillcorn, (W.Cumbria) 07835955148.

SALES BROCHURES for 1966 TR4A, 1966 Spitfire mk2, 1966 GT6, and 1966 Triumph 2000 in good condition. £15 each. Cynthia (Maldon, Essex) 01621 744440.

GT6 PARTS from abandoned restoration. Mk II bonnet, doors, tailgate. Mk I halfshaft assemblies. Seats, engine block, crankshaft, pistons. Buyer collects. Take all or none. Photos available. £120. Andy Stuart (Bristol, UK) 0117 9856469.

LICHFIELD MONTANA 6 Frame Tent. Perfect condition with lots of accessories, ideal for camping/club events. Please call for further details. £50 ono. Victor Thompson (Yorkshire) 07800 551363.

2 ltr MK1 ENGINE. Abandoned project, in my garage since 1994, Eng no. HC4995F, c/w flywheel, clutch, starter, manifolds, distributor, carbs missing, was running ok. £300 Templeton (Wirral) 01515 220115.

MKIII SPITFIRE BOOT LID. Very good condition, complete with inner frame. Buyer collects. £35. Graham Roe (Staffordshire) 07512 056472.

VITESSE New unused Laycock clutch cover and driven plate, the best original equipment, suitable for Vitesse 2 litre and GT6, Triumph 2000. call or email with your post code for postage cost. £140 Alex Back (UK) 01330825601/ 07887476129

OVERDRIVE box for sale I have for sale a single rail overdrive gearbox believed to be in good working order. Complete with working solenoid. £225. John Bonnett (Okehampton, Devon) 07860 523204

VAN FULL TRIUMPH SPARES. Herald/Spitfire/Vitesse/GT6. Ex member. Transit sized Van Full. Ring for further details. £100 to clear. Dan Forsythe (Portsmouth) 02392 269846.

DUNLOP STEEL WHEELS. Set of 5 13X5J steel wheels unused since full restoration. £250. Any Clarke (Northampton) 07970 106328.



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PARTS WANTED

VITESSE Sun visors (convertible) Looking for a pair of convertible sunvisors and mirror (Black) anything reasonable considered Last missing item needed after being taken, to finish car. Mark Parker (Nottinghamshire) 07816 887310.

VITESSE gearbox tunnel cover wanted, needs to have all flanges in tact please Alex Back (uk) 0796 6847471.

13/60 FRONT SEATS BLACK. Wanted Two Black Herald Front Seats in good condition. Harry Moxon. 07710 193951

GT6 spare wheel required. Single serviceable 13 inch steel/alloy wheel for spare on GT6 wanted, with/without tyre. Pete (Kent) 01622 859538.

ALL MECHANICAL PARTS WANTED For

Spitfire 1500. Engine, gearbox, drivetrain, brakes, suspension. Urgently Needed for re-construction project. Please help. Neville Wright (Peterborough) 01733 319113.

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TSSC Services & Officers

CLUB HEADQUARTERS

The following services are available from the Club headquarters.

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RENEWALS

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

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

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

DEFINITION OF DEADLINE - Last date by which
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TSSC, Sunderland Court
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Tel: 01858 434424 Fax: 01858 431936
e-mail: courier@tssc.org.uk

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e-mail: accounts@tssc.org.uk
Trudi Prettyjohns
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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.

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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

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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

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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: 01672 514241 e-mail: guy@bondequipe.org

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Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.
Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA
Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Chris Gunby, The New Room, Church St, Sth Witham. Lincs. NG33 5PJ
Tel: 07843 435190 e-mail: acclaim@tssc.org.uk

STAG

Martin Marrison, 2 Ridgeway, Greenhill Way, Haywards Heath,
West Sussex RH17 7AQ
Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaw Lane, Burtonwood, Warrington
Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

David Chapman, **e-mail: amphicar@tssc.org.uk**
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INTERNATIONAL LIAISON SECRETARIES

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

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

TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.
Tel: 01527 894125 e-mail: pro@tssc.org.uk

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

May 2016



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The Moira Canal Festival, Moira Furnace, Furnace Lane, Moira DE12 6AT On the weekend of the 21st – 22nd May

This weekend is in conjunction with the ASOC Central Area, and the Heart of England Classic Car Club. Camping & Caravaning available Free of Charge for exhibitors and local hotels available at reasonable rates

The weekend will start on the Friday evening with a Pub Meal
Saturday will see the start of the Canal Festival where we will be able to display our vehicles and join in all the activities of the day, we are hoping to include a canal trip during the afternoon, followed by a BBQ, fun and games and a quiz in the Evening .
Sunday another day of activities and fun at the festival

For further information or booking contact **Phil Smith.**

Tel. 024 7645 7487 - Mobile 07711 337797.

e-mail - phillyncovtssc@yahoo.co.uk



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.

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

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

Area	Area Organiser/s	Meet at	On the
SCOTTISH AREAS			
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN Harvester, Kinning Park, GLASGOW G5 8NP Various - see report in Area news	1st Thurs. 7.30pm 3rd Sun. 11.00am Last Thurs. Eves.
NORTH EAST	Danny Stroud: 01224 742315		
NORTHERN AREAS			
CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Wayne & Anne Ash: 07402 948380 Mark & Lorraine Kilgallon: 07954 784342 Geoff Dent: 07773 440201 Deryck Beadling: 07939 068976	Ye Olde Red Lion, 516 Manchester Road WARRINGTON. WA3 6JT The Travellers Rest WITTON GILBERT DH7 6TQ	1st Tues. 8pm. 1st Sun. 7.30pm.
NORTH EAST	Alex Cain: 0151 222 2366 Kevin Makin: 07980 604021 Richard Lloyd: 0151 625 3172 Richard Briscoe: 07766 354449	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL Canberra Club (BAE systems) Balderstone BB2 7LF Cottage Loaf - THURSTASTON. CH61 0HJ. The White Swan - DEIGHTON YORK YO19 6HA	1st Tues. 8pm. Last Tues. 8pm. 1st Tues. Eves. 2nd Mon. 7.45pm
LIVERPOOL			
LANCASHIRE			
WIRRAL			
NORTH YORKS			
WEST YORKS	John Tailford: 07712 862556	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.
MIDLAND AREAS			
COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Bob Meller: 0777 357 8282 Roger Buck: 07970 619149	Smalley Common Ex- Servicemans Club ILKESTON DE7 6FY	1st Tues. 8.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371 Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Tues 8.00pm 1st Wed. 8.00pm.
LINCOLNSHIRE	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
NOTTS	Nigel Hawes: 07879 491778 Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Overstone Manor - SYWELL. NN6 0BB The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Weds. 8.30pm. 2nd Mon. 8pm.
NORTHANTS	David Embery: 01952 371783 Simon Morgan: 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 01952 581391	3rd Wed. 7.30pm.
PETERBOROUGH	David Woodward: 07939 603061 Roger Haywood: 07969 024999 Chris Allen: 07505 110922 Vicky Kitchen: 01527 894125	George & Dragon - MEAFORD Nr STONE ST15 0PX Drakes Drum GREAT BARR BIRMINGHAM B44 8TR May to Sept - Plume of Feathers, SOLIHULL. B90 3BW Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	Last Wed 8pm. 1st Tues. 7.30pm. 3rd Tues. 7.30pm. 1st Mon. 7.30pm
SHROPSHIRE			
NORTH STAFFS			
WEST MIDLANDS			
WORCESTER			
WELSH AREAS			
NORTH WALES	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA The Plough Inn, St ASAPH Unicorn Inn - Pontprenau - CARDIFF CF36YA	1st Tues. 8pm. 3rd Wed. 8pm. Last Tues. 7.15pm
SOUTH WALES	Bernard Littlewood: 02920 315260		
EASTERN AREAS			
CAMBRIDGE	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD The Good Intent - HORNCHURCH	4th Sun. 12 Noon April to October
NORFOLK	Mike Carroll: 07828 103064	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.
NORTHERN IRELAND			
NORTHERN IRELAND	Laurence Cochrane: 07577 210100 Alan French: 02891 882728	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.

Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Crown. High Rd.Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Lloyd Garvey: 01635 255159	Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX.	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Clifford Darby: 07900 657176	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Ian Gordon: 01273 813691	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
WEST SUSSEX	Nigel Ayre: 07799 660212	George & Dragon, Dragons Green - HORSHAM RH13 8GB	3rd Thurs Eves.
THAMES	Mickey Hazell: 07773 623807	George Inn - 29 Windsor Road, WRAYSbury. TW19 5DE	3rd Thurs. 8pm

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	TBC	2nd Thurs. 8pm
AVON	June Wrigton: 0744 3841162	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL		The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

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



ALO REPORT ANDOVER / NORTH WILTS . . . AVON

TSSC AREA NEWS

AREA LIAISON OFFICERS

email alo@tssc.org.uk
Tel. 07976 163006

From myself and Nigel we wish to say Thank you to all the area organisers who travelled to HQ for the annual AO roadshow and AGM meeting, we hope it was positive and look forward in developing areas new and old. It was a great opportunity to meet so many and gain support from you.



So as discussed at the roadshow we would like you as area organisers to action the following:

Please ring Angie at HQ for a list of postcodes for your area to see how many members you have and ask questions, and if they know you have a meeting on a regular basis.

Also we need to find the young members you know of in your Area as they are the future of classic cars. To this end we now have TSSC Apprentice Chloe Parker at TSSC HQ who is now the TSSC Young Members Co-Ordinator, so you need to send either an email (chloe@tssc.org.uk) or ring TSSC HQ with your list of your Area's young members.

Also find out about other Triumph clubs around you as we all have the same interest, in working together rather than being Triumphs apart. Building relationships at grass root level around the Triumph Forum.

Keeping The TSSC website up to date is the big key to response to your Area events, where you hold meetings and trips out etc. Social media is the big trend. If you have difficulties getting on to the TSSC website or just don't like to use computers? Let us know and we can talk you through this or enlist help from other areas who are active on the website.

At the AO Roadshow meeting at the AGM, we announced that we have two sets of power flags and banners which are there for all you Area Organisers to use to Promote the TSSC. Book in with us and use these for your events, stand out from the other Clubs, showing off your cars as well as the Club you represent. Please ring or email with your dates as they are being booked up pretty quick, postage is being provided by HQ this year and we will look at monies next year if it is cost effective.

Look out too in this issue for the missing area adverts for Oxford and Cornwall area as we have arranged to visit these areas to create new meetings and get interest for these area organisers to continue meeting up. We are always looking to create new areas so if you know anywhere we have gaps or think actually this area will be good, let us know about it and we can sort something out by visiting you or chat on the phone.

A reminder as well, **TriumFest UK 2016 at Santa Pod is still available to Pre-book** (This directly benefits the TSSC) through HQ, but please remember there are NO DOGS allowed at this event, being a Motorsport Venue, this is beyond our control as this is the ruling of Santa Pod and most importantly NO GLASS BOTTLES, these will be confiscated, plastic bottles and containers/cups/drinking glasses only around camp site and venue, again this is a Santa Pod policy. If you fancy a run up the Strip and you have a CONVERTIBLE then you will need to bring a HELMET! Arm restraints are also required but these will be available from the TSSC.

Our AO Facebook page is getting more members joining us, this a closed group only for area organisers, no one other than those joined can see comments so give it ago. Join Facebook TSSC AO. (you friend request either Di Allen or Nigel Hill) as you can not search AO page.

As we start getting into events it is important to shout about us as members and AO's to keep us on the scene, there was so much positivity at the AGM on Sunday 10th April, we believe we are moving as a whole team forward to the future and securing

that for the TSSC.

Here's to a great season. Do more with your area!!

Kindest regards,

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

A wet and windy forecast made a small turn out at the Spring Vehicle Meet at Newbury showground, but we had representatives from Andover, Newbury Southern and our GT6 register secretary. Unfortunately, Suzie went mud diving, so Guy had to take her home and then return for the rest of the day, which turned out bright sunny and windy.

Andover meeting at the Chalkhill Blue - Robin discovered a problem with his Stag, a lack of oil in its gearbox, much discussion on trying to establish where to obtain replacement auto fluid. We hope that he has now got this sorted out.

Bruce Arms meeting - a bit of a problem with chairs, which were not suitable for sitting on, two broke, which of course gave us something to discuss. John, Graham, Burbage Bob, Frank and ourselves were there. We were all saddened to hear from Frank that one of Kelly's dogs had died that day, our commiserations to her.

We have been told about someone who has various parts of late ex-spiffies available, as he's trying to clear his yard out, we understand that it is the larger items such as chassis which remain. If you would like to relieve him of some of it then please let us know and we'll put you in touch.

We hope to see a good turnout at some of the shows and events coming up in May. For the first time in many years we'll be missing the QE Park Show near Peterfield, as we will be having a stand at the Stockton Vintage Nostalgia Show that weekend. A new event for us, so looking forward to it.

Next meetings:

2nd May - Auto/Aero show at Popham Airfield

6th - 8th May - SEM at Leatherhead Leisure Centre

11th May - Monthly meeting at The Chalkhill Blue, SP11 8BF

13th - 16th May - Laon Historique

19th May - Monthly meeting at The Bruce Arms, SN9 5LR

5th June - SHVPS Show at Queen Elizabeth Park, Hampshire

3rd - 5th June - Vintage Nostalgia Show at Stockton Park, Wiltshire

Guy & Suzie

AVON

Tel. 01454 327059

A big thank you to Mark, Dave, Steve and Sue for supporting the club stand at Coleford. We also met Adrian and Jerry through the morning. The bridge was still closed when we left home but fortunately re-opened as we arrived at the services for a cup of coffee. It stayed dry all day, and we even managed to get the chairs out to eat the traditional fish and chip lunch. Sadly, there were too many people who were put off by the weather forecast as overall attendance was low. Lets hope there were enough for it to continue next year.

A good turnout at the April meeting and the Facebook page is up to date for May/June events - which are the same as last months report. Next month will be when we try to plan for July/August.

The Wishing well pub is moving its '2 for 1 Steak Night' to a Tuesday, but are also introducing a new menu. We will meet on the **first Monday of May (bank holiday)** and then make a decision whether to move the meeting day.

See you all on **Monday 2nd of May.**

June

CAMBRIDGE . . . CANTERBURY CHESHIRE

CAMBRIDGE Tel. 07795 436149
e-mail: tom.hartley@homepages.co.uk

The numbers grow month by month! We had seven Triumphs in the carpark this month, despite some people being away for the Easter holidays.

Three new cars for the Plough: Howard brought his TR7 out for a spin, Peter with his racing green Spitfire and Matt with his blue GT6 after he finally cured the misfiring - the coil lead wasn't making a solid enough connection in the top of the coil. A fourth (and fifth) new face who said hello before having to leave early, was David and Jan Quick - makers of the Stanbury TT Herald based kit-car back when they lived in the west country, who both hope to join us for longer next month. Distant members Vinnie and Toby made it to say 'Hi' to the regulars. Tim showed off his lovely clean king pin, but Andy pointed out that it was a little bit worn where the bearing sits, so he's off to get the hub pulled and a new stub axle fitted.

A show of hands for the trip on the 16th to tour the MG Owners Club Headquarters in Swavesey indicated a dozen or so, so I'll pass on these numbers, plus an estimate for latecomers to the MG guys. We talked about a go-karting evening and May is filling up fast, so I better get my organising skates on. Next month I will try and organise a short cruise around the country lanes north-east of Cambridge to end at the Plough at 8pm for the meeting, where it may even be light enough to sit outside by the river for a bit. Watch your email inboxes for details.

Next meetings are **Monday May 9th** (Monday the 2nd is a bank holiday) and **June 6th from 8pm at the Plough.**

Tom

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t was a good turnout on Thursday and everyone seemed in fine form. Perhaps it was the weather which has been more settled recently, or just the fact that the cars had been out and we were all looking forward to good events over the months ahead.

Tim W had his GT6 in the car park and gave us the latest news of his TR6 project car. The issue at the moment is that there was no oil in the sump, but plenty of water! I'm sure he'll sort it out.

Phil S had his 2.5 estate which appears to be running well after its recent outings. Ray has had some low speed running issues with his TR7 with the big V8, but now seems to have got them sorted. We'd expect nothing less, Ray!

Reg has given up trying to get the heads off his Stag, having discovered a weeping head gasket and has sourced another complete engine, which is now in and running.

Paul D attended the Transport Heritage Show with us at the weekend at Detling. While waiting in the car park before entering we noticed that it had dumped water underneath itself.

Investigation revealed that it was dripping from the rear of the engine in the vicinity of the heater hoses. It got him home ok, but more investigation is evidently needed.

Brian L was supposed to meet us at the show, but his Stag developed a misfire on the way, forcing an early retirement. He did join us later in a Modern vehicle.

We had a new face at the meeting: Barry has been a TSSC member for 30 years but has only just discovered us. Better late than never! He has a 1360 Herald currently undergoing some restoration, so we all look forward to seeing that in the near future. Welcome Barry, I hope we made you welcome.

Since last month we have had two events: the show at Chatham Maritime and the Transport Heritage show mentioned above. The weather for the former was not good but four of us made the trip and had a good day. We had eight cars inside at Detling, including Start and



TSSC AREA NEWS



Candy's restored 1200 Herald convertible. Very smart. As you can see, all the cars together made an impressive display, which I am sure the paying public appreciated.

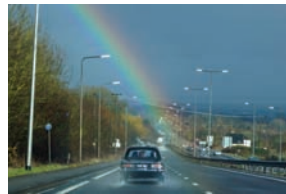
Our next event is Drive it Day on the 24th of May, when we will be heading down to Eastbourne. Thanks to Derek H for his efforts with organising this one. Then we're into **May with the Chilham Castle Show on the 21st. Followed by Canterbury Cathedral Open Gardens on the 28th and 29th. So far in June we have the local "Bucket and Spade" run on the 6th which is then followed by the Rare Breeds Show on the 19th.**

More shows and events keep being suggested, so keep forwarding them to me as you are made aware. In the meantime, if you would like more details of any of these events, please let me know and I will forward the details to you.

The closing image this month was taken on the way back home from the Chatham Maritime event.

I'll let you draw your own conclusions as to the weather on the day! Thanks to Phil S for the image.

Phil R



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Hark the Herald ventured out from his winter hideaway in order to get some petrol in the tank (always a good idea) for a potential trip to Snagfordshire, which never happened. As rain looked imminent he then headed back towards the hideaway. At the roundabout on Chester Road, we were stopped (as recommended in the Highway Code, to allow the traffic already on the roundabout to clear) and a Mother standing nearby, said to her young child, 'Look, that's a Harry Potter car'. I was simply speechless. Anglias do have 4 wheels, 2 doors and little fins at the back but surely the similarity ends there?

A little progress on a few fronts. The Managing Director of Cast Iron World has disposed of some bits and pieces, but as far as I can tell the cast iron stocks remain largely undiminished. Therefore, Macclesfield Flying Pigs remain firmly on the ground. One of the cars in Leek has acquired new Uniroyal tyres. The Spitfire in Crewe should have its engine reassembled by Drive It Day, and the Herald in Crewe is believed to need new tyres. Replacement of brake pipes in Romiley continues, the repairer there being surprised that Heap the Vitesse still has several of the original brake pipes. We also understand that parts of said car in Romiley have ANF thread, and not UNF in the brake department. The Herald in Gawsorth has some shinier hub caps. We discussed the confusion between coils that are intended for connection without a ballast resistor (these measure about 3 ohms) and ones that need a ballast resistor (about 1.5 ohms). Check out the forum on this subject. The Vitesse project in darkest Snagfordshire (or should that be Jagfordshire?) seems to have made little progress in recent weeks.

At the time of writing, the route for Drive It Day is still somewhere between a little uncertain and somewhat less certain than that. I have promised to post details on the TSSC website. Of course, by the time you read this, Drive It Day will have happened. As will the TSSC AGM and the Sandbach Festival of Transport.

Looking forward to May, we have **Catton Hall on the 1st** (only 60 miles away), **Gawsworth on the 2nd**, the **Leek Extravaganza on the 21st**, and **Capesthorpe on the 29th and 30th**. Other events with longer driving times are available. I have also updated the events list, but events involving crossing the English Channel have been omitted.

Our next meeting is on **Thursday 5th May at the Cock and Pheasant**. Probably. Check the TSSC website, if you don't get one of my monthly emails - email me and tell me!

Henry



CORNWALL . . . COVENTRY

TSSC AREA NEWS

CORNWALL

Tel. 01872 573763

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

e-mail: cornwall@tssc.org.uk

**Urgent meeting Cornwall Area
Come on you Triumph enthusiasts
in the Cornwall area.**

**We are calling a meeting on
Friday 27th May 2016 at 7.30pm.
We would love you to attend!!
It is at the Brewers Fayre Pub
Pen Hale Round,
Fraddon Cornwall TR9 6 NA.**

**Nigel & Di. 07976 163006
Alo@tssc.org.uk**

Cornwall Dates

MAY

**Fri 29th- Mon 2nd - Isle of Wight Camping Weekend
Sunday 8th- Windy Ridge, Trerulefoot -12 noon onwards
Thursday 12th - Meeting at The Hawkins Arms, Zelah**

- 8pm onwards

Fri 13th - Mon 16th - Circuit de Laon, France

JUNE

**Fri 3rd - Sun 5th - Devon Camping Weekend, Southfork,
Martock - Sue Franklin**

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

**Sunday 12th - Trains & Triumphs, Buckfastleigh
- TSSC Devon Area**

**Fri 24th - Sun 26th - Cornwall Camping Weekend, Pentire
Haven Holiday Park, Kilkhampton (Nr Bude)
- Mike Crewes & Sally-Ann Quick**

COVENTRY

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Hi Guys. Another month has gone, the nights are getting lighter and we are in Spring, but the weather is still cold and wet, yet we still managed to get out and about in the "Smiffy Spitty". First off last month was our regular visit to the Heart of

England meet at the Griff, it had been a wet week, but come the Sunday morning the sun appeared, so it was off to the meet with the roof down. Once again we were able to park on the field but had to keep away from the wet spot in the middle, well most of us did, again a reasonable turn out of approximately 40 vehicles with a good representation of Triumphs, and of course a couple of hours spent with a noggin and a natter - putting the world to right.

The Skittles/Darts/Quiz night on Wednesday 16th March at the Queens Head, Bretford was a success, with over 30 in atten-



dance, there were 3 teams from the TSSC and 3 from the ASOC. Team Triumph won the Skittles, with Steve Cox the highest scorer, Team Spitfire won the Darts, with Phil as top scorer, and Team Whitley won the Quiz. Overall, TSSC teams won the Darts and ASOC teams won the Skittles. With the Raffle, the night raised £104 and split it between the 2 clubs - £52 each. The hot buffet was excellent a very enjoyable night all round.

Dalos Day Run on the 20th was the next outing, with 7 cars taking part and 13 of us for lunch. The drive, which was devised by Steve & Sharon,



was one that we had done previously, and it was just as good, if not better, than the first time, and of course the "Sun always shines on our Dalos Day" - yes, the hoods were down for the run. Once again a great day out in great cars and great company, well done Steve & Sharon.

Weston Park on Monday 28th was called off due to snow.

Cannot believe it, on Tuesday 5th April our monthly meet at the Bull & Butcher, the weather was fine and sunny, so the roof was down on the "Smiffy Spitty" but still too cold to stop outside though. Quite a good attendance, with 12 of us enjoying a meal in the restaurant pre-meeting and 16 for the meeting, which, as usual, followed the jovial, noisy format, which was followed by a film show. Thanks to Paul & Joan of the 2012 Prescott Triumph Marque weekend and the 2015 London Brighton Run, which Maurice & Dick of the ASOC took part in driving the 1904 Armstrong Sidley. Well done Paul - a good job done.

It's taken a while but at last we have our forthcoming events on the TSSC website.

For the trip to Rushden on Sunday 1st April, we will meet in the Hilton Hotel layby, Walsgrave 9.00am, and the next day, Monday the 2nd, for the trip to Stratford Motoring Festival, where we will meet at the Murco service station on the A46 Eastern bypass at 9.00am. Entries for the Coventry Motofest will be available on line on April 16th.

Looking forward to next month now, the events are coming fast and the nights are lighter, hopefully if the weather is good then the paddock at the Bull & Butcher should be open for our May meeting to enable us to display our beautiful cars. Get yours out and come and join us, remember, all makes welcome, so bring your classic car mates in theirs too. Be good.

Regards

Phil & Lyn

Forthcoming Events :-

**Sunday 1st May - Rushden Cavalcade of Historical
Transport & Country Show Bev Watson
bj@rhts.co.uk. Meet in Hilton Hotel layby,
Walsgrave 9.00am**

**Monday 2nd May - Stratford Festival of Motoring
<http://www.stratford.co.uk/events/stratford-festival-of-motoring/registration>. Meeting at the Murco service station on A46 Eastern bypass 9.00am.**

Tuesday 3rd May - Our monthly meeting at Bull & Butcher, Corley Moor, 7.30pm.

Tuesday 10th May - Heart of England meet at the Griffin Inn, Bedworth. From 6.30pm. Just turn up.

Sunday 15th May - Dalos Day Run to be planned by Keith & Trish, details to follow.

Weekend 20/21/22 May - 3rd Spring Rally in association with ASOC & HoE at The Moira Canal Festival, Moira Furnace, Moira, Nr Ashby de la Zouch DE12 6AT.

Tuesday 24th May - HoE meet at the Griff from

CUMBRIA . . . DEVON



TSSC AREA NEWS

6.30pm. Just turn up.
Sunday 5th June - Coventry Motofest
<https://coventrymotofest.com>.
Weekend 17/18/19 June - Derwent Valley Peak Run
<http://www.derwentvalley-tssc.org.uk>.
Sunday 26th June - The Banbury Rally @ Bloxham
<http://www.banburyrally.com/> Tel 01295 711661.
Weekend 1/2/3 July - Triumph UK Santa Pod Raceway.
<http://www.tssc.org.uk>.
Weekend 29/30/31 July - Silverstone Classic
<http://silverstoneclassic.com/> nigelhawes@gmail.com.
Weekend 5/6/7 August - Leicestershire & Rutland Area 31st
 Sunshine Rally Jan 077998804415
j.muschalli@ntworld.com or see Courier.

CUMBRIA

Tel. 01229 474077

e-mail: roy.anne@tiscali.co.uk

Our thanks go to Nigel Entwistle for organising the venue for the March meeting at the Pennington Arms Ravensglass, which was held a week earlier than normal due to the Easter weekend. We had a separate room, which is ideal for our meetings and will probably use the venue again. The monthly meetings held on the last Sunday of the month will begin again in October.

All arrangements have been made for the area weekend trip to the **Isle of Man on 29th April – 2nd May**. I hope that the weather is kind to us.

I will block book us for the **Grasmere Show on Sunday 23rd June**. Entry is £5 per car and the proceeds go to the Air Ambulances. Pay me on the day. It would be helpful if you could let me know if you are coming. For those who are travelling from the North, the good news is that the road will be finished and open. Latest reports say that the completion date is on schedule for the end of May.

A number of us have projects on the go at the moment and may need the services of some chrome plating.

There was a firm in Carlisle that we have used before but it closed a couple of years ago. I have found out that it has reopened in Longtown on the Sandsyke Industrial Estate under the name of Cumbria Metal Finishing.

As the Show season is now starting, it is time to remind everyone to keep their car valuation up to date. There have been some significant increases in values of some models over the past 2 years. I have spare forms if you need one.

To keep up to date with the latest news and what is going on in the Cumbria Area then join us on Facebook at TSSC CUMBRIA. Safe motoring

Roy

DEVON

Tel. 01548 821348

www.tssc-devon.org.uk

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

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

Having postponed our March run for a week, as we guessed the pubs would not welcome us on Mothering Sunday, a good group of Triumphs gathered at the South Devon Railway on what turned out to be their first running weekend of the year. A grand total of 9 Triumphs, with 3 Stags, 2 Spitfires, 3 Vitesses and Chris's lovely TR6, all tops down in lovely spring sunshine. A little remedial work before the start to Bob's Vitesse – a minor fire on the way to the railway – cable shorting out



on exhaust! Steve's Stag's alternator did its annual sulk too. The route took us from the Station, up through Hembury Woods and Poundsgate, through the ford at Forder Bridge and up on to the high moor via Postbridge.

A great drive over some of the best of the moor ending up at the Burrator Inn at Dousland, a mere 128 steps from home for Graham & Wendy though much to their credit, they did come for the whole drive too. Losing Bob & Marcia at the pub as they had a family commitment, we gained Rob, Helen and Alice who had cycled over from Princetown. A day to bring back all the enthusiasm which may have waned a bit over the winter.

Club Night in March was as busy as usual, and it was nice to see Colin come along again. Looking forward to lighter evenings so that more cars come out to play.

Inter Club Skittles again on 20 March – this time at the Westward Inn at Lee Mill. Organised by Vernon from SOC – guess what? We were last out of three again. Even with the assistance of Keith & Melissa, Jackie & Allan and Nigel and Sharon, but we did lose out on 2nd place by only one pin – perhaps if I had not zero scored! It was top off on the Stag on the way there but it was very cold.

It was newly restored Jassys's (our 13/60) turn at the beginning of April. In constant drizzle we met up with 5 cars at Bovey Tracey's House of Marbles, whilst Allan & Jackie led the main group from Exeter Services. Both groups did about a 30 mile run to the Countryman Inn at Sampford Courtenay, where we met up with a big group from North Devon Area, led by AO Darren. Thinking we were about 45 or so, the actual number eating at the pub turned out to be a massive 50, with a couple coming along just for the ride. A wonderful day, with around 20 Triumphs in the car park. The idea of us all meeting up in central Devon proved to be a winner, and one which we will certainly repeat.

COMING UP IN DEVON

Our usual group will be on the **Isle of Wight** at the beginning of May for their annual weekend there. It's always great fun, and thoroughly recommended. The following weekend, **Sunday 8 May, is the first of this year's Southwest Triumph meets**. This time very central, at Route 5, the American Diner at the top of Haldon Hill. We'll be there from 11am and hope for the usual big turnout for this informal event.

The shows kick off now, with **Killerton on the 15th** and **Pecorara on the 29th**, both of which usually see a big turnout of our cars.

May Club night dates are Thursday 5th at the Crealock Arms in Littleham near Bideford, and on Wednesday 18th at the Star Inn at Liverton, near Newton Abbot.

Then, the **first weekend of June**, a group will be in Somerset, at the **Southfork Caravan Site at Martock** for a fun weekend – there may still be pitches available at a 20% discount for Triumph owners.

Trains & Triumphs comes up fast after that, on **Sunday 12 June**, at **Buckfastleigh Steam Railway**. We have produced entry forms this year, and, whilst a free event, we will be collecting for the Devon Freewheelers, the blood bikes charity.

Please do check both the Devon website and the Club's national one for details of all events, and if you do not receive our regular email updates, do contact us with your details.

Finally, have you sent us your entry for **Powderham Show**? If not, we need it urgently now to make sure we can fit you on our Club stand. If you would like to be included and have not joined us before at this great show, give us a ring or email us now!

DEVON DIARY

29 Apr – 2 May - Isle of Wight weekend

Thursday 5 May - North Devon meeting at the

Crealock Arms, Littleham

Sunday 8 May - Southwest Triumph Meet at

Route 5 Haldon Hill

Wednesday 18 May - Club Night at the Star Inn, Liverton

Sunday 12 June - Trains & Triumphs at South Devon Steam Railway

9/10 July - Powderham Historic Vehicle Gathering.

Sue & John



DEVON NORTH ESSEX . . . GLOUCESTER

TSSC AREA NEWS

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

It was a pleasant change to do the journey to this month's Club Night in bright sunshine, spring has finally sprung. Just half mile into the journey I spotted the white Stag of Simon Whenmouth in my rear view mirror, also on his way to the Crealock Arms. I always enjoy this journey as it's a combination of twisty A-Roads and rural lanes, the sound of the semi-sport exhaust bouncing off the closeby walls and hedges, what could be better.

After we got out of the cars, Simon broke the bad news that I'd had no brake lights for the whole journey, which was odd as the Herald had only passed its MOT two days earlier (it turned out to be a faulty switch). Mike Hadley and his Stag owning friend and SOC member Hugh were also in the car park as we arrived, for once Mike wasn't in his Spitfire. I parked next to the lovely white MK3 Spitfire of Alan & Janet Brace, who were already tucking into their meals by the time we had got into the pub and sat down with our drinks. Also, there were Andy & Jules Luckhurst with their daughter, taking the opportunity to come out together due to the school holidays.

I wasn't the only one to suffer from gremlins on the journey, as Alan's Spitfire was suffering from a leaky carb, he suspects some debris keeping the needle valve open. Last to arrive, and without any problems I'm pleased to say, were Malcolm & Mandy Huxtable in their Spitfire 1500. Malcolm still holding onto his crown as the only other ever present at the Club Nights.

All those that had attended the previous Sunday's run to the Countryman Inn at Sampford Courtney said how much they had enjoyed it. Organised by Sue & John Franklin, this was a great opportunity for those from the North & South to meet at a central location. Also, supported by the SOC, there were close to 50 people there, nobody counted the number of cars, but it must of been somewhere between 20-30. This is definitely something we must do again, if not later this year, certainly next.

With **Drive it Day** fast approaching, it was an opportunity to talk to some of the people who will be taking part on our local run on the day. Whilst the TSSC 5 Point Tour is coming through Devon on 24th April, it didn't make for much of a fun drive for Devon members as their route meant it was a quick blast up the A30 & M5 and into Somerset. At the time of writing we have 21 people and 9 cars confirmed for our journey from Holsworthy to Georgeham, through picturesque North Devon, finishing at the Kings Arms, which is owned by TSSC member Steve Cave. With such a good response, we'll no doubt do a few more Sunday runs during the summer months, so thinking caps on people to come up with some good routes & destinations.

My wife Michele made a rare visit, only because her Pilates class wasn't on due to the school holidays, but it's always nice to have a group of girls at the meetings, just so all the conversations aren't about cars!

At the run on Sunday to the Countryman Inn, Malcolm was keen to show us his newly cleaned and painted front suspension. He's done a great job, but it did take 3 months, he doesn't like to rush these things.... It did highlight that his tyres were scrubbing a fair bit on the outer edge, so I bought along my TrackAce Laser Wheel Alignment kit and Gunson Camber Gauge for him to try. Any Devon members wanting to use these tools, do get in touch.

That's it for another month.

Date of next meeting: **Thursday 5th May 2016.**

Darren.

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

By the time you read this we should be on the Isle of Wight for their weekend bash. Lets hope the weather is as good as the company and that its a great weekend, with all the usual fun and laughter.

Update on My Office this month - I have had some time and space on the drive, so managed to get a few odd jobs done. Talullah

passed her MOT with no advisers (hooray) - this gave me some tinkering time with Kiki, rubbing down some scabby bits of paint that had turned into disc cutter but I needed tin snips and welder before I could tart up the paintwork, which should have known beforehand, but I was hoping I also managed to get some odd jobs done on the front of the car square spotlights to match the square headlight and it is looking much better.



Club Day - Great turn out for Club Day, with 12 various Triumphs in the car park. It was great to see Andy Cook, Keith and Caroline, also a big welcome to Brian in his GT6. It was nice to see old faces mixing with new. We had about 30 plus sitting down for coffee, lunch and/or a cream tea. The sun was shining, so the roofs were down but it was a little cold on the road. Hope Steve Hall got home ok with his little leak issue. Andy took lots of photos, I'm sure the GT6's will make it to the courier in his report.

Tinkering day - 7 Triumphs in all throughout the day, with different things needing tinkering, but all got what they needed from a simple trunnion oiling to shimm up the front end of a Spitfire to get it sitting right. Coffee and cakes were supplied throughout the day and curry or chilli were the options for lunch (all slimming world friendly). Thanks to Janet for the catering which made the whole day go well.



Breakfast run - This saw only two Triumphs, for the ones brave enough to come out, the others in plastic cars. It was busy at the Toby, so good job we arrived early - just as they opened. We found some seats and then were soon down to a breakfast of toast, tea and coffee. We ate, chatted and ate some more. Several coffees later we departed to Battlesbridge. Jon and Bethany headed elsewhere, but the rest of us had a mooch about, followed by morning coffee - yes more coffee. Then it got cold and dark looking, so we decided to head for home. Great morning out.

Up and coming
Sun 8th 12:00 - Club Day - Passing Thyme, View Garden Centre, A1245, Old Chelmsford Road, SS11 8SJ-†
Sun 15th - Battlesbridge
Sat 28th - Little Tottham

Mon 30th - Church Fete & BBQ at New House

Happy Birthday to Rosie Grant on the 5th May,
Welcome to Brian Browne hope to see you again.

Allan & Janet

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

Here's a surprise for you... two Gloucester area news reports in a row, you don't see that too often now do you!

The March area meeting was absolutely awash with visitors, it was great to see everyone out at the pub, and considering it was before the clocks changed, we still had a few club cars out in the car park too, just imagine what it will be like on the light warm nights with all the cars, I look forward to that. Last year we had some cracking attendances with an excellent mix of club cars.

Easter came along, and once the chocolate had gone I needed an excuse to walk it off, so off to Coleford on the bank holiday Monday to see who and what was out and about.

The Royle family were in attendance (handy for David I think) Jane, Jasper and Pete were also meandering around, no sign of Jackie though, but her dad put in an appearance in his very nice frog eye - come on Jackie we thought the Estate would be out and about by now. The Avon area and the Glavon TR's were on display and it was nice to chat to one and all.

Whilst Jane was at HQ for the AGM and stuff, Paul, Bev, Brian (how many boots in a Spitfire), Richard and I went along to the first of the Prescott Breakfast Clubs, to say it was busy wouldn't

HERTS & BEDS ISLE OF WIGHT . . . WEST KENT

do it justice. It was heaving lots of cars to peruse from the featured marques, and plenty of others too, nice sunshine to enjoy and as sharp as the wind was, it obviously didn't deter the visitors. Come along next time, it's a great way to exercise the cars and have some bacon and eggs too.

Gareth has been tinkering with his GT6 and likewise, I have been working on the Bond in preparation for the Five Point Tour (12 days from now) so, I look forward to giving you all the info on how that all goes next time, if you want to, you can follow progress on the Five Point Tour Facebook page.

By the time this hits the doormats we will have had our first mid month Pub Run, but May 10th will see us out at the Village Inn at Twynning, so come along and say hello.

Whilst a bunch of us are away at the Laon Historique, there is still the **Prescott open for those to enjoy on Sunday 15th**. There are always lots of eager classic drivers enjoying the famous hill, so make it a diary date.

Please remember that the **May Club meeting is on Monday 23rd**, and not our usual third Monday, if any one gets it wrong say hi to the staff at the pub and come back the following week.

Don't forget you don't need your car on the road to come and see us, there's plenty of advice (some of it good), spare parts and equally embarrassing stories of failure at every meeting, and if all else fails, food and drink too.

Andy

Events:

Sunday May 8th - Shelsley Walsh Breakfast Club
(pre booking required).

Tuesday May 10th - Pub Run to the Village Inn, Twynning.

Sunday May 16th - The Filling Station, Malvern.

Fri-Mon 13-16th May - The Laon Historique.

Sunday 22nd May - Bicester Heritage Breakfast Club.

Monday May 23rd - Club night at the Swan inn.

Tuesday May 31st - Pub Run to the Ram inn, Woodchester.

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

Hi folks, it's nice to get the clocks forward and the trees starting to bud and blossom, so it's time to get motoring again. The Blow the Cobwebs run to Ely was a good day out with 11 cars and 21 members getting out and about, we split into a few groups, some town, some river, but all managed to find a local hostelry to feed and revive and we all parked in one place.

I am taking booking for wings and wheels with Vulcan XM655 doing fast taxi runs June 19th for which I need a £5 to pre book. I will soon have the free passes for Luton festival of transport on June 12th I will also soon have discount passes for Kimbolton Charity Classic, July 10th.

We expect to do a cross country run to Maldon or Clacton on May 22nd details available soon so it could be old sailing barges or a bag of chips and a seagull.

Jo and Derek have finally moved and are settling in amongst the various boxes of stuff you should have left behind, and Christine Cartwright will be taking on the challenge of Raffle Mistress for the next season of surprise prizes, to use up all stock we gave out two books of green tickets both with same series of numbers this made for a quick raffle and as usual a few "pull it again", from those overwhelmed by the quality and selection available. Hmmm !!!

Good to see new faces appearing at the Crown, the numbers continue to grow so we are doing something right...or not !! Our local noggins and natter evenings remain at **The Crown PH Shillington Beds SG6 3LP always the fourth Monday....**not the last

I'm sure to have left something out so you'll have to guess, Andy has swapped my Linux to Window 10 so expect confusion for a long while.

Ray and I are off to get the Letchworth girls Spitfire running, we have mastered Alistair's reluctant Spiffy when we found the carb needle had completely dropped out and we need to listen to Stuart's new engine knocking problems, apart from that, keep them running, a squirt of polish and have fun.

See you all soon

Regards

Pete



TSSC AREA NEWS

ISLE OF WIGHT

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www.facebook.com/groups/786750551371248/

Hello all. The summer is really not far away now and the show season is off to a good start. At the time of writing, or in your case at the time of reading, you are either about to leave or have just come back from our **27th TSSC Isle of Wight Triumph Weekend**, more about that next month.



March's Brunch Run to the Garlic Farm was a very sunny affair, and the topless cars enjoyed blowing out their cobwebs; the breakfast and service was fantastic, this return visit was just as good as last year's. April's Brunch Run will have been to Besty and Spinky's which took place on Drive it Day, we hope you were able to take part in this UK wide event to acknowledge our classic cars.

Wightwood Pizza are back from their winter holidays and are out and about on the Island again, so we hope to enjoy a drive over to West Wight followed by a stone baked pizza and a meet up with friends, what could be better on a sunny evening? I know - a fish and chip night by the seaside, and maybe a game of crazy golf or a go in the amusement arcade, let's hope we get some nice warm evenings so that we can make some plans.

Our next **Sunday Brunch Runs are on 22nd May and 26th June**. Let us know and give us your email address if you would like details - especially our new member Greg Warner, we would like to meet you. Hope to see you all soon.

Happy motoring.

Elaine and Tracy

WEST KENT

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Starting this month with a couple of plugs. Historically, we have used Nigel Meeson for all our MOT requirements, as he is a Classic MOT Specialist, with much sympathy for classic foibles. Can we please use him as much as we can.

He needs the business.

WINS for spares. Geoff is a good friend to the club with good prices and quality stock, and has parts no longer available. Anyone who needs urgent parts but can't get their 9 to 5, I can pickup and hold for out of hours collection. Done.

Shows, Chatham. Oh what a shame. 2 days in the eye of the storm - not a good idea, so abandon all hope. Apparently, about 60 cars showed out of 400. Even Anne didn't. Now Dettling is a different story. Glorious day! Well attended, good to see Dave and Colin without cars, and Phil and Anne with. M25 had a good display outside so next year maybe we can get together. Next day was Sunday Lunch, full field and a nice selection of Heralds, TR3/4 and me, only Spitfire.

We had a cracking meeting this month with 12 in attendance. Mainly the usual welcome faces with the addition of Peter and Paul Talbot. We haven't seen Peter for a while, so we do hope you can get back. He also has an E-Type in restoration, so we want to see the progress here.

Events coming up... Hopefully Drive It Day went without a hitch so back to the future... **SEM Leatherhead on the 8th May**. Same plans as last year - meet for a 9.30 getaway, regroup at the Grasshopper Westerham at 10 and mad dash onwards.

Now I know static shows are not popular, but there is the **St Christopher's Classic Car Show on the 18th Sep**. It's a charity show in Orpington, so very close, and it would be really nice of

West Kent Continues

anyone to join me to get a stand together, they will love the support. I'll have forms at the next meeting.

Colin

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It had been four years ago since our area had arranged a weekend away in Llandudno, and there was enough interest to go again. So, the weekend before Easter we made our way to Wales. The intention was to have a two night stay in the recently refurbished Travelodge Friday and Saturday, with a get together Friday night, an organised run out Saturday and an ad hoc trip Sunday before returning home.

All together we had 10 vehicles making the trip which were a combination of TSSC Lanc's members, Pete & Janet from TSSC Manchester and four vehicles from the Pilling Car Club, who we join in with from time to time.

All bar one couple had rooms in the Travelodge that had been booked well in advance (getting really good rates!!!) the downside was that it doesn't have it's own carpark, but parking on the road wasn't much a problem anyway. On Friday evening we all met in Wetherspoon, which is across the road from the hotel, and had food and drinks. By pure chance Wetherspoon's were running a real ale festival that weekend.....

Chris had put together a 'welcome' pack for us on arrival. This included a fact sheet of the area, a quiz, the Saturday route instructions, rally plaque and other bits and bobs, in true Chris 'OTT' Manville style!!!! Very impressive.



Saturday morning, we all assembled on a town centre car park for the start of the run, the route was easy to follow tulip diagrams and descriptions. Heading out along the North Wales expressway, we went through the Llanbris pass (beautiful scenery) onto the A5 before a lunch stop at the Swallow falls hotel. Some of us stopped off in Betws-y-Coed. Further on-route we came off the A5 onto a section of the 'Evo tringle' and over the Denbigh moor back down to Llandudno. A total of 85 very enjoyable miles.

We had arranged to meet back at Weatherspoons to score the quiz and give out the prizes for that, and the 'Casual Concours' that we all voted on. The Stag of Pete and Janet got the concours, and to cap it all they won the quiz as well (you're barred from next year!!!!). As for the 'selfie' competition, Clive from Pilling walked away with dramatic category, with Dick and Angela taking the funny and most cars respectively.

Later that evening we all managed to get a table at the Bengal Dynasty.

For Sunday morning we had decided to have a run up the great Orme before heading off home. In contrast to the cold, but dry Saturday, the wind had dropped, making it warmer, so off with the hoods! That was a fine way to end a good weekend with the cars. Now... what to do next year!

That's it for now

Kevin

LIVERPOOL

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Hi Folks,

We've had an eventful few months in the Liverpool Area, so with that in mind, what's new? By the time you read this, we'll have completed our Drive It Day Run - a brilliantly planned (and hope-fully executed) circuit of Liverpool, so thanks to Stuart for all his prep. As a taster, regular highlights include -

June 11th - Hale Carnival

July 2nd/3rd - Triumfest

July 3rd - Lydiat Show

July 16th/17th July - Speke Hall Show

July 31st - Bodelwyddan Castle

August 28th - Ormskirk Motorfest

Our full events schedule is up on our website -

www.triumphliverpool.com - so please take a look and see if you can join us? The website has also had a revamp, I've had a clear-out of a lot of old, dated material, and replaced it with new, more relevant information.

So, to our cars, and some good news as we have one less restoration - Simon's Bond Equipe '6' is MOT'd and on the road, so congratulations to him. It's a meticulous and stunning restoration, and has recently been featured in the Courier. It's created a lot of interest amongst our members, and we look forward to seeing it "in the flesh". Three of our restorations are doing a rotation at a fantastic local workshop - Dave's Vitesse is being prepped for paint, Brian's Spitfire is having its sills replaced, and Ted's Herald is having new panels fitted before a swift return to the road. So, along with Richard's Spitfire, we could quite soon have an extra four cars on the road. Added to that, recent meetings have seen some new members join us, so we can also add a 2000 saloon, a GT6 MK3, a TR3 Resto, plus a Vitesse MK1 Saloon.

Don't forget, we meet every **1st Tuesday of the month at the Derby Arms, Knowsley Village, L34 9EA**. There'll be more to report throughout the summer, so until then, cheers,

Alex



M25 EAST

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Hi all and welcome to another month of my ramblings. By the time you are reading this we should be well into the swing of things regarding the new car show season. The first Run Out of the year was 'Vince's Breakfast Run' in early March. A lovely sunny day saw us trundling through Southend, roofs down, on our way to a slap up Toby Brekky,



and finished off with a massive ice cream on the prom. Tinkering day went well, only one day this year but well supported and loads of cake. The lads at work were very happy, cake every day for a week, haha. Unfortunately, one of our happy bunch managed to break-down numerous times on the way



TSSC AREA NEWS

home. Fortunately, Dickie Boy was on hand with his camera to record the incidents for us all to see, haha, sorry Chris, couldn't resist. We should have started the show year off at The Medway Festival at Chatham Docks, but the awful weather put paid to that. However, the next weekend was lovely and saw a good few of us turn out at the Heritage Show at Detling. Quite warm in the sun and just nice to be out and about once more, sitting in fields and talking rubbish, haha. Two cars weren't quite ready for the off – Malcs is in a few bits, some electronic trickery going on, so we're hearing on the grapevine. Hmm...wonder what wizardry he's come up with this time, haha. Poor Kevin and Lisa's Herald is still at the painters, and according to Kev, not a lot is happening. Very frustrating as the shows are going to be coming up thick and fast. Hopefully, by the time you read this things will have moved on and there might be light at the end of the tunnel, fingers crossed!! I'm sure once he gets the car back there will be no shortage of volunteers willing to jump in and get it put back together. A few of us got together to bulk order new carpet sets from a well known supplier. We made a good saving but some problems have surfaced regarding the tunnel covers. Once sorted though, we'll all have well posh carpets. I actually did some work on my car this month. Yes, I finally got round to fitting my new brake discs and pads that have been sitting in the garage for over a year. While I was doing the job there was a bit of confusion regarding the felt washer that sits behind the inboard wheel bearing – it turns out mine have been fitted back to front for all the time I've owned the car (14 years). Well they're the right way round now and I must say it all runs a lot smoother. I always wondered what that scraping noise was ha ha. A word of warning if anyone is going to change their felt seals – I have read on various forums that a lot of the new ones that suppliers are selling don't fit. I already had a new set in the garage and sure enough when fitted they fouled the bearing. It wouldn't take long to seize if you ran the car like this. Luckily my old ones were ok to use once turned round the right way.

The big trip for us this month is the **Laon Historique**. All very exciting, another trip to France. Hope all your cars are in fine fettle and don't forget all the things you are required to have in your vehicle – viz vests, warning triangles, breathalysers etc. Oh, and don't forget breakdown kits, you never know – KEV!! Haha. As I sit here writing this our next upcoming event is Donna's Darts, Boozie and Curry Night. A report of this will be in next month's Courier, it could get a bit messy haha.

May Events -

Sunday 1st – Duxford Spring Car Show
Saturday 7th/Sunday 8th – TSSC South of England Meet
Friday 13th – Monday 16th – Laon Historique
Saturday 21st – Gosfield Primary School Show
Sunday 22nd – Faversham Transport Show
Sunday 29th/Monday 30th – Enfield Pageant

Righto, that'll do for this month,
 All the best,

John

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

Hi all, we had a good turn out for our April meeting - 25 members attended, we also had the pleasure of greeting and introducing two new members; Graham & Jo-Anne McEwan, who have taken the plunge into Triumph ownership with their newly acquired White Spitfire 1500, which we all look forward to driving out with. Unfortunately, I couldn't make this meeting due to ill health, caused by too much welding and breathing in nasty fumes from the burnt paint... the mask I was using wasn't up to the task, silly me! I have now corrected my mistake and purchased a proper carbon filter one, which is specifically designed for fumes protection. Still, quiet new to this restoration game and learning as I go.

Thanks to the other AOs who ran the meeting, I have gathered some of the subjects mentioned. Our members are thankfully pushing forward with using our Manchester Area Facebook page as a medium to push forward ideas and our events and the diary is fast filling up, with some unfortunate date clashes where we can't be everywhere at the same time. However, where we don't manage to fit in this year, we will next...

Our first up and coming event will be National Drive It Day. Neil

and Gary have been meticulously planning the route and venue for our Sunday lunch, we all cannot wait. A couple of our members attended a run out to Llandudno, organised by Kevin Makin - Lancashire Area, with a drive around North Wales. Pete and Janet had a great time, and I would like to congratulate them as their car won best car and raffle - a few more of us wanted to attend but other commitments witheld us.

Me and Lorraine are going down to the AGM at Head Office this weekend and are looking forward to meeting other fellow AOs from other areas and listening to the various subject matters of the Club. Quite a few of our cars have been getting through their MOT test to get on the roads for May events, but we still have one or two still trying their hardest. Mine still has its rear tub off at the moment, but will hopefully be going back on next week. Richard has a Spitfire with a Fiat Supermirafiori engine in it which he has been working on for 15 years... However, last week the beast finally breathed back into life and we had all been watching his progress, courtesy of YouTube, he had some electric sensor teething problems, which went way above my head, and a few others in the club, lol.

Ten of our club members have been busy with other cars this month, as well as their Triumphs, as we are taking part in the Benidorm or Bust rally in June, so we have all purchased some bangers and preparing them for the 1500 mile four day journey to Benidorm. We are doing it for a great cause, the charity 4LOUIS, which is a charity for families who suffer loss with the trauma of a stillbirth or neonatal death, a loss that one of our members family has recently experienced. The charity offers support and help to these families and capture those lasting precious memories of their baby. If you would like to donate please get in touch with me at markkigallon@live.co.uk and I will send you details of the fund raising page that has been set up.

Our next meeting is **Tues 3rd May 2016.**

Please check out our website news section for updates on our forthcoming events and trips out

www.tssc-manchester.org.uk/news.php. Also please look at our Facebook page: www.facebook.com/groups/tsscmanchestera. Updates from our May meeting will be in the next issue.

Thats all from me and the gang, regards,

Mark K

NEWBURY

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So, the long awaited Spring Vehicle Show was a wash out for us! With two days of rain before, we were still hopeful that the day itself would be better and the sun would shine, but alas, we awoke to sideways rain and the prospect of sitting in a cold damp car for the day! I'm afraid we wimped out... I felt very sorry for the organisers, but I guess March is a bit of a hit and miss.

The past couple of Club meets have been interesting, and any eavesdroppers might have thought we were a wildlife club with much talk of Birds, Hedgehogs, Squirrels and Deer! I guess my other passion is showing its colours. After the car is washed and polished you might find me up a tree with a Barn Owl Box or in a pond counting Newts. Luckily, the rest of the club members seem to be interested so I have a captive audience.

Welcome back to Ian, who has been out of action for a while recovering from a knee operation.

It was great to see him back, but I must confess, I didn't expect to be having a pint whilst watching videos of knees ops! Fascinating... (if you like that sort of thing!!).

Nigel's TR7 and Dave & Mary's Vitesse have been 'woken up' after their winter slumber and passed their MOT, so now it's all fingers crossed for better weather on 8th May, when we hope to be out in force for the **South of England TSSC meet in Leatherhead.**

Lloyd



NORFOLK . . . NORTH EAST NORTHERN IRELAND . . . NOTTS

TSSC AREA NEWS

NORFOLK

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My apologies for the lack of area notes last month but there was very little to report. Personally, my Triumph this year has already started with a visit to the MG and Triumph Spares Day at Stoneleigh, and a visit to the NEC to take in the Practical Classics Restoration Show. Both events were worthwhile for finding those elusive spares, treating myself to some additional tools, all at reasonable prices, but most of all catching up with old friends at the start of the season. By the time you read this in the Courier, the Five Point Tour will have come and gone (DID YOU SEE ALL THE TRIUMPHS MAKING THEIR WAY THROUGH NORFOLK)?

Hopefully an event that I successfully completed in my new purchase that initially proved not to be quite so reliable, as my trusty old seven - something that will be sorted over the course of this year as I hope to undertake the Round Britain Reliability Run in the car in October.

For future Norfolk TSSC events keep checking the Norfolk TSSC area notes and events on the main TSSC website, and of course you will be informed by the newsletters that I send out as necessary. If you are not receiving the newsletters and wish to do so, please drop me an e-mail at mike.carroll01@btinternet.com.

Events planned for the forthcoming months are a Broads Tour, the popular Fish & Chip Run to Cromer and a visit to a very interesting Classic Car Workshop that one of our members has unearthed. For all those lazy Sunday afternoons spent at local area shows, we really need someone to volunteer to become Events Organizer, as most of my weekends are either spent working or driving my Triumph in far away places. I will of course pass on information and invitations that are sent to me by other organisations in the newsletter.

Don't forget that we meet on the **second Monday of each month at The Oak Tree, 59 Ipswich Rd, Norwich, NR46LA**, 0160 3920280, at the usual time of 20:00. It has been good to see numbers increasing recently, with some interesting new faces. It's quite an easy place to find and you can't miss it, especially in summer as the car park will be full of TSSC cars & TR's. Why not come and join us now the evenings are getting lighter? You will get a very warm welcome.

Happy Triumphing!

Mike.

NORTH EAST

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Well, we have had our first run out this year, only six members turned out for our run down into Yorkshire. The day started with the weather looking a bit unpredictable, but by the time we got to Scotch Corner, it was roof off on the convertibles, luckily the rest of the day had sunshine all the way. We got as far as Masham, where we stopped for lunch, then returned via Bedale, Northallerton, and Darlington. In total we covered approximately 140 miles, so not a bad start to get those cobwebs blown away.

By the time of reading this we should have completed Deryck's Treasure Hunt, more news on this in next months report.

April's meeting saw us back in the conservatory at the Travellers Rest. Quite a good turnout, as it was still during the Easter holidays. Welcome to John Gilbert from Stockton, and Ken Rogan - see we don't bite! Hope you come again.

As previously mentioned, I have been trying out some LED bulbs in my dash lights. I would say the illumination is better by 50% because I can now read my gauges clearly, and it only cost a few quid. It was a bit awkward to fit, due to the size of my hands, but worth the effort. On the car front, Kevan is playing with the brakes on his TR - it looks like he will be taking the GT6 to Belgium instead. Joe's Vitesse has another years MOT and Ian Longmires Merc is sporting new 20" wheels, according to Brian it's a perfect model of a Hot wheel's car.

If anyone is interested in going to Silverstone in July please contact me, as we have a half price ticket available.

Upcoming Events

Morpeth Fair - June 12th
Corbridge MG Show - 3rd July
Silverstone Classic - 29th July

See you all at the Travellers on the 1st May - yet another bank holiday weekend.

Geoff.

NORTHERN IRELAND

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It was a small but dedicated few who gathered at Mark and Nicki's house on Saturday 19th March. Saint Patrick had indeed turned the stone, for it was a pleasant Spring day. Following a warm welcome and a cuppa, we set out, hoods down, following Mark and his kids in his Triumph 2000 towards Portstewart Strand, via quiet rural roads. As we parked, on the beach watching the incoming tide, Mark confessed that his car was "off colour" and was refusing to restart. Following an examination by Alan, it came to light that the spring inside the distributor cap had burnt out! A new spring was needed, and urgently, as King Kanute was nowhere in sight to hold back the incoming tide. Frank, in a moment of inspiration said "What about a spring out of a pen?". A search ensued and a cannibalised pen saved the day. Back safely at Marks house, everyone enjoyed the 1st BBQ of the year. Many thanks to Mark and Nicki for their hospitality.

Our monthly meeting was pretty well attended, not much scandal to report, it was mostly handing out entry forms for **Totally Triumph Classic Car Show on May 14**. Despite nearly all having received these electronically, there must be a shortage of printer ink in Co Antrim.

No mention of Douglas's hot feet this month, as he has disappeared hot footed to Spain. Word is, he has taken the GT6 over to get Ernie Foster to sort out it's persistent intermittent running issues.

Not much else, just a reminder, please get your entries in for **Totally Triumph**, which is, yet again, this year, tying in with The Mayors Parade Day. Entry forms for **Totally Triumph** are available from **NEARLY ANY AREA MEMBER!!** Myself (Laurence) or Alan French. See you all **Wallace park Lisburn 14th of May**. As always BBQ will be lit.

Laurence and Alan

IMPORTANT NOTE

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

NOTTS

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Here comes the season of driving our triumphs we had a BBQ at nags head where a presentation cheque was awarded to the cystic fibrosis the Nottingham city hospital for the new year run we completed with the Derwent valley guys in January. There were array of classic cars and a sunbeam motorcycle in the car park. Weather was unkind but still we managed to raise a few funds through BBQ and raffle towards this years charity which is the air ambulance group.

Myself and Di has had a new addition to our ever growing mechanical family, our lovely blue Aclain which we have driven in the Five Points Tour, the Vitesse is having a sleep at the moment but she will wake again soon ready for events....!

We can't wait to gather speed into the season so much to do yet little time as we all know.

Next meeting for **Nottingham** is on **Monday 9th May** for fun quiz and northern antics.

And our **June meeting which is 13th June** we are out and about with our classics or moderns on a run around local sites. Nigel.

Stop Press! OXFORD AREA

Urgent meeting Oxford Area

**Come on you Triumph TSSC
enthusiasts in the Oxford area.**

**We are calling a meeting on
Thursday 26th May 2016
at 7.30pm.**

**We would love you to attend!!
It is at the
Toby Carvery Pub,
Stroud Park, Ermont way,
Banbury, Oxfordshire, OX16 3JT.**

**Nigel & Di
07976163006
Alo@tssc.org.uk**

PETERBOROUGH

**Tel. 01778 560507/01780470358
<http://www.tssc-peterborough.webs.com>**

The Club's AGM is over for another year and was preceded by an Area Organisers meeting in the morning. Both meetings were very constructive. You all will have read the AGM report and hopefully the financially disappointing part of it has now been addressed with lower expense events in the future and better accounting procedures put in place. The Re-election and Election of new Officers onto the CoM looks as though we really have to have a strong Committee to look after us for the next twelve months or so.

It was really good to see some of the hard work that has gone into the Club shop recently with reorganised and more vibrant displays and a brighter floor. Well done everyone at HQ. The atmosphere at Lubenham was enthusiastic and Garth seemed to be happy to be taking monies regularly over the counter. Pleased to see Chloe still has the enthusiasm for the TSSC Apprenticeship and we were also introduced to Henry who also will be joining the Club as an Apprentice once he has finished his exams. It's good to see new blood coming in. Well done at the top!

One thing that was quite interesting was the number of insurance commissions that we missed out through the website being taken down. Did you realise that not insuring your prized possessions through a Club recognised insurer loses the Club approximately £20 negotiated commission which greatly helps swell Club funds. The Club headquarters are a great asset and we must encourage the use of the shop, premises and services – AND – 2017 is the 40th Anniversary of the Club.

A good number of 22 attendees at our April Club night again – so heart warming to see such a good turnout again and also with a few Club cars in the car park. Did everyone see the new bespoke hand formed alloy nose cone and front mudguards on Doug Kedall's Lotus 6 – what a work of art. It just shows the true British craftsmanship that exists all around us. I look forward to seeing the rears and the spats. It was also good to see a very 'fresh' new member in John Musson at the meeting. John had joined the TSSC in the morning – he was that 'fresh'. Welcome John and we all look forward to seeing you again in the near future. Now it is quite interesting as John doesn't actually own a Triumph – yet! Most of us (I believe anyway) have bought a Triumph and then gone along

TSSC AREA NEWS

somewhere to show it off and also to try and sort out problems. John has joined the Club to find out the problems and then search for a car and he is now looking for a nice Herald.

The slight increase in raffle ticket prize to £3 to cover the cost of the sandwiches and chips has helped to stop us dipping into the reserves and hopefully will give us a little extra kitty towards a barbeque Tina is promising in **Barnwell on the 25th of September**. But more on that a later date – but another one for the diary.

It looks like being a busy year with Tina's trip to Foxton Locks in April, **Laon and Spa in May**, the **Northants Wicksteed event in June**, **TriumFest at Santa Pod 2nd and 3rd July**, **Baston Car Show on the 3rd of July**, the **Le Mans Classic the 8/9/10th of July**, etc.. Keep in touch for regular updates.

Doug Kendal was singing the praise of Arbuckles American Diner at Downham Market – well almost singing! He had visited the establishment with the Tiger Owners Club on a Sunday morning for a full-house breakfast, a jazz band and the bar was open! He has been sent back to find out more info and some dates for us to book numbers – probably ought to start fasting now!

Saw a new shape Mini in a lay-by last week with a police car parked behind it and he had just popped a whopping great blue and yellow sticker on the driver's side window which said 'Seized by the Police'. I have no idea what it was all about but with no tax disc now on your screen it's easy to forget when your tax is due. Police compounds make expensive (albeit secure!) car parks.

Paul (following a recommendation) has taken his Vitesse Mk11 to a business in Oundle, which was full of Jag's and Mercs and for not a too great an amount the guy has gone through the electrics with a fine tooth comb and Pauls pride and joy is now running very sweet. Good advice Paul, after all those replacement coils and chugging home. Paul even bought a new set of plug leads whilst at the shop at the AO's meeting as he felt so happy. My GT6 is making a little progress but replacing the windscreen washer nozzle behind the speedo is a bit of a pain – but it's another little job done and ticked off the long list towards getting it on the road. It must hit the road this year as it is the 50th Anniversary of the launch of the GT6.

We look forward to seeing and welcoming you all again at our **next Club night on Monday the 9th of May at the Golden Pheasant, 1 Main Road, Etton, Peterborough, PE6 7DA** around 8.00pm. Join in with the raffle, food and noggins and a good natter and that friendly exchange of experiences – and sometimes advice too.

In the meantime please take the snapshots of your Triumphs ready for that call from Paul. Safe driving and happy motoring.

Doug

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

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<http://www.tsscscot.freesite.website/>**

The April meeting was well attended with 11 members turning out. The nights are now very much lighter and there were six Club cars out as the weather was not too bad. The meeting did not include a run in the cars, so this will be another time.

We were all looking over the cars until it was getting dark. Alan brought a variety of magnets and string to help John retrieve a spanner from the depths of the convertible hood well. John's Herald was sporting a matching hardtop, very smart. Possibly less open top motoring, and hence the need for the spanner retrieval apparatus. Michael has a new diff which is performing well, and Mark and Jacqui's Dolly has a towbar now, ready for the caravan. Brian's Herald and Ian's Vitesse were in fine form, as was Colin's Vitesse. All ready for summer. Me? I'm still working on the Spitfire (honestly). It is outside so work depends on the weather. Once we had looked over all the cars and all spanners were safely in their toolboxes we headed inside.

Firstly, go out and buy Triumphworld Magazine. Ian Walker's Spitfire is featured and has numerous pages and a great storyline. You can't miss it, it is yellow with a zetec engine. Good article, Ian



SCOTLAND CENTRAL & WEST SOMERSET

TSSC AREA NEWS

Scot Cent West Continues

and Scotland does get mentioned. You will have seen the car about at Stafford, Donington and everywhere north of the border. It does get about and is probably the furthest travelled car coming to the meetings, sometimes including a ferry trip. So the article is very well deserved.

We did have one member that was quoted an astronomical price for restoring a GT6 body tub, so shop around. I know GT6s have skyrocketed in price, as well as other classics, but no reason to overcharge. Tread carefully (I know most of us do anyway).

Ashley was our bar manager for the evening and, despite the coffee machine not working, it was Triumph Talk Time. We went over the details for Drive It Day and the Five Point Tour.

Reports next month.

The various trips to events in July seem to all be booked and the separate groups co-ordinated John has opted for electric hook ups at some sites so we all know where to plug in the hairdryers, TVs, lights, phones etc.etc.etc. We are thinking of going to Bridge of Allan either as a Club or as a run, dependant on weather as the field does get very wet. I will be taking names for **Hamilton (Sat 11th June)** too at the next meeting. July is busy with people going to their respective shows or abroad. **TriumFest UK will be at Santa Pod in Northamptonshire (1, 2, 3 July) with Retro Car Show. Le Mans is the following weekend (8, 9, 10 July) and the Silverstone Classic is (29, 30, 31) July.** Check your calendars. We will hear all about them later in the year. Just to complicate things in August we have an additional event in Glasgow.

The classic car boot event in the **Merchant City Area of Glasgow for the Merchant City Festivals on over the weekend of 6th and 7th August.** It is still being co-ordinated. But now there is going to be **The Ignition Festival of Motoring at the SECC in Glasgow.** It is on the same weekend but **Fri, Sat, Sun, 6th, 7th August.** I am told that there will be closed road demonstrations of A Formula 1 Red Bull car piloted by David Coulthard (yes that one) and Jimmy McCrae (Colin's Dad) in a Subaru WRC amongst other machines. This is a first for Glasgow, so support it if you can, or combine the two events. There are various ticket options for the SECC. See their or Ignition websites. **The Kirkintilloch Canal Festival will be 21st August** in a slightly different format, more news when available.

We will also be at various local shows. **Moffat on 26th June** and any other ones you want to attend. Discussions at the next few meetings. The new website for the area. **<http://tsscscot.freesite.website/>** is up and running - thanks Michael. Contact Michael directly if you want to add something.

The Sunday get-together at The Harvester continues to have a good turnout and is open to all classics, not just TSSC, so if you know of another classic owner that would like to come, please tell them. You are welcome to stay as long as you want as there is space set aside inside, and a large car park. If you are reading this you may at some point receive an email from the Area, just to say we haven't forgotten you and you are welcome at the meeting. If you can make either the Thursday or Sunday or come and see us at a show.

Reports on our Drive It Day weekend next time and everything Triumph. The News will pick up now as our adventures unfold. If I am advised of anything for sale or storage I will bring details to the meetings. There are sometimes cars not on GTree or auction sites, details will be passed on. There will be the usual donation of at least £2 at each meeting to help with Area finances.

NEXT MEETING will be on Thursday 5th May 2016 at Lochinch which has been pre-booked and Sunday 15th May (check website) at Harvester (for all classics and breakfast).

Dates for 2016.

The event calendar is being prepared ad hoc please see above for an idea of events, website etc.

NEXT MEETING ** PLEASE NOTE WE MEET ON THE FIRST THURSDAY OF EACH MONTH at Lochinch Pollok Country Park, Glasgow, AND THIRD SUNDAY OF MONTH at Harvester, Kinning Park, Glasgow G5 8NP (This is not an Area meeting, but a gathering of classics of all kinds) **

Please come and join us, have a chat and a coffee.

So there you have it. The new season is kicking off. Lets hope for some sunshine.

Oh Yes. Go out and buy Triumphworld magazine. *Gregor G.*

SOMERSET

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Hi all. Firstly, I must apologise for forgetting to mention 2 new members in March! So it's welcome to Mark Hodge and David F Laws, we are not sure what cars they both have but I am sure once we see them at an area meet we will find out!!

Secondly, just in case I forget again, we would like to welcome Maggie Love to the Somerset area this month. Maggie has mailed Martin and told him she has 2 MK3 Spitfires. One of which is a dodnor car to the other. We hope Maggie will attend a meet soon as she is looking for information regarding the restoration work. Again, the turnout for the March meet was above average for this time of year. We hope that now the clocks have changed there will be an increase in attendees and we will also start to see more club cars in the carpark. Well done to Frank who drove over 60 miles (from Wilts) to be here, we are either doing something right to attract him or he just forgot how mad us lot are!

One car that a few of us had been waiting to see was Fergie's MK2 Vitesse, now back up and running and in the carpark.

Not sure if any of you went to the Town Square meet in Weston on the 20th, but the weather was slightly less than encouraging so if you did go well done for representing the area!

Two NO GO'S as far as the area is concerned were the Beach Lawns show and Coleford show. The weather as you will all know was rough to say the least! We are sorry if we let anybody down but neither of us attended either show!

Hopefully now the weather is getting better we will not be such wimps for the rest of the season.

I (Derek) have apologised to Avon area about Coleford.

We have had an offer from Kevin Payne (Magenta GT6) to partake in a tour of his state of the art baby! Kevin set up a new facility for GKN Aerospace. When it started it had 40 employees and now has 400 working on Airbus wings. The tour takes about 90mins and although not compulsory safety boots are advisable if you have them. Goggles will be supplied by Kevin. There are 8 places available and we have 4 names already, so if you fancy a visit let Martin know ASAP!

Now a reminder of a couple of upcoming shows.

The Norton Fitz Warren show 6th-7th August. Martin is looking to get as many Triumphs as possible to attend. If you have not yet booked a place please do so soon. He has to know numbers in order to book a large area for us!!

Please DON'T FORGET AN SAE!!

Powderham show 9th-10th July - if you have NOT entered for this show, it may well be too late for the Sunday as the Devon stand (which we share by invite) fills up fast.

If you are interested then CONTACT Sue Franklin FAST and see if Saturday has spaces!!

A little note about the **Town Square meets in Weston**, Derek attended the meet on 3rd April and reports a good day was had by all who attended. This is more of a get together than an advertised show, but is an ideal meeting point to interact with the public and see some fine cars. If you fancy going to the next one (**8th May**) then let Derek or Martin know!

Finally, the next few calendar dates are as follows.

May 2016

Sunday 8th - Town Square W-S-M from 10am.
Sunday 8th - South of England Meet. Leatherhead Surrey.
Tuesday 10th - Club Meet Fox and Goose TA9 4HH from 8pm.

Sunday 29th - Pecorama, Beer, Devon - we have a club stand. Travel details to follow.

Sunday 29th - Town square W-S-M from 10am.

June 2016

Sunday 12th - Trains and Triumphs
South Devon Steam railway.
Tuesday 14th - Club meet Fox nd Goose TA9 4HH from 8pm.

SOUTHERN . . . NORTH STAFFS

Saturday/Sunday 18th-19th - Club stand Bristol Classic car Show. GT6 50th anniversary.

Saturday/Sunday 18th-19th - Town Square W-S-M from 10am. IN conjunction with Weston Air Days.

Hope to see as many of you as possible on all/any of the above dates!

Cheers for now,

Martin and Derek...

SOUTHERN

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

Hi folks, now winter is over you can all bring your cars out from hibernation. Hope to see more Triumphs in the car park at Club Meets. Barb and myself braved the inclement weather and went to the Spring Vehicle meet at Newbury Showground. The others in our group cried off for various reasons (wusses!). We arrived around 9 o'clock and found Guy and Suzie with their caravan having just set up the Club Stand. So, we parked up, soon joined by a Bond 1300 from the Newbury group. Gil joined us a little later, so the sum total on the club stand was 4 cars. As you have probably guessed, the attendance was down. At a rough guess about 200 cars and a handful of brave traders. Had a good look round the cars and by about 12.30 we, along with a good many others decided to call it a day.

The next show we attend will be in Farnham central car park – hope the weather is better for that.

All for now

Mike

March's roaming meet was at the Hen and Chicken, Upper Froyle. A good turn out of about fourteen people. Mike, our intrepid leader had gone of to the 74th members meet at Goodwood, with a few other members of our group, but their better halves turned up for dinner.

April's regular meet saw quite a few of our club cars out in the car park, most of them Stag's, but I hope it's a sign of better weather to come. It is also good to see that the pub was very busy and the patrons taking time to look over our pride and joys.

May

1st - Goodwood Breakfast Club, Soft top Sunday

3rd - Regular Meeting, Seven Stars, GU32 3PG

13th - 15th - Spa Classic

19th - Roaming Meet, the Royal Oak, Midhurst, GU29 0EP

29th - Haslemere Show

June

5th - SHVPS Show, Queen Elizabeth Country Park

7th - Regular Meeting, Seven Stars, GU32 3PG

16th - Roaming Meet, The Chair makers, Denmead

POT 4QX

24th-26th - Cornwall Camping Weekend

That's all for this month folks, take care

Mark

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Apologies North Staffs Members Dave had supplied a Report but a change in Text Systems meant we Lost it our end. Bernard Ed.

Hello everyone, these months seem to fly by... no events attended yet, but April brings a number of shows. Strictly speaking, the first is at Easter 27th/28th March at Weston Park, as I said last month, not many are interested in attending this event from the Staffs area.

I'm still a little undecided myself about Weston Park, as I'm not sure if Jess the Coventry cat will be available, as it's booked in for some work, but keeps getting put back, so I'm still holding off booking, but time is fast running out.

I could have in the past used the MX5 - which did qualify as a classic with the old organizers terms of cars up to 1995 - but now the age has been changed to 1991 by the new people running the event, so no longer qualifies.

They do seem to have added some new attractions, like getting visitors to dress in period costume, the Glamophones, along with

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improved catering choices, so will be interesting to see if this show is rejuvenated as it was getting a little tired.

Sandbach show is the next up, and assuming the car is available I should be attending on Saturday.

The following week is Drive It Day, which is still a bit up in the air as the planned trip to Blists Hill Museum in Shropshire, has only a small number saying they wish to go. Still waiting for replies from members, will have to see if this goes ahead or is changed to an alternative.

We are then into May, and again, only a few so far are going **Catton Hall, the following day is Gawsouth Hall in Cheshire**, which I'm sure some of the neighbouring Cheshire members will be attending.

I will be possibly arranging a drive and lunch trip sometime in **May**, as always details should be available on the website.

David Aspinall has updated me on his Vitesse, which is still waiting for chassis welding by his neighbour, who is busy building a trailer at the moment, so he is overhauling sub-assemblies at the moment, spending the last 3 days dismantling, derusting, painting and reassembling the rear transverse spring. Tessie will be rebuilt with Cv driveshafts, and trunnionless front suspension, courtesy of Canley Classics, so there are some front and rear components going spare if anyone needs anything. David seems very knowledgeable on the Heralds & Vitesse from the work he has done to his cars, more details next month.

I have still not recovered fully from back problems, but have managed to get some colour on the bulkhead and windscreen, the first couple of coats went on reasonably well, but the last attempt was a bit problematic as the paint was not atomising correctly, although I had not changed any settings and thinned paint a little more to try and get a nice shine.

I had another gun and apart from maybe having pressure to high it sprayed much better, but due to the weather the finish was blooming (at least I think it was the cause) being somewhat damp, as it seems to have been since Christmas, but the paint has polished up OK.

As the light level in the garage is not that bright it could look terrible in the daylight, will have to wait for some better weather to see if it all needs doing again.

Just been looking on eBay, where there are two partly restored Vitesse for sale, lots of work has been done on these cars. MK2 fully rebuilt chassis, with everything replaced fuel lines brake pipes, hoses, all new steering components, wheels shot blasted and powder coated, engine rebuilt and new interior. MK1 completely refurbished chassis that has been hot zinc coated, so will not rust, the car just requires painting and is 99% complete. Purchase of wire wheels x 5 refurbishment, paint and new tyres £600. New brake calipers, pads and discs £180, chassis shot blasted and hot zinc coating £350, new brake pipes and flexible hoses £45, hood frame shot blasted and powder coated £110, new exhaust and stainless rear box £120, engine overhaul £400, painting chassis £40, these are just some of the expenses and probably hundreds of pounds more in addition.

They both look bargain's at current price's, but the MK1 is just £1220 someone looks like getting a bargain and saving many hours of hard work. Till next month,

Cheers,

Dave.

Hell and very high water, that's what I went through on Monday 28th March, in an attempt to get to the Transport show at Weston Park. It turned out to be all in vain, because about half a mile from the entrance the road was flooded to a depth greater than I cared to risk going through in a lowish car. Just as well as I soon discovered that the show was cancelled due to storm Katie, who had been and left the ground waterlogged, along with half the roads in the area including closing the M6.

This meant we had to return on many of the back roads which were also badly flooded in many places, not a great start to the first show of the season.

Regarding shows, we still have low numbers of cars attending the forthcoming shows, come on folks get those Triumphs out and use them.

The next event is Sandbach show, lets hope the weather is kinder for this one, then its Drive It Day, plans at the moment still stand



North Staffs Continues

for a visit to Blists Hill Museum.

Then Donington Historic Festival, Sat 30th April to 2nd May (good value with club discount) which includes 400 classic cars racing over the weekend.

It's all go, on **May bank holiday weekend, its Catton Hall Sunday 1st May then Monday 2nd May Gawsorth Hall.**

May brings lots of events (and Holidays) **Llandudno, Spa Classic, Leek Auto Extravaganza 21st May, Really Retro Show Staffordshire Seiford 22nd May, and Breakfast meet Stone, Rollston Transport Festival 30th May, Smallwood 28-30th, Capethorne Hall 29th 30th.**

The oily rag bit, not a lot of progress on Vitesse as I've been doing some jobs on Jess the cat ready for her MOT, and some cosmetic work plus new rear bumper.

The Vitesse door has had more paint thrown at it, still doesn't look flat, I don't think I have the skills or patience to get right, so might have to think about finding some money to have it done professionally, but I was hoping to have a trip to the sun later in the year, will have to see which wins, door or sun.

Dave Aspinall's 13/60 is called Hebe, for two reasons, 1st her reg no is HBJ...J which fits in nicely with 2nd reason, like all Heralds she can give you the hebbie-jeebies! She was rebuilt (not by Dave) in the early 2000s and the respray is now breaking down. Dave did a rough and ready job on her roof (it looked like crazy paving) to keep rust at bay. When he bought her, nearly 4 years ago, she was standard apart from a brake servo. Her head gasket was blown and top gear was difficult to engage but she was road legal. She was suffering from a lack of TLC. Interior light didn't work (no bulb and door switches seized). Passenger door had not been opened in years! WD40 cured that. It was obvious from the scree that came with her that someone had found her, made her bare minimum roadworthy, then took her to events to park up for display, not using her otherwise. I have much modified her. The engine is still standard 1296cc, GK big crank, Doesn't like to rev, but very torquey. She now sports: alternator; Revotec electric cooling fan; wide radiator, 1500 Spitfire flywheel, clutch, single rail gearbox with J type overdrive; Swing spring rear suspension; 5J Minilite style alloys with 165/80 tyres; Mintex 1144 brake pads; 13" steering wheel; MX5 seats; inertia reel seat belts; Vitesse alloy bumpers; Vitesse wooden door capping's; Vitesse door cards with pockets; larger Vitesse fuel tank; rev counter; oil pressure gauge; voltmeter; I think that's it. Oh, she is jet black. Not a standard colour for a 13/60. She was green originally, apparently.

Sounds like lots of hard work done by Dave on his 13/60 so hope to see her soon.

Short report this month, don't know what happened to last months, waiting to hear from Ed.

Until next time

Dave

SUFFOLK

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Apologies Suffolk Members Chris had supplied a Report but a change in Text Systems meant we Lost it our end. Bernard Ed.

It was a good turnout for the March meeting even though it was dark and wet. There was only one Triumph though, so Mike takes the prize again for that. There were ten of us gathered and there were a lot of Triumph related topics discussed, including several conversations from those of us who had attended the International Triumph/MG Show at Stoneleigh.

Colin had paid for a stall at Stoneleigh with several of his mates and managed to sell enough parts to cover his costs, even though one of his 'mates' had sold one of Colin's prize possessions whilst Colin was away from the stall for less than 20% of its value! I think some gentle words were exchanged and some compensation was achieved! Lindsay too had some success there; after about four years of deliberation, he finally decided to do a deal with Midland Wheels and purchased a nice new set of 'Minilite' style wheels in

anthracite for his Vitesse project which now takes him a step further to getting it ready for this year's trip to Classic Le Mans. This now leaves him with the engine, gearbox, windscreen, interior, electrics and the trim to sort out! Brian (Paint) also had lots of success there. He managed to get a nice set of black front seats for the next Stag on his production line which he is now hoping to get ready for the Silverstone Classic next year. He also got numerous parts for his MGB re-build which is destined for this year's Classic Le Mans. He likes a challenge and his good friend Bob likes an even bigger challenge as I think he is the one who is going to be doing the majority of the work. I managed to pick a good amount of parts for my numerous projects too which included a steering column and steering box for the TR3A restoration, suspension parts for the TR5, various chrome parts and bumpers for other projects that are on-going.

Rodney is still making enquiries regarding the 13/60 convertible that was mentioned last month and is now researching how to replace the floor pans in his Spitfire. This is all in between his various hospital trips for his continuing treatment which seems to be going well.

There was discussion regarding the Ipswich to **Felixstowe car run** which takes place the **first Sunday in May**. Lyall is intending on taking his HerVitte BondFire and Brian (Lightning) is also booking in with one of his fleet. Geoff and Paul were also discussing it so we may well see them too I hope.

There were pictures being shown around by Colin who has now taken delivery of his much 'heralded' Triumph Herald Estate. Lindsay and I helped him fetch it and I think he is quite pleased with it. At the time of writing this, he has almost got it started and I think we can safely say that it will be back on the road at some stage once the MOT failure sheet from 1995 is worked through! Apologies were received from Russell who was tucked up in bed at home with 'Manflu'.

Hope you feel better soon Russell and I understand that good progress has been made with the Stag resurrection.

Peter will be back for the April meeting I think, so normal service should be resumed for a while at least from April onwards unless he buys any other classic machinery in the meantime!

Chris

It turned out to be a dry evening so we should have used our cars to get to April's meeting. A few did but most didn't, including me.

Chris is progressing very quickly on the TR250 renovation, with it nearing completion and soon being ready for an MOT. The TR5 is still at the welders but is nearly finished and then the USA-imported TR3 will be off to the welders. The TR5 required extensive body repairs whilst the TR3 will be much more straightforward. Fixing the brakes on the TR4A will slow him down a little. The primary fault is with the brake booster unit which caused all 4 brakes to lock on. However there is still something else wrong with them as they do not feel right.

Rodney brought along some photos of a Herald he looked at. To say this was in a distressed state would be putting it mildly. It would probably break in half if an attempt was made to move it. As he said "there was not a lot to look at. It is really scrap with a lot of the body missing but with a number of useful parts." Colin looked as though he might be interested. Rodney is also getting his Spitfire seats rebuilt with new seat covers.

Lightning is having some repairs and improvements in time for Spring, including a clean-out of the carbs and new paint on the roof. Progress was slowed by a problem with the headlamps on his Vitesse; they stopped working. Eventually it was identified as an earth problem but proved difficult to locate exactly where. The problem was solved by running a new earth wire from the battery direct to the headlamps, by-passing the original earthing circuit.

Lindsey's Vitesse rebuild makes progress. I saw it a little while ago and it was looking resplendent in its green paint. It also has its front windscreen back in after a little help from Chris who has now become accomplished in this art. The current quandary is the callipers. The pistons are quite corroded and sanding off the rust would not provide a long term solution. As spares for the 1600 Vitesse can be difficult to find, Colin suggested he replace the callipers with Type 14 (?) ones which are a direct fit, although different pads would be needed.

Russell's Rover engine is now back in the Stag following replacement of the broken manifold studs, repairs to the sump cover, and tidying up of the engine bay. He has improved the existing exhaust system but is considering getting two stainless manifolds from

SURREY SUSSEX . . . SUSSEX WEST



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Rimmers and then having custom sections made for the rest. The main thing is that it is back on the road in time for Spring. My Vitesse is not yet back on the road after having the deformed rear valance straightened and painted after it lost the argument with the exhaust system. The bits come off easily but it can seem to take ages to get body parts and trim to line up properly when being put back together.

Drive-It-Day being Sunday 24th April, several members were intending to take their cars to an event at Kersey Mill, near Hadleigh. Others may just take their cars out for a spin.

The next meeting is **Tuesday 3rd May at 8:00pm at the Sorrel Horse, Barham.**

Peter

SURREY

Tel. 07900 657176

Greetings all, you know who you are. Missed a few deadlines so been a bit quiet in Surrey but we are all still here. Bob is certainly with us in spirit even if he is as far away from England as is possible to get, tooling around New Zealand.

He has spotted some Heralds and TRs at an event and sent photos, thats commitment!

Good turn outs of late, William there with his new bonnet, is that a hat? and multi coloured car that sounds good and goes like stink. Michael brought the new Audi R8 which eclipsed the value of all the cars in the car park, Simon brought the PI and I came in a Honda as it was raining.

Isle of Wight looking good, I think we have Simon, Jeremy, Adam, Cliff and associated family members so it should be reasonable representation of Vitesse, GT6, PI, Spitfire and Aston.

At the pub Con had a heated conversation about the "wall of death" Adam bought a round and folk still left their salads. Sue, if you are reading this try and turn up at the next meeting, we keep missing you.

I had the Spitfire and Vitesse tuned up and they are so much better, also undeareded now so can face the weather. So looking forward to **IOW, South of England meet and Le Mans**. OK folks, all the best, talk soon,

Cliff

SUSSEX

Tel. 01444 450941

Apologies Sussex Members Ian had supplied a Report but a change in Text Systems meant we Lost it our end. Bernard Ed.

Hi all. March meeting was a bit more quiet, probably due to the weather, very cold and wet, still an enjoyable evening though.

Martin's Stag is in the garage being converted from automatic to manual, but the garage has encountered several problems along the way, all can be sorted, though, Martins getting worried about what the final bill will be, but I am sure all will be worth it and he will have a superb Stag at the end of it all.

I collected my new CV driveshafts from Stoneleigh and should be fitting them in the next few weeks, thanks to Pete again.

Clive and Pete are cracking on with the fitting of a Subaru Diff to his Zetec engine, Spitfire, I think he wants to run it up the strip at Santa Pod TriumFest UK weekend. Hope all goes well for that.

Five of us went to Stoneleigh, made a bit of money and had a very enjoyable weekend. I always look forward to this every year.

As we are now into Spring, I have already received several car shows around the county, which I will be going to, and if anyone is interested in coming along then please get in touch. Lets hope we have some nice weather this Spring and Summer to enjoy them. Next meeting is April 6th. Hope to see you all there!

Regards,

Ian

Hi all. A quiet meeting this month by usual standards, due to some people being on holiday, however we did have a new member join us, a very warm welcome to Jess, who has a 12/60 Herald convertible, hopefully she will come along to more meets.

Clive has finished his projects the Toledo is back on the road and bought it to tonights meeting, The Spitfire is complete with a new M O T and back on the road, although I think he is after more power, next stage.

Martin has his Stag back and I think he is very happy with it, so

may miles of summer motoring to come.

I myself have got my GT6 back together complete with C.V. jointed driveshafts, so no more Rotoflex joints to worry about, a massive thank you to Pete for all his help.

Also Gordon one of our members has a MK111 GT6 and is desperate for an overdrive gearbox, so if anyone has one of knows of one for sale, please contact me and I will put you in touch.

Doug is also busy getting his Triumph saloon ready for trialling around the county so good luck to him and his daughter Katy.

Now we are in the spring and the shows season is upon us, so lots to see and do in the coming months. Up and coming shows is the **Lawns at Eastbourne on Sat 30th April /sun 1st May**, and on **Sun 8th May is S.E.M. at Leatherhead**, several of us go to this every year and if you are interested in joining us we meet up at the Pease Potage service station on the A23 at 9 00 am sharp, so hope to see you there.

Next meeting is **Wed May 4th** so hope to see you all then.

Regards

Ian

SUSSEX WEST

Tel. 07976 163006

Well the West Sussex inaugural meet kicked off this month, slight confusion on dates but definitely as of next month we'll be meeting on 3rd Thursday as from now on. I had several telephone calls from members in the proceeding week and we had four attendees on our first meet, with a definite fifth next time around. Due to the weather forecast only two Triumphs in attendance and it did actually pour down later in the evening so both my Vitesse and Ian's beautiful and family owned from new Herald 1200 1967 both had a very rare soaking! Other members who attended was Martin the owner of a red Vitesse MK2 Conv. and Brian with a Herald saloon that he's owned for the last 13 years or so. We all agreed what a great idea to set up this new area group as the county is actually too large to easily travel elsewhere. The evening flowed really well obviously we all had lots of car stories and anecdotes and a pleasant time had by all, all agreeing as well on the location and a rather good selection of local beers to boot.

One topic of conversation we had was that I had been off work for a few days this week, and I spied a MK1 Vitesse Convertible on the pages of eBay. Dry stored for the last 10 years with having only one owner from new and only 77k miles, and only 20 minutes away from home from me. Well on Friday morning (day after our meet) my wife's words were "how is that Vitesse doing on eBay....why don't you go and have a look at it today as you're off" ...well that a bit like a green light that you've got permission to buy it if it's any good! Off I trundled that afternoon as the sale finished that evening and the price was now £2750.10, 10 pence makes all the difference. Well the pictures were of a very dull but original grey paint, drivers door rotten BUT the remainder an absolute gem and chassis and floor in perfect condition. Glove box I found service book and original bill of sale matching service book details. It had had a brake servo fitted and the battery fitted in the boot (I'll return to original). Interior mint condition apart from usual carpet wear so the club Newtons will be purchased here. Came home discussed with my wife and pressed the magic "buy" button in the last 30 seconds whilst eating dinner....mine for £2910.10. What had I done I thought but my wife said "right well that's your first retirement project and we've got a place to store it too". So motto of the story don't go out drinking with a group of Triumph fanatics or tell your wife there is a little "gem" close by.

Leatherhead South East meet on weekend of 8th May so hopefully see many of you there and hoping for lots of sunshine

Thanks

Nigel

IMPORTANT NOTE

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



THAMES . . . NORTH WALES

TSSC AREA NEWS

THAMES

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Hello all. Finally I got to start work on my Vitesse, but it's still needs a wash and polish even more now my oily hands have been placed all over it. We had a great meeting at the new venue (The George Inn at Wraysbury). The beer was very drinkable and meals very tasty (if a little pricey). The staff were friendly and we had a corner of the pub mainly to ourselves.

Don't forget to give me any local car show dates so that they can be listed, also recommendations for roaming pubs meeting for the summer which will be on the **1st Thursday of the month**. Of which the first of these will be on the **5th of May at the Thames Court, Towpath, Shepperton, Surrey TW17 9LJ & in June on the 2nd at THE NEW INN, Send road, Send Surrey GU23 7EN** SOCIAL EVENING AT THE GEORGE INN. - 17TH MARCH. Our first meeting at the George Inn was a success, unfortunately my Vitesse was off the road due to running repairs, but on the plus side Julie got to drive so I could sample more ales (result).

Tonight we had the lovely company of Tony H, George B, Jay & Sam, Graeme C, Mike H, Bob & Wendy, Doug, Martin F. Some of us enjoyed a nice meal to start off the meeting & Jay treated Sam to a belated birthday meal (HAPPY BIRTHDAY SAM!). Triumphs in the car park were Tony's Stag, Jay's Spitfire 1500, George's Mk1 Vitesse convertible & Martins Mk2 2000 saloon.

Work on our Triumph's has been:- Jay has fitted a new passenger side seatbelt much to Sam's delight. He has also purchased a new hood to be fitted at a later date. Graeme's TR6 needs a new tyre for its MoT. Bob's fitted an exhaust to his Spitfire project. Martin has repaired the handbrake on his Spitfire 1500 and plans to overhaul the clutch master cylinder, and is still enjoying his big saloon. I have replaced the Vitesse's rear spring with my original one which was re-tempered. I also removed the gearbox and started to overhaul it replacing the bearings, spigot bush, and clutch, replacing one of the selector forks (Many thanks to Adam C Surrey Area). Julie's raffle winners were:- Bob won the bottle of Wine, Jay won a pair of Screwdrivers, George won the Interior Wipes, and I won a can of WD40.

A great evening nicely looked after by the bar staff and great company, thank you to all.

Our next meetings at 8 pm is at the **GEORGE INN Wraysbury in May on the 19th & in June on the 16th**. Also on the **5th of May at THE THAMES COURT, Towpath, Shepperton, Surrey TW17 9LJ & in June on the 2nd at THE NEW INN, Send road, Send Surrey GU23 7EN**.

Please come & join us for a warm welcome or call me on 07773623807.

Coming events.

MAY

- 2nd May Guildford Lions Fayre Shalford
- 6th /8th South of England Meet Leatherhead
- 15th Chiltern hills rally, Weedon Park Bucks
- 22nd Spring Classic Breakfast Brooklands
- 29th /30th motorsport at the palace Crystal Palace

JUNE

- 5th Gemini Events London to Brighton
- 11th All Triumph Day @ Ace Café London
- 18th Englefield Green Show Englefield Green
- 18th Double Twelve show Brooklands
- 19th Hedsor Classic Car Show Hedsor Bucks
- 24th/26th Cornwall camping weekend Bude
- 26th Hanworth Classic Surrey Bushy park Hampton Court

Mickey & Julie

IMPORTANT NOTE

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

NORTH WALES

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Hello, everyone. Tuesday 1st March, and another very busy monthly meeting, although five of our M.G. friends were starting another holiday, cruising from Australia. Helena and M.G. Sam covered future events lists, and Weston Park tickets were distributed. M.G. Pete and Alison took on another large and interesting raffle:- Joan had taken a prize, something that she has been wanting to "pass on" for some time. This was the last prize not claimed, and Joan's ticket was the one drawn, so she said to draw another ticket, and guess what, she was the winner again! The chances of that happening are pretty remote:- Helena shouted across "Give 'em a good shake up, Pete", which he did, and she won the prize. Lots of laughter, another great night.

M.G. Sam has fitted an oil cooler to his Midget, and is now fitting a new windscreens, which is a very fiddly job. Our Stag and Spitty were easy in comparison with their rubber bead. Tony continues to fiddle with his cars:- on his Spitfire he has cut the hard top to Targa style and fitted low-profile tyres on alloy wheels, plus rally seats. Now poor Gail finds it a very uncomfortable ride!

Friday 18th March was our annual skittles night at the Bickerton Poacher. There was a good turn-out of our group, as is usual for this event, and the evening was thoroughly enjoyed by all, Julia's team being the victors.

On Sunday 27th March Roger, along with grandson Tom, took our Stag to Weston Park, whilst Helena stayed at home due to lambing. The weather was very cold, raining, and extremely windy. The gazebo was erected, but such were the conditions that it was decided in a short time to take it back down again. Julia's Spitfire had her first outing after the refurbishment, and looks very smart indeed. Roger said that although everyone enjoyed looking around the various stalls, it was so cold and wet that the time for doing this had to be limited before making a dash back to the cars for some warmth! The majority of our group were booked to attend Weston on the Monday, but the show was cancelled due to the inclement weather and the conditions on site.

Tuesday 29th March was our OFFAL run, organised this month by Julia and Alan. It was Roger's turn to stay put, so Helena took granddaughter Grace for the day out, pointing out that she would have to be the navigator, a task she performed very well indeed:- not bad for a young teenager who had never done this before! Twenty-nine of us met at Moreton Garden Centre in Chirk for coffees and teas, and then a good mooch around the assorted retail outlets before setting off on a lovely run. We finished up at the Jack Mytton Inn, Hindford, Oswestry, for our pre-booked lunches. Good food, good company, lots of chat and laughter, what more could you ask for? Another thoroughly enjoyable day, even the weather was kind to us.

We now complete the story of a Spitfire, as mentioned in last March's issue, and told by Chris Smith of Autoservices Marchwiell Garage:-

"Next to the ongoing story of Mrs. Spitty AKA a Vermilion Red 1979 Spitfire 1500. At MOT time in the middle of the year she failed her test on two corrosion holes in the sill adjacent to the seat belt mounts. A temporary repair was made so she would pass and be able to make the trip to Spain planned by the Chester and Wrexham Classic Car Club.

The black patches on each sill were a source of many a conversation over the next month. Mrs. Spitty was due to be stripped down in the winter months and repaired. When the work started on her it was quickly discovered that there was more wrong than a simple sill replacement. Someone in the past had had a go at repairing her but had not done the job properly at all.

As the layers of metal were removed (in places up to 5 layers of metal) it was discovered we had 2 outer sills on one side - Yes, 2! No strengthening sill and a very corroded inner sill. The "A" post area was a site for sore eyes - layers of metal again, some not attached in places. Moving down the back of the Spit the rear wing had a funny shape to it. On inspection the rear wing was a miss match patchwork quilt of plates and repair panels and the most scary thing about it was the rear wing was not, that's right, not welded around the arch! So up to now the Spit has had the "A" post area, 3 parts of the sill, rear wing, inner arch and "B" post on the right hand side re-built into the body shell."

SOUTH WALES

TSSC AREA NEWS



A very thorough repair has been completed so, as mentioned earlier on in this article, Julia's Spitfire is now back on the road, albeit a while later than first anticipated.

Well, that is that for the moment. Don't forget that our monthly meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is also the meeting at The Plough in St. Asaph on the third Wednesday of the month, again at 8.00 p.m. We hope to see you.

Forthcoming events:-

- 1st May:-** Classic Car & Transport Show, Catton Hall, Frodsham.
2nd May:- Gawsworth Hall.
3rd May:- Monthly meeting at the Trevor Arms, Marford.
14th May:- Jan and Geoff's Run.
14th - 15th May:- Prescott Weekend.
15th May:- Wheels Within Wem Show, Wem.
15th May:- Wirral Classic Car Show, CH63 4JB. Contact Peter Madge - 0151 625 7829.
18th May:- Meeting at the Plough Inn, St. Asaph.
21st May:- Heritage Transport Day, Cambrian Heritage Railways, Oswestry.
21st - 22nd May:- Anglesey Steam Fair.
22nd May:- Eaton Manor Classic Vehicle Day, Church Stretton.
22nd May:- Candle Charity Run.
22nd May:- Classic Car Meet, Dearnford Lake Cafe.
24th May:- OFFAL.
28th May:- Weaver Wander.
28th May:- Smallwood Steam Fair, Malpas.
28th - 30th May:- May Ashley Hall Traction Engine Rally, Altrincham.
29th - 30th May:- Prestatyn Run and Car Show.
29th - 30th May:- Cheshire Classic Car & Motorcycle Show, Capesthorpe Hall, Macclesfield.
June
4th - 5th June:- Classic Car Show, Tatton Park.
7th June:- Monthly meeting at the Trevor Arms, Marford.
15th June:- Meeting at the Plough Inn, St. Asaph.
19th June:- Trentham Gardens:- (Gemini Event):- Tel:- 01527-831726.
19th June:- Wheels Within Wem Show, Wem.
19th June:- Welshpool Air Show.
19th June:- Thornton Hough Manor, Wirral.
21st - 22nd June:- Cheshire Show:- (Website):- Tel:- 01565-757825.
25th - 26th June:- Kelsall Steam Rally:- (for cars pre-1972).
24th June - 3rd July:- Spanish Trip.
28th June:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

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PRACTICAL CLASSICS SHOW MARCH 6th

This was another modern car dash to the show for parts and spares. Alan, Ant and I walked from my house to the local ASDA car park where Crazy George was to pick us up, as we were walking George drove past us and into the McDonalds! We continued on to the car park and George turned up 10 minutes later



looking "fulfilled". We then left to pick up Paul G en route to the

meeting point on the A449 where we met Monmouth Mafia Mike & John. George was supposed to lead the way, but his continued struggle with the air con controls of his car meant that we could only reach 45mph! The Mafia's Sierra tore past us and George was advised to keep up with them or suffer the consequences that a late arrival could mean to their "business".

We finally reached the NEC and the Mafia were waiting for us in the "Fried Egg" Whetherspoon pub, seats reserved and special rates already negotiated, thanks lads.

After a great breakfast we arranged to split into groups and to meet at the TSSC stand at 1pm. George and Alan had left their phones in the car so we impressed on George that he must stay with us. Half hour later George had escaped, but luckily for us we heard a commotion coming from the area where Ed China & Mike Brewer were talking to the audience. Crazy George had been asking awkward questions and they were trying to wrestle the microphone off him with little success! We managed to retrieve George from the situation and Al tied a pink helium filled balloon around George's wrist on a long string, this enabled us to keep track of his movements for the rest of the day without having to rely on seeking out areas of disruption.

At the pre arranged time we met Mark Davies and his mate from Pembroke and it was great to have a catch up with them. Mike & John had another venue to visit to complete their day's business so we said our goodbyes before they went on their way.

Again we were well received at the TSSC stand with Bernard and the team showing great hospitality (and patience) to us. There were many bargains to be had and a great variety of cars to look at, this show is definitely developing and becoming better each time, well done PC.

The pie company were there and again we bought their Aberdeen Angus pies which on the face of it look to be expensive, but they are worth every penny, I kid you not, the filling is of such quality that even George could not stamp it into the floor when he spat ½ of it out while trying to argue again with Mike Brewer and those queuing to speak to Mike & Ed were entertained by George's "tap dance routine" as he attempted to do so.

The day flew by and the time to leave arrived all too soon so we headed out and jumped onto the bus to take us to the car park. George decided to leave the air con alone and we had a swift journey home with a stop at Strensham Services for coffee.

As we hit the M4 Ant remarked, "well, what we lacked in numbers was more than made up for by the amount of pie filling that flew out of George's mouth". "What" shouted George as ¾ of a McDonalds burger splattered against the inside of the windscreen. Thanks to those who were able to support the run on Mother's Day.

FANTASTIC - Bern

WESTON SUPER MARE SHOW EASTER SUNDAY 27th

Myself, Michelle and Al left my house in my Triumph Herald 13/60 Convertible at 8am stopping for fuel en route to the first meeting point at Cardiff Gate Services where we met Crazy George, St. Elaine & Mohair (modern), Action Man, Mals, The Hammer, Sparky & Tizzy (13/60 Red Tardis), Rob & Pete (13/60 Shooting Brake), Young Eddie & Mo (13/60 Saloon) and Mike The Cake & Emma (SPIT MkIV). At the pre arranged time we left to take the M4 to the next meeting point at Magor Services where we met Paul & Dotty (TR6), Monmouth John (Acclaim), Heather, Helen, Grant, Cerys & Lewis (Triumph Sierra), Monmouth Mike (Acclaim), Tim, Gwyn & Babs (Dolly) and Mikey J (GT6). Our



convoy of 12 cars then left to travel along the M4 & M5 in 4 groups of 3 to Weston Super Mare where we parked up in a prominent position befitting TSSC on the promenade.

Our AO had selflessly taken part in a curried Goat eating ceremony the night before to ensure that we had beautiful sunshine all day long, Fantastic. Many clubs from even a few miles away



SOUTH WALES . . . WESSEX

TSSC AREA NEWS

South Wales Continues

had not turned up due to the poor weather forecast and we thought it a very nice touch when the organisers came to thank us for travelling from Wales to support their show. We were then joined by 2 other Triumphs, a Vitesse and Dolly from the local TSSC area, nice one.

We had brought a batch of trade price Triumph service parts from GB Classic Cars to sell and oil filters, brake parts and ignition parts were snapped up (even cheaper for those in the TSSC).

Dotty & Paul G kept the kettles boiling throughout the day and Mike the Cake had made a cake in the shape of an Easter egg. Around lunchtime we split into various groups to frequent the various cafes and pubs. Crazy George, St. Elaine, Mohair, Michelle, Dotty, Paul G, Al & myself went into a fish and chip cafe that we have been to before and once again we had a first class meal where George kept us all entertained with his banter. It was then back to the cars for more coffee and a look at the cars on display, TSSC S. Wales being the largest club present.

At 3:30pm Rob & Pete decided to leave as their car was suffering what was believed to be fuel starvation and Mikey J volunteered to follow them in case they had problems on the way, if they had encountered a problem the rest of us would be close behind them to help, but thankfully there was no sign of them when we made our way along the same route. The 3 Monmouth Mafia cars left about 15 minutes later to collect their percentage from the Severn Crossing Tolls and to arrange free passage for the rest of us who left at 4pm. It was another great run home in the sun with all soft tops down and as we neared Cardiff Al summed up the day nicely when he said "well what we now lack in 20 pence coins (the cost of the toilets) has more than been made up for by the excellent club turnout".

"FANTASTIC" Michelle said.

Thank you to all those who were able to attend and make it a great day out.

COLEFORD SHOW MONDAY 28th

Once again this event really started the night before. Our AO could not face another Gout curry to ensure that the weather was good, but thankfully Al had designed an app for his mobile phone which enabled him to "click and drag" storm Katie away from Coleford and our route there.

I had to use my 13/60 Saloon as the S. Wales coastguard had commandeered my TR4A(mphibious) to cope with the extra emergency calls in the Bristol Channel due to the storm. So Al & I left my house in the lovely sunshine to travel the short distance to Cardiff Gate Services where we met up with Young Eddie & Mo (13/60 Saloon), Mike The Cake & Emma (Spitfire MkIV) and Mark Davies (Triumph Healey 100) who had travelled all the way from his home in West Wales to support the run, a great effort from Mark and one that was well appreciated by us all, top man Fantastic!

At the pre arranged time we left to travel along the M4 then the A449 to our next meeting point where Dotty & Paul G (TR6) were waiting for us. We then left for Coleford with Paul leading. When we arrived at Coleford Monmouth Mafia John & Mike (Acclaim & Triumph Cortina) were waiting for us and informed us that the restaurant Kaplan's had requested that the most prestigious cars to enter the show were displayed outside their restaurant to entice customers, so we obediently parked up where John & Mike had reserved the spaces, Fantastic!

Once the cars were in place we were all treated to free large English Breakfasts FANTASTIC! Then we had a walk around the show to look at the cars and the various stalls and auto jumble. Mid morning Al had to walk to the top of the hill to find a signal for his phone to use his weather app again as it was starting to cloud over, but another click and drag soon had the sun back. As previously arranged Derek & Victoria turned up to swell our numbers as well as Jan & Dave and during the day we were visited by members of other TSSC areas who came over for a chat. Our numbers were complete when Kevin, Taylor and Leanne arrived and we all had a good catch up. Some of us did not want the 3 course roast dinner that Kaplan's wanted to serve us so we split into various groups for different lunches, Al and I opting for a healthy salad with a Donner Kebab which we agreed was one of

the best we had both ever had.

Dave & Margaret Wiltshire also came along to have a chat with us as they were attending in their beautiful TR4A, it was great to see them both.

Well as with all great days out the time flew by and soon it was 4pm and the cars started to leave as the roads were re opened, so with all soft tops down our group of cars followed Paul G out of Coleford and along the country roads until we hit the A449, then the M4 for the last few miles (Young Eddie stopping briefly to switch his Herald tank onto reserve). Once again it was Al who summed up the day when he said "Well, what we lacked in bad weather was more than made up for by the meat clever welding chef who chased a complaining customer out of the kebab house". "I hope the coastguard has brought my TR back" I replied.

A big thank you to those who were able to support this run as it was only yesterday that we were at Weston, especially to Mark who came from West Wales FANTASTIC!

Bern

Events Coming Up

May

Swansea Historic Vehicle Register Singleton Park Monday

May 2nd

Kewstoke Saturday 7th

Carmarthenshire Road Run Sunday May 15th

Beaulieu Autojumble Saturday May 21st

South Wales Classic Car Club Cardiff City Football

Stadium Sunday May 22nd

Porthkerry Classic Car Show Saturday 28th

Cardigan Show Sunday May 29th

Val of Glamorgan Show May 30th

June

Hogs Head Classic & Vintage Show Saturday June 4th

Pembrokeshire Classic Car Club Show Scolton Manor

Sunday June 5th

O "Driver's Seat" Sat 11th

O Mid-Summer "Classic Awareness" Tour

Barry Festival of Transport Sunday 12th

The Coracle Run Saturday 18th June

Tssc S.Wales Classic Car Show Margam Park

Sunday 19th

Emma & Mike The Cake's Weekend

Friday 24th - Sunday 26th

WESSEX

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or Martin Berry: berry223@btinternet.com

Sunday 17th April, The New Forest Run was over subscribed well before the closing date! This is the first year that we have not been able to accommodate all who have applied before the cut off date! So we apologise to all those applicants that were disappointed, we did extend the entries by at least another twenty-five cars, but finally had to make a decision to close the entrants, due to limited parking! - It just proves how popular this event has become. Next year will be our 25th anniversary and we hope that we will be able to do something a bit different and hopefully secure venues that will accommodate all that wish to come and hope that we do not have to turn cars away! If we are restricted by numbers we will make it clear that it will be on a first come basis, up to the cut off number that we feel we can accommodate. The starting point this year was Ringwood long stay car park, which has taken us full circle, as this was our original starting point all those years ago, being just off the A31 in the centre of Ringwood. The finishing point was Hinchliffe Castle, the only drawback is that it is a bit of a tight squeeze and is the main reason why we were unable to accept any more entrants! The Castle and views across to the Isle of Wight make it a popular attraction, which is why we decided to use it for a second year, but feel that next year we will have to find a venue that will accommodate more cars. That will be our challenge for 2017! A full report on how the day went in the next issue.

Onto other events coming up:- **Basingstoke, 8th May**, where we are putting on a display with the TR Drivers. Also, the **Beaulieu Spring Auto Jumble, 21/22nd May**, we will have a stall, so please come and visit us and say hello. - **The Hardy Classic, 5th**

WEST MIDLANDS . . . WIRRAL WORCESTER

TSSC AREA NEWS



June. - The Bristol Classic at Shepton Mallet, 18/19th June.
- BPPC Transport Show, Pilford, 16/17th July. - Silverstone Classic, 29/31st July, which some of us will be attending, it sounds like it will be a good weekend. Not sure about camping!
- Lymington, 7th August, again we will be teaming up with the TR's. - Breamore, 14th August, which will take us nicely into September and Beaulieu Auto Jumble, 2/3/4th Sept, where Dave, Trevor and myself will be sharing a stall with our auto jumble friends. After all that, if there is a free Sunday or two perhaps if Alan has time he could organise one of his lunch time runs which were very popular last summer! So that is a brief précis of our plans for this summer. I'm sure I have missed an event or two! More information as and when we get it, either in next month's report or via the Wessex Triumph group email. **Next meeting will be at the Tyrrells Ford, Thursday 26th May.**

Martin

WEST MIDLANDS Tel. 07969 024999
Chris. 07505 110922

April now with us and the weather showing some signs of getting better with everyone telling you that the arrival of daffodils is a sign that spring is finally here, but you and I know that the real sign that spring has arrived is more members turning up for the April meeting in their Triumphs. On the 5th April we had a really good turn out for our normal monthly meeting, with 38 people attending. Now I am not sure if the improving weather was the reason for this, or the opportunity to drive their Triumphs but I believe the real reason for the good turn out was the belated Easter Egg Raffle. This should have taken place at the March meeting but with my wife coming out of hospital the day before after having her right hip replaced, I had to miss the meeting.

My thanks to all those who took part in the Easter Egg Raffle and so generously bought tickets because as you know, profits from this raffle and those held in the past will go towards the donation to the Air Ambulance who we will be visiting as part of the route on Drive it Day. For anyone who has forgotten that takes place on Sunday 24th April 2016.

Easter Eggs all sold and probably now eaten, all those good New Year resolutions gone out the window for the simple pleasure of eating chocolate.

On a personal note, I would like to thank all those members who during my wife's period of time in hospital sent us both good wishes. It is appreciated and I am happy to report that she is making good progress, but as yet not able to start back with her news paper round or take advantage of the hang gliding course I bought her for Christmas. I am sure it will all come right in the end.

Quite a few members, including myself are off the week end 16th and 17th April to Stoke Prior just outside Bromsgrove to attend the Vintage Gathering, but the start of the season has got to be Drive it Day on Sunday 14th April. At the present moment 10 cars with crews are booked to take part, with a route of about 47 miles carefully planned by several members. My thanks are extended to them for the assistance in planning this day out.

Next meeting **Tuesday 3rd May 2016**, until then keep your pedal to the metal and enjoy driving your Triumph.

Regards.

Roger

that guy with the Triumph car but a Honda engine

WIRRAL Tel. 0151 625 3172

Hi all. Well after last months 'full house' at the Cottage Loaf, this month (April) the numbers were down a little (although still 30 plus I'd say) most likely attributable to the notable absence of 'main draw' & local rock legend Dave Evennett, currently on tour in Vancouver, with I assume, many of his groupies fellow club members.

Dave will be back shortly and normal service will be resumed no doubt! Actually, it was great to see many newer faces (as in new to the club not as in err... young... but not old... well, relative to our oldest member... oh dear, hole dug).

No events to report on this month so I thought I would briefly recall a nice tale involving my neighbour and Wirral resident Wendy Lewis who, knowing of my interest in Triumphs, had some time ago told me the somewhat sad tale of her dad and his beau-

tiful Magenta TR6 which had been his pride and joy, frequently out driving extreme distances just for the thrill of the drive - a proper enthusiast. Just before he sadly died in the late 1990s, he sold the car to a family friend, with whom Wendy & her brother Paul lost contact. Wendy was telling me how it had always been a source of regret that it hadn't stayed in the family, as in her eyes, the car was indelibly connected to her Dad - and his memory. That was her story and that was that. But... a few months after Wendy had told me this tale, low and behold, Paul gets a text from a friend visiting the Birmingham Classic Car show, with a pic of a familiar TR6 saying "Recognise this?". There was their Dad's TR6, in pretty good condition, up for sale! After a tearful phone call between the two siblings, a deal was struck with the seller and yes, the car is now back in the family, hoorah!! The car, in excellent condition, was parked up at Wendy's house this week which reminded me of this uplifting tale! Pic is of Wendy & Paul in the car. Hopefully Wendy and /or Paul can join us on a run sometime.

So (wiping the tears from my eyes) just a reminder of Drive it Day on 22nd April. Details to be circulated, but a trip to Llangollen with pub meal is on the cards I understand. Anybody is welcome to join us of course (in fact positively encouraged), Triumph or not. Please give Dave E or me a call. That's it, happy driving!

Richard

WORCESTER Tel. 01527 894125
www.tssc-worcester.org.uk

Hi Folks. We've settled back into our new old home - we're revisiting The Berkeley Arms just outside Worcester - and I think I told everyone before the first meeting! A quick detour past the old place on the first night appeared to confirm this, apologies to anyone who turned up for the first time.

A few members managed to get out and about over the last month which means I do have something to put down! Bromyard had their first Motoring Festival where they closed off a few of the streets and made a town circuit for cars to whip around for display and also for a couple of manufacturers to showcase models, both new and old. The few members that went had a good day out and I'm sure it'll be run again next year so it maybe one to put on the calendar.

I think the Practical Classics show should have appeared in last months write up so apologies for being late with this one but several members went (me included) and a good day was had by all. There was lots to see and do and plenty of people to meet up with, it was good to see Tracey and Marcus from the IOW area up there - it meant we could hand over some of the stuff we had acquired for their weekend goodie bags but more on that next month!

The Malvern Filling Station breakfast meet is always well attended and the tradition continued for this month! There was a good turnout of cars and the owners enjoyed the good full English that we've come to expect.

We finally managed to get our annual dinner done - a couple of weeks late due to the pub switch around and also with less notice than normal so apologies to those who couldn't make it. A good evening was had by all who went and for the next one I promise to give more than a couple of weeks notice.

At the April meet it was good to see a couple of new faces and a returnee, in all we had about 25 people around the table which was great to see but there is always room for more! If you're at a loose end on **Monday 9th May** (the first Monday is a Bank Holiday remember) and fancy a run out to a country pub and a few chips, pop along to **The Berkeley Arms** and see what we're all about. You don't need a working Triumph to join in (trust me on this one!) in fact we may be able to help you get yours back on the road.

By the time you're reading this I will have actually done at least two things that I can write about for the next report - the Five Point Tour is looming (soooooo excited!) and the I.O.W. camping weekend will be fresh in the memory - let's just hope I remember to write the report before I go to Laon!

TTFN

Vicky

SOUTH OF ENGLAND MEET

6TH & 7TH MAY 2016

Sat 6th

**Drives out to local
places of interest**

Sunday 7th

**ALL Triumph Car Show
& Concours**

Autojumble & Stalls

**Camping from
Friday 8th afternoon**

£5.00 Per Night TBC

Entry - Pay on the Gate

£5.00 Per Person TBC

FREE Entry for children under 16.

FREE Autojumble pitches.

FREE Concours - All Triumph cars

**TSSC Club Shop
Insurance Valuations**

Location:

**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**



**For more information contact Mickey Hazell
Telephone. 07773 623807**

E-mail: chippymickey@yahoo.co.uk

North Yorks DENTRUN

Fri 13th - Sunday 15th May 2016

A relaxing weekend in the scenic Yorkshire Dales. The weekend is all about relaxing and getting ready for the busy show season. The weekend will be based at the **High Laning Campsite, Dent, Nr Sedburgh, Cumbria, LA10 5QJ (Highlaning.com)**

If we have over 10 pitches on the weekend we will receive a generous discount on camping fees. B&B is also available in the village.

There will be a run through the Dales on the Saturday (10ish am start)

The route will take in as much scenery as is possible and incorporate a lunchtime stop with a choice of picnic/cafe or a pub meal.

The remainder of the weekend is all about relaxing and taking in the local area. There are 2 pubs locally, so shelter is assured should the weather be against us.

Booking is advised so that we can ensure that we have enough camping space and route books for the Saturday. Costs for the weekend are simple. £3 each car doing the run for the route book (Modern and classic welcome), plus camping fees to be paid direct to the campsite. Campsite and eve pubs are dog friendly as long as their rules are followed.

Please ensure you arrive with enough fuel to complete the Saturday run.

Please send the form to address below or email Richard on 72stag@gmail.com.

1 College Farm Close, Whitley, Nr. Goole North Yorkshire DN14 0UY

Please include £3 per car as either a cheque made payable to R Briscoe

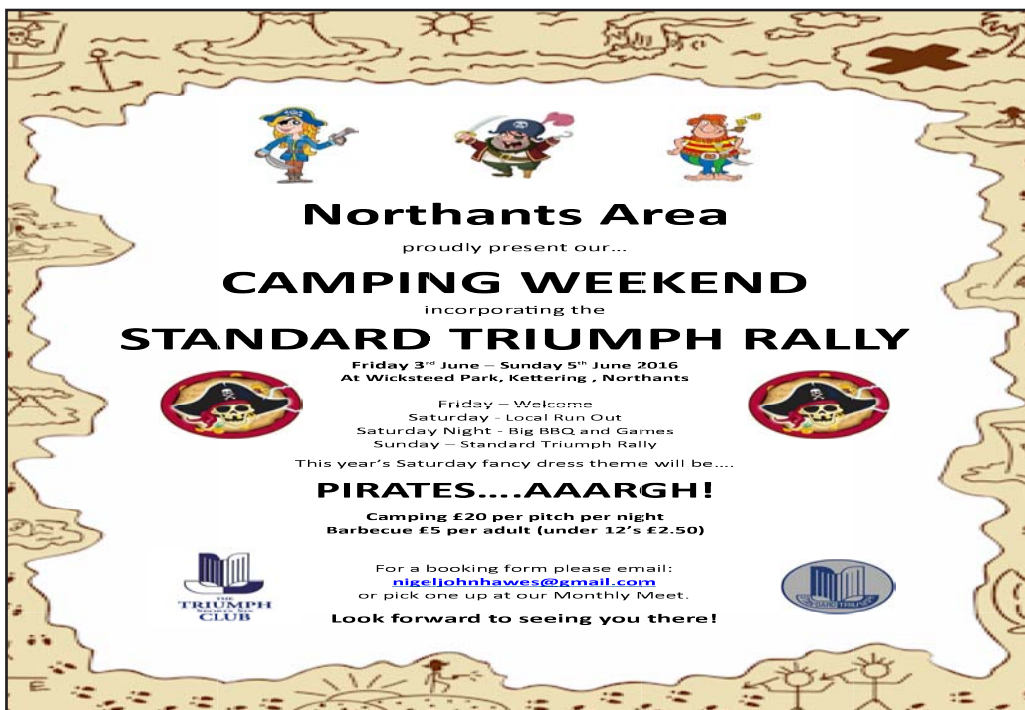
or via Friends and Family at [Paypal](https://www.paypal.com) to 72stag@gmail.com




Name : Address.....

..... Post Code

e-mail:

No. of Cars: Camping : Yes / No



Northants Area



proudly present our...

CAMPING WEEKEND

incorporating the

STANDARD TRIUMPH RALLY

Friday 3rd June – Sunday 5th June 2016
 At Wicksteed Park, Kettering, Northants






Friday – Welcome
 Saturday – Local Run Out
 Saturday Night – Big BBQ and Games
 Sunday – Standard Triumph Rally

This year's Saturday fancy dress theme will be....

PIRATES....AAARGH!

Camping £20 per pitch per night
 Barbecue £5 per adult (under 12's £2.50)

For a booking form please email:
nigellohnhawes@gmail.com
 or pick one up at our Monthly Meet.

Look forward to seeing you there!

Be part of the
World's Biggest
 Classic Motor Racing Festival


SilverstoneClassic
 29 | 30 | 31 JULY 2016



Car Club Members Package: 2 adult admission tickets & a vehicle display pass from only £49

- Be part of the infield car club displays which are now over 120 clubs strong
- Watch over 1,000 cars from across 80 years of racing competing in more than 20 races over the weekend
- Live music concerts on Friday and Saturday night including The Stranglers and Reef
- Fun family weekend including aerial displays, giant wheel, vintage fun fair and much more
- Retail village with automobilia, parts and accessories



Use the official club booking code:

SCC16010

Car Club Packages must be bought by 31st May

Ticket Hotline: **0871 231 0849** Calls cost 10p per minute plus network charges

Tickets & Info at **www.silverstoneclassic.com**

Derwent Valley's Peak Run Weekend

17th to 19th June 2016

Friday night a warm welcome at the campsite with evening activities.

Saturday campsite based activities/Ashbourne Streetfest.

Saturday night is the usual Party Night at the campsite.

This year's Party Night theme is 1940's Britain.

Sunday is the day of the 28th Peak Run—a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

Camping available from 3pm Thursday 16th until noon Monday 20th June at the Peak Gateway Campsite near Ashbourne. Sorry NO electric hook up available.

Visit our **Peak Run** website at www.peakrun.weebly.com for more information.

Name

Address

.....Postcode

Phone Nos. Email

Car Make Model Reg. No.

Package	Rate	Tick Below
"Early Bird Weekend" and Run with up to 4 nights camping. Available until 30 th April 2016.	£45 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run with up to 4 nights camping.	£50 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run with 1 nights camping.	£30 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run excluding with no camping.	£20 per car	<input type="checkbox"/>
The Sunday Run only.	£10 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to **Derwent Valley Area TSSC** to:

**Peak Run 2016, c/o Kim and Paul Dale,
Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.**

Telephone Enquiries:

Kim and Paul Dale - 01335 345784

Courtesy of



Leicestershire and Rutland Area Triumph Sports Six Club



You are cordially invited to the **31st SUNSHINE RALLY** 5th - 7th August 2016

We will be returning to
Our venue at the Rutland Caravan & Camping Site
Greetham LE15 7FN

An immaculate camp site with superb facilities
Our own flat, sheltered rally field with 7 hard standings pitches for campers,
electric hook-ups also available (1st come - 1st served), less than a 10 minute
walk to Greetham village with 3 pub restaurants

Camping Friday 5th & Saturday 6th with option for additional night Friday night

Warm welcome, meet old friends and make new ones
Saturday

Optional planned casual drive around stunning Rutland and Rutland waters.
Many alternative places of interest to visit plus shopping opportunities.

Saturday night

Fun & games, BBQ, quiz, sing-along, raffle and more

Sunday

On foot Treasure hunt passing 3 pub/restaurants for lunch. Return to rally field
for a car show with people's choice.

2 nights inclusive £40.

2 nights inclusive + hookup £50.

For more details & booking form contact:

Neil 07530307371 tr6scimitar@yahoo.co.uk

Jan 07799804415 j.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk

Lincolnshire Triumphs

A family friendly group of triumph car enthusiasts. Monthly Meet, workshop days and convoy runs to events



Lincolnshire Triumphs Weekend Tattershall Lakes Holiday Park 2nd - 4th September 2016



Join us for a weekend of Triumphs and fun!

- ✓ Convoy runs
- ✓ Lincolnshire Countryside
- ✓ Family Activities
- ✓ Fabulous scenery
- ✓ Show and Shine
- ✓ Evening Entertainment
- ✓ Competitions and Quizzes
- ✓ Beach Fun
- ✓ All Triumphs
- ✓ Glamping*
- ✓ Tents and Tourer Camping
- ✓ Static Caravans*
- ✓ Luxury Lodges*

*Limited Availability

For more information please see our websites or contact
Carl Wright on 07534 331830 or by email carl@linctssc.co.uk

www.lincolnshiretriumphs.co.uk [@LincolnTriumphs](https://twitter.com/LincolnTriumphs) [/Lincolnshiretriumphs](https://www.facebook.com/Lincolnshiretriumphs)



The event is organised by the Lincolnshire Area of the Triumph Sports Six Club,
and in association with the Lincolnshire Area of the Triumph 2000, 2500, 2.5 Register.
Supported by Rimner Brothers.

Lincolnshire Triumphs

A family friendly group of triumph car enthusiasts. Monthly Meet, workshop days and convoy runs to events



2016 Camping Weekend - Tattershall Lakes Holiday Park

57 Sleaford Rd, Tattershall, Lincolnshire LN4 4LR

Friday 2nd - Sunday 4th September 2016

Event Organiser: Carl Wright, 07534 331830, carl@linctssc.co.uk

www.lincolnshiretriumphs.co.uk

[@LincolnTriumphs](https://twitter.com/LincolnTriumphs)

[/Lincolnshiretriumphs](https://www.facebook.com/Lincolnshiretriumphs)

Booking Form

Name:

Email:

Telephone:

	Friday	Saturday	Total
Tent/Tourer - £20			
Electric - £2.50			
Other (as booked)			
(all prices are per pitch, per night)			
	Total:		

Please make cheques payable to:

Lincolnshire Area Triumph Sports Six Club

Car Make/Model:

Car Registration:

Any specific requirements:

Please post form and cheques to:

Lincolnshire Area Triumph Sports Six Club

47 Swinderby Road, Collingham, Newark, Nottinghamshire. NG23 7PH



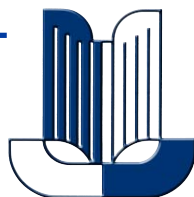
www.lincolnshiretriumphs.co.uk

[@LincolnTriumphs](https://twitter.com/LincolnTriumphs)

[/Lincolnshiretriumphs](https://www.facebook.com/Lincolnshiretriumphs)



TSSC Herts & Beds Area
Present the 23rd



THE
TRIUMPH
SPORTS SIX
CLUB

ALL TRIUMPH & CLASSICS DAY at DUXFORD



Event Tickets

Adults & 15+

£13.00 each

5-15 **£6.00** each

0-5 **FREE**

Full site
access with
Discounted
Admission

Location
Jct 10. M11

Sat Navs use
CB22 4QR

Discount entry Kiosks close at 2pm

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations

SUNDAY September 18th 2016

Gates open 10 am - Close 6pm

To qualify for discounted admission, arrive at the event kiosks ~ IWM main entrance!!
before 2pm and be in your classic,

Or present this advert or your valid car club membership card.

Totally Triumph - 2016

All marques welcome

- **Friday:** Meet & Greet at Hermanus Leisure NR29 4BP
- **Saturday:** Scenic Drive
- **Saturday Evening:** Dinner, music & entertainment at Hermanus Leisure
- **Sunday:** Car show at Long Beach, Hemsby NR29 4JD

23rd 24th 25th September



Accommodation & camping available at:
Hermanus Leisure & Long Beach



– See website for details

STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH ★ TR REGISTER

www.totallytriumph.org