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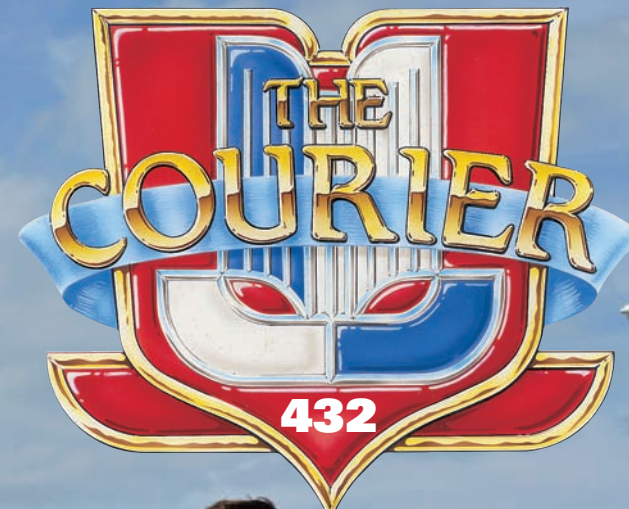
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The Courier 432

JUNE 2016



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
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 not necessarily agree with all the views expressed
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 erroneous or misleading information found therein.
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A TRIUMPH OF A WEDDING

ALAN FRENCH WITH HIS
 DAUGHTER AMY AND HER
 NEW HUSBAND FREDDIE AT
 DONAGHADEE LIGHTHOUSE,
 NORTHERN IRELAND

PICTURE FROM
 DOUG HOGG

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2016 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk**

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

June 2016

FRI SAT SUN 3 4 5 JUNE 2016
TSSC NORTHANTS
CAMPING WEEKEND INC
STANDARD TRIUMPH RALLY
PIRATES THEME
WICKSTEED PARK NORTHANTS
BOOKING E-MAIL
nigeljohnhawes@gmail.com

FRI SAT SUN 17 18 19 JUNE 2016
TSSC DERWENT VALLEY'S
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
TRIUMFEST UK
SANTA POD RACEWAY
TSSC MEMBERS PRIORITY
BOOKINGS
TEL. 01858 434424
WWW.TSSC.ORG.UK

FRI SAT SUN 8/9/10 JULY 2016
LE MANS CLASSIC
TSSC AT TERTRE ROUGE
CHECK ANY BOOKINGS LEFT
TEL. 01858 434424
WWW.TSSC.ORG.UK

August 2016

FRI SAT SUN 5 6 7 AUGUST 2016
TSSC LEICS & RUTLAND
31ST SUNSHINE RALLY
RUTLAND CARAVAN & CAMPING
SITE GREETHAM LE15 7FN
CONTACT NEIL 07530 307371
JOHN 07799 804415
DAVE 07774 276564

SUN 14 AUGUST 2016
TSSC NEWBURY AREA STAND
NEWBURY CLASSIC CAR SHOW
CONTACT LLOYD GARVEY
01635 255159

September 2016

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

SUN 18 SEPTEMBER 2016
ALL TRIUMPH & CLASSIC DAY
DUXFORD IMPERIAL WAR MUSEUM
CONTACT PETER LEWIS
01582 750943

FRI SAT SUN 23 24 25 SEPTEMBER 2016
TOTALLY TRIUMPH
LONG BEACH HEMSBY NORFOLK
www.totallytriumph.org

CLASSIC CAR SHOWS (CLUB INVITED)

May 2016

SUN 15 MAY 2016
CHILTERN HILLS RALLY
WEEDON PARK
BUCKS, HP22 4NN
www.chilternhillsrally.org.uk

July 2016

FRI SAT SUN 29 30 31 JULY 2016
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TICKETS & INFO
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November 2016

FRI SAT SUN 11 12 13 NOVEMBER 2016
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CoMment

BY NIGEL HILL

COUNCIL OF MANAGEMENT

The TSSC

Five Points Tour

Well this is a first for me being back on CoM after a short break. I am looking forward to being involved on planning events and being part of the CoM again.

For my first venture and joint organiser of the Five Point Tour (well I say organiser, I just had discussions with Chris Gunby as to if the venture was in fact do-able). So here is my story of the TSSC Five Point Tour drive.

We began our journey from Nottingham driving down M1 to Coventry Meridian the Centre of England. Meeting those budding enthusiasts called Triumph drivers at the Bulls Head for a meal and refreshments at the pub.

Then we congregated in the car park ready for our drivers briefing from Chris after which we started off at 6.45pm on the Friday night to begin our two day drive to the Five Points of England. First point being Berwick upon Tweed on the Scottish border, where we were met by the Scottish area organiser Gregor Graham and his band of helpers. After refreshments and a sugar rush (not battered Mars bars I'm glad to say) we set off around 1am to the most Easterly point of England which is Lowestoft Ness in Norfolk. We were met by the young marshals from the Norfolk area. After eating a very well deserved full

English breakfast at this point we then gained one car but lost one car, this is the beauty of this run you can drop in and out when you like.

Going off to the giant sized compass on the seafront we checked out and began the next trek which was now the most southerly point which is Lizards point in Cornwall .

We drove all day from 9.30 am til reaching Mike Crewes in Cornwall at about 6 ish on the Saturday night. By this time we were both looking forward to a pint and then sleep. After a great meal in our 16th century accommodation the pint of bitter was calling us. The night was young but we were old and exhausted, so we went to sleep as an early



start again soon came upon us.

With a shower and change of clothing we descended down for another full English breakfast and we were ready for the final check point which was Lands End. (We made it) all five points complete with the Triumph Acclaim which never skipped a beat and was comfy to snooze in, we were then escorted out of Cornwall by Mike Crewes as part of the National drive it day, then joining in mid Cornwall the local area Triumph group then journeyed travelled to Devon to meet up with the Devon local group.

Homeward bound via TSSC Headquarters at Sunderland Court for an excellent welcome by HQ staff and other enthusiastic (nutters) drivers. Arriving home safely we thought - would we do this again? I say Yes! A great organised event which can go from strength to strength.

Come join us and ...

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Motor Sport For MS

Motor Sport for MS was set up in January 2016 by Noel Wilson.

Noel had been a motor sport instructor for 20 years but in 2013 he was diagnosed with MS. Whilst scans were being carried out to confirm the MS they also found a tumour on his spinal cord. In 2015 Noel went into the John Radcliffe Hospital for a serious spinal operation. Things did not go too well and they stopped the op after 3 hours as the tumour was further into the spinal cord than they 1st thought. This left Noel paralysed from the waist down.

The paralysis along with the MS was not a great combination and it has taken Noel months and a lot of determination to teach himself to walk again, although a few yards is all he can really manage.



The idea of the charity is to set official times on an 8mph Mobility Scooter at as many motor sport venues as possible in the UK.

The scooter has been vinyl wrapped to look like the 2015 Le Mans winning LMP2 Oreca of the KCMG team. Matt Howson, one of the winning drivers is a personal friend of Noels.

A Sparco race seat and six-point harness has been fitted to the scooter for safety!! Noel also has a full race suit embroidered with the Motor Sport for MS logo, a full face race helmet, an

MOTORSPORT FOR MS



THE CHALLENGE -
To set an official time for an 8 mph mobility scooter on every motor racing circuit/venue in the UK

Text this code →
With the amount →
To 70070 →



JustGiving

www.justgiving.com/Motor-Sport-for-MS

www.motorsportforms.co.uk

Follow us on



HANS device, race gloves and race boots, we don't want him hurting himself!

The aim is to try and raise £20,000 whilst Noel still can. You can donate by finding Noel and his team in the paddock at any circuit where we are setting times, or by **texting your donation via Just Giving code NWMS52 with the amount to 70070.**

There is also a just Giving link on every page of our website at this web address:

www.motorsportforms.co.uk

We are running under the MS Society's registered charity number 1139257.



HQ OPENING TIMES

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

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www.tssc.org.uk



clubshop@tssc.org.uk
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www.tssc.org.uk

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

NOTE: HQ Closed for TSSC TriumFest UK

Thurs 30th June to Tues 4th July 2016

The Club Shop will be attending the following Show

TSSC TRIUMFEST UK - SANTA POD

Saturday / Sunday July 2nd & 3rd

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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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vitesse@tssc.org.uk



Dave Rumens

The "Right Stuff"

Hello folks, don't forget next month **(July) on the 2nd and 3rd is TriumFest UK at Santa Pod**, please support this event. This month I have an email from **Jim Moore** concerning a common problem, not being supplied with the "Right Stuff".

Hello Dave, I have owned my Vitesse 2 Litre Mk2 for 23 years and always take it off the road in the winter. Come the spring I get the Vitesse ready for the coming season. This year was the first time I have had problems starting the engine after its winter layup. At first I thought it may have been the fuel had deteriorated standing over the winter months, so I replace this with a fresh load. All to no avail as I still had the problem. My attention then turned to the ignition. I changed the coil, condenser and points because I believe there was a weak spark. As the engine now started I took the Vitesse out for a run but after a few miles it started to lose power and miss. I checked the ignition when

the missing started and found the coil was getting very hot and the points look burnt. I bought the parts from my very helpful local motor factors who told me they hadn't any listing for the Vitesse but did have for the early Triumph 2000 Mk 2 and as it used the same engine as my Vitesse the ignition parts should be the same. I am hoping you can help as I



Pic 1.

can't think of what else would cause the problems. Regards,

Jim.

Hello, Jim, It sounds like you have been supplied with the wrong coil for the Vitesse ignition system, [Picture 1](#). You should have been supplied with a 12 volt coil, instead it sounds like it is probably a later 6 volt type. The

effect of placing 12 volts on a 6 volt coil is it will draw too much current which could damage both the coil itself and the points. You will need a multimeter to check the resistance of the coil. The resistance of a 6 volt coil is 1.4

Pic 2.



to 1.6 ohms, [Picture 2](#). Whereas the 12 volt type is 3.0 to 3.5 ohms, [Picture 3](#). Remember when checking a low resistance the multimeter

Pic 3.



leads will also add to the reading. This value can be found by shorting them together, [Picture 4](#). To find the true value of coil the lead resistance should be subtracted from the reading you obtain when testing the coil. As interest a 12 volt sports coil, [Picture 5](#), will give a larger spark which should improve starting, performance and economy. It has a slightly lower resistance (2.8 to 3.2 ohms) than the standard coil but shouldn't damage the points



Pic 4.

with excessive current. Hope that clears the problems and that you

have a good season.

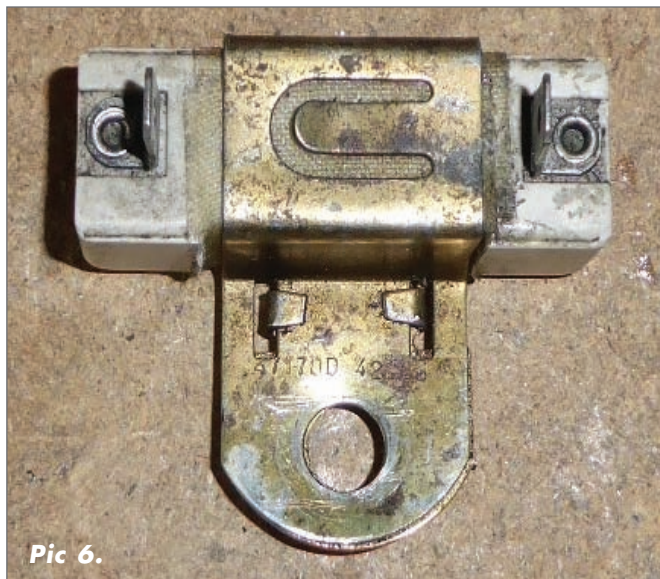
May your Vitesse go with you. Regards,

Dave.

Pic 5.



This is a good opportunity for me to give some background on a fairly common problem. The system used on the Vitesse was pre the ballast resistor arrangement used on the later Triumph models from the late 1960's. In fact, and some would say good, the design of the Vitesse ignition system remained largely unchanged



Pic 6.

doesn't cause any harm to the coil or points. This system may have been introduced to improve things but it brought its own problems where the ballast resistor would either increase in resistance or become intermittent. The original system had a separate ballast resistor, [Picture 6](#), which was easy to the replace. However, the later set-up had the resistor built into the loom which in turn brought more problems.

Progress always brings challenges. Or what so and so invented the wheel.

Fortunately we don't have this system on any of the Vitesse models. However, we can suffer

through out its production from 1962 to 1971. There were differences with the distributors, points, condensers and coil types over the years but the basic set-up remains a 12 volt coil system through out its production. From the late 1960's many Triumph models were fitted with the ballast resistor system. This requires the use of a 6 volts coil with a ballast resistor placed in series with the 12 volt ignition supply. On start-up the ballast resistor is by-passed and the full battery voltage is momentarily fed to the 6 volt coil thereby boosting its output. This was introduced to improve the starting especially in cold conditions. As the 12 volts on a 6 volts coil is only for a brief time and the battery voltage is reduced by the load of the starter motor it

from being supplied with the wrong bits because it is used on the later models with the same basic engine. In Jim's case he was supplied with a 6 volts coil instead of the correct 12 volt type. It is always best to obtain your replacement parts from a Triumph specialist as generally they have the knowledge not to supply the wrong stuff. As a foot note Jim e-mailed me to say the coil was indeed a 6 volt type, he obtained a 12 volt replacement plus some new points and all is now peace and light.

Well that's my stuff for this month, see you all next month.

Safe Driving & Keep Running On All Six

Dave.

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---	--	--

Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Paul Crownshaw	Beds	Lawrence Kelly	Lancs
Mark Leverett	Beds	Steve Cuttiford	Lincs
Andrew Hall	Bucks	Solomon Elmi	London
Paul Gibson	Bucks	Tom Pope	London
Robin Upton	Bucks	Carole Rydeheard	Manchester
Phil Garside	Bucks	Rob Doyle	Monmouth
John Musson	Cambs	Garry Smith	Notts
Malcolm Abbs	Cambs	James RJ May	Oxford
James Delmar	Cleveland	Tony Cull	Oxon
Jim Anthony	Derbys	Graeme Roberts	South Wales
William Baker	Devon	Paul Parsons	Staffs
John Davies	East Yorks	Ellyn Delaney	Surrey
Mark & Joanna Clark	Essex	Julian Ball	Surrey
Keith Dale	Essex	Chris & Linda Davison	Tyne & Wear
Michael Brown	Essex	Adam Fitton	West Midlands
Paul Hallas	Fife	Frank Stubbenhagen	Luxembourg
Dominic Horner	Glos		
Barry Hewitt	Gwynedd		
Harry Moxon	Hants		
Nick Dawson	Kent		
Paul Fletcher	Lancs		

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

e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



Top End Rebuild. 2.

When I removed the valves I found that the inlet valves on number 4 and number 5 combustion chambers were very tight in their valve guides. When I checked the valve stems they were slightly bent. After

faced them using my hand grinder with a mounted grinding point to re face the sealing lip while the valve was spun at high speed in my pedestal drill, but as all 12 were in need of attention I called GB Classic Cars and with TSSC discount it was about the same price to buy new valves as it was to have the old ones re faced at the local engine machine shop! Also

next day delivery was guaranteed instead of a "we should be able to fit them in at the end of next week" from the machine shop.

Another issue raised its head while I was checking the push rods, one was very slightly bent (I told the owner and he confirmed that this had been the one that had

Valve Seats need re cutting



cleaning the combustion chambers I found that hardened valve inserts had been fitted to the exhaust valve seats for unleaded fuel, but that all of the valve seats needed re cutting.

Using my valve seat cutting tool I re faced all 12 valve seats (a good job that it has tungsten carbide inserts as otherwise it would not have re cut the hardened valve seats). I then attempted to lap in the valves, but the sealing lips on the valves were too badly pitted and needed re facing. If it had just been one or two valves I would have re

"jumped off" the rocker arm), as the engine was an early Mk II the push rods were unavailable to buy new. It took me quite a few phone calls to my various contacts before I could pro-



Valve seat cutter in place

cure a good second hand one.

As promised by GB Classic Cars the valves arrived the next



day along with 7 new cylinder head studs, a new thermostat, 14 new cylinder head nuts and some new valve split collets (some of the old ones were badly scored and had "lips" near the tops). The Payen head gasket set was on back order (other makes available, but I wanted to fit one which I could be confident was of a good quality).

Using coarse, then fine lapping paste all the valves were lapped, I found that the new inlet valves in combustion chambers 4 & 5 were a tight fit in the valve guides (I had these caused the old valves to bend?) so I reamed the guides until a nice sliding fit was obtained. The valve springs were all within tolerance so they were all re fitted with new valve collets where needed. The cylinder head was then placed upside down on the bench and the combustion chambers were filled with diesel oil, after 4 hours there was no sign of any leakage from the valve seats.

So with the cylinder head and engine block faces scrupulously cleaned the head was reunited with the block. After all the head components were fitted and torqued down all the ancillaries were also fitted. As there was a danger that coolant had got into the engine oil when removing the head I then drained the engine oil, the filter (which was the spin off canister type) was well and truly stuck to the conversion adapter so it was easier to unbolt the adapter and take the filter off on the bench. It was just as well that I did this as when I removed the adapter I could not believe the amount of emulsified oil that had somehow been trapped in the filter housing and filter. After steam cleaning the housing it



Worst engine oil emulsification ever!

was re fitted, a new oil filter screwed on and the engine filled with fresh 20/50 oil. The cooling system was also filled with water and anti freeze.

Before fitting spark plugs I gave the engine a compression test, the results were as follows –

CYL 1 = 130 PSI

CYL 2 = 145 PSI

CYL 3 = 145 PSI

CYL 4 = 145 PSI

CYL 5 = 130 PSI

CYL 6 = 130 PSI

A lot better than before and only just outside the 10% difference that is ideally wanted between values, but these could alter for the better (or worse) after the engine has run for a while as the piston rings may have been sticking slightly.

The engine only turned over slowly (the worn starter motor struggled with the extra compression which was solved by fitting another starter motor), but it started and sounded quite nice, after running it for a few minutes it was allowed to cool down and then another compression test was carried out with the following results –

CYL 1 = 140 PSI

CYL 2 = 148 PSI

CYL 3 = 148 PSI

CYL 4 = 150 PSI

CYL 5 = 142 PSI

CYL 6 = 144 PSI

The car was then taken for a test drive and “went like a rocket” to quote the driver, with no sign of a miss fire.

It might be that the engine does have to come out for new pistons and rings (and likely a crank regrind), but at least the owner can now plan this and will have the use of his car for the 2016 season.

Whether 6 cylinders or 4 a TR/GT6 is more.
Bern

Yet again, regular contributor **John Williams** has helped me out by sending in another article, since he carried out this modification more ethanol has been introduced to the petrol sold in the U.K. so John has installed a steel fuel filter as ethanol can “attack” some plastic fuel filters causing their inlet and outlet ports to close up and restrict fuel flow, John was also interested when I suggested that it would be prudent to fit an inertia cut out switch in case of a collision so that the fuel pump would be switched off. So thank you once more John and over to you

ELECTRIC FUEL PUMP IMPROVEMENTS TO THE TR4

When I bought our TR4, it had an electric fuel pump installed in the boot instead of the mechanical original which sucks energy from the engine by running off the camshaft]. What hadn't been allowed for was how to overcome

a blocked fuel filter if this were to happen in the back of beyond! I hope the following article doesn't look like a bodge – I have covered 1,400 trouble-free miles since.

Underside view of front of boot pan

Under the boot floor lurks the fuel hoses passing to the fuel pump and out to the carbs.

Set up was very neat – BUT what if the fuel filter is blocked? No means of isolating the fuel supply from the tank.



Views inside the Boot



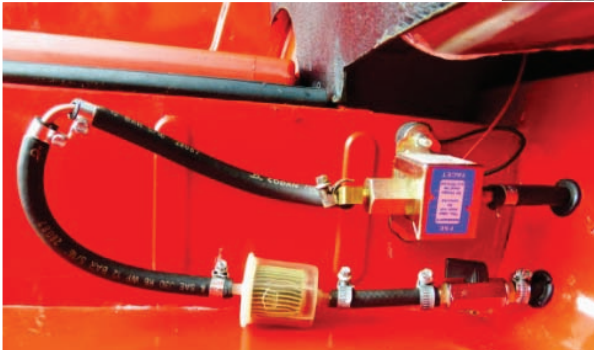
Mechanical fuel filter blanking plate studs are used to support fuel line.

To make matters worse, there was a second filter tucked neatly but inaccessible inside the chassis rail opposite the clutch actuating arm.



I installed a fuel tap in line from the fuel tank.

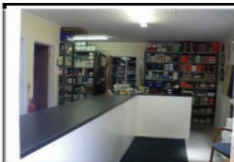
A pair of mole grips squeezed the pipe prior to insertion and clamping of the tap. **NOTE** - Exhaust **MUST** be cold to remove the risk of fire! The layout isn't as neat, but total isolation of the fuel filter and pump is now possible **AND SAFE**.



New set up - to be tidied up now I've retired. The second fuel filter was removed [unnecessary, surely?]

Now if the fuel filter got blocked, it can be swapped with the spare filter previously removed as a "get-you-home" without having to wait for the breakdown man!

It is essential to have the filter in line before the pump as this avoids fuel debris blockage inside the pump, possibly requiring replacement.



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Paul Lewis



Harris Mann

For those of you who don't recognise the name, **Harris Mann** was the British Leyland designer who is responsible not only for the Triumph TR7 but other works such as the Austin Allegro and Princess. Much has been written on the subject of Harris Mann and the cars he came up with in the Seventies. Little of it is complimentary though. All designers strive to design something that is instantly recognisable as individualistic.

In the case of Harris Mann, he did three in quick succession. That what eventually emerged caused controversy is a sign that he tried to do something that stood out from the crowd. The new and radical always divides opinion.

It is important to point out too that, in the case of the Allegro, what Harris Mann had designed and what British Leyland actually built were two different things. Once the production engineers were let loose to wreak standardisation and cost-cutting vengeance on the Allegro all that remained of Mann's original design was a mere caricature. He was allowed a freer hand with the Princess and TR7, and as a result came up with two of the most distinctively styled mainstream cars ever to come out of a mainstream British car company. The dramatic wedge shapes were totally of their era. That the cars themselves eventually became to be regarded in



Harris Mann

an unfavourable light was the result of British Leyland's financial crisis, appalling build quality control record, atrocious industrial relations, and laughable attitude towards marketing and inherent lack of managerial



The Allegro - short version?



Princess

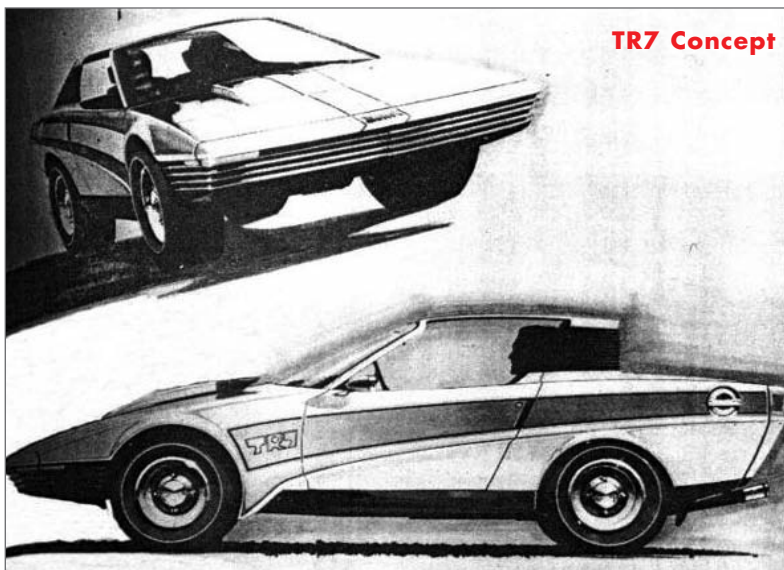
ability. When the Princess first appeared, the media loved the shape, citing it as "futuristic". By comparison, it's nearest rival - the Ford Granada - looked boring and dated and however much traditionalists scoff at the TR7's appearance, the cold hard fact still remains that it was the biggest selling of all the TR models, shifting 112,368 (114,865 if you include the TR8) in just six years.

Harris Mann born in London, in April 1938, started his working career as an apprentice as a

saw an advert for a job at Ford for a feasibility engineer. His next move took him to the Midlands and eventual national prominence. Roy Haynes, secured a job at the British Motor Corporation (BMC) to set up a studio in Oxford and asked Harris to go with him.

The first major project for the Haynes and Mann partnership was ADO28, instigated just months after BMC and Leyland Motors

(Rover and also Triumph) merged to become British Leyland. The car that would eventually become better known as the Marina was intended primarily as an Escort / Cortina competitor. It represented the first part of an overall plan Roy Haynes had come up with for BMC, whereby there would be just three basic chassis, onto which a variety of



TR7 Concept

motor body engineer for the bus and coach firm Duple. After he had finished his apprenticeship he decided to move to the United States towards the end of the 1950's to look for work. After just six months working for the Raymond Loewy Company the work dried up. He came back to the UK and was enlisted into the Army. It was meant to be two years National Service but due to a crisis in

different bodies could be used. Harris was also working on his own individual projects.

One of the more distinctive was Zanda, a styling exercise exhibited through 1969 as a showcase for products by Pressed Steel Fisher, the Cowley body making company. The car was uncompromisingly wedge-shaped, showing the way that Harris Mann,



and, separately, others like Giugaro and Bertone – believed car design was evolving.

Harris soon became the chief stylist on Austin's next family saloon. Codename ADO67. The Allegro became a notorious car for many reasons. The next project was the Princess, and once again, Harris' original ideas failed to make it to the metal. Like the Allegro, the Princess picked up a dubious reputation for lack of quality. *"It could have been a good car. Unfortunately, design or styling seemed to take a lot of flack for what was engineering's fault. It got let down by the details"* said Harris.

The spin off from the Princess was the TR7, which continued with the wedge theme. *"Before I looked at the TR7, I went to the States to see what was going on there. That's why it was a bit more extreme. It was only really planned for America. There was no reason to think it would be a European car. It was also intended to be a Targa roof, but Engineering just couldn't work it out."*

Again, the TR7 has been regarded as something of a dark hour in Triumphs history, but there was little chance for a car beset by so many quality problems, thanks to appalling industrial relations at the Liverpool plant where it was built. *"The TR7 could have gone on longer, but the company ran out of money. Leyland had this ability to do a product, then let it run itself into the ground, not looking at the marketplace. The engine was another tragedy. Saab took that and made a great Turbo out of it."*

Harris was also involved in the tricky task of trying to replace the Mini. Under the ADO74

and ADO88 code names, Harris Mann's new themes were radical departures from the cuddly persona of the original. ADO74 was cancelled in 1973, due to the £130-million

needed to produce it, but the ADO88, on which work started in 1974, eventually metamorphosed into the Metro in the eighties. Harris' final days with BL saw him working on the Maestro project. Leaving BL in 1983 after 15 years with, one senses, a sense of frustration that whatever he tried to do was bedevilled by other factors out of his control.

Working as a freelance, Harris went to BMW



in the company's Advance Concept Package Department, with one effort becoming a show car. More recent work has seen him facelift the Subaru Impreza for 2003 and working with Peter Stevens at MG Rover on the SV sports car project, getting it ready for production.

Harris still is around and can be found on the Stands at the shows. He is a very humble and interesting man, so next time you see him please say hello.

Paul

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TR7

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STAG

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TR6

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GT6

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Phil Willson

Devon Delight



Last month I showed you some pictures that I had recently scanned from slides. I also came across this photo of member **Paul Barlow's** lovely Valencia Blue Estate, taken near Christow in Devon (Photo 1). According to my IVR records, this car has been treated to a 1500cc Dolomite engine at some point. The date on the photo is November 1999, so it was presumably sent in during **Derek Giles'** stint as 13/60 Register Secretary. Even if it has appeared before, I thought it worth showing again.

Going back to one of my previous topics when I was going through the press launch brochure, I asked if someone had the information concerning crossply tyre size data. Well, I received a very helpful response from **Brian Barron**. He sent me a copy of a table that shows equivalents between the various sizes of crossply and radial tyres (**Table 1**).

The third column lists the types of tyres originally fitted to Heralds etc. and rather amusingly calls them '**Super Balloons**'. The important figure here is the 95% aspect ratio. This means that the height of the wall is 95% of the tyre width (i.e. almost the same). From this you can get the overall wheel diameter for the Saloon tyre (5.20×13) by doing the little sum $(2 \times 5.20 \times 0.95) + 13$. Then the same sum can be done for the 5.60×13



Photo 1: *An Estate in Devon*

used on the Estate car.

The same maths can then be used on the modern equivalent 80% ratio radial tyres, 145×13 and 155×13 . However, since the tyre width in this case is given in millimetres, then there has to be a conversion factor of 25.4 plugged in.

Table 2 shows the results of my calculations.

So, the diameter of the Estate crossply tyre is $3/4$ inch or 3.3% greater than the saloon and convertible. As can be seen, this translates into higher gearing for the load-lugging car and therefore lower revs for any given speed.

Converting to radials, as most of us have done, has resulted in slightly lower gearing and therefore slightly higher revs, as shown in table 2. In fact, the estate with radials fitted will

Table 1.

Radial Ply		Cross Ply			
Radial Ply	To series Radial Ply	Super Balloon	Low Section	Super Low Section	Ultra Low Section
80% Aspect Ratio	70% Aspect Ratio	95% Aspect Ratio	88% Aspect Ratio	80% Aspect Ratio	77% Aspect Ratio
145-10/13/14	16S/70-10/13/14	5.20-10/13/14	5.50-13	5.95-10/13/14	5.9/6.2-10/13/14
145-12	16S/70-12		5.50-12	5.95-12	5.9/6.2-12
155-13/14/15	17S/70-13/14/15	5.60-13/14/15		6.15-13/14	6.2/6.5-13/14/15
				6.35-15	6.5-15
165-13/14/15	18S/70-13/14/15	5.90-13/14/15	6.00-13	6.45-13/14	6.9-13/14/15
				6.85-15	
175-13/14/15	D70-14/15		6.50-13	6.95-13/14	7.3-13/14/15
	I95/70-13			7.35-15	
185-13/14/15	E70-13/14/15	6.40-13/14/15	7.00-13/14	7.35-13/14/15	7.7-13/14/15
		6.70-13/14/15			
195-13/14/15	F70-13/14/15	6.70-14/15	7.50-14	7.75-14/15	
205-13/14/15	G70-13/14/15	7.10-15	7.50-13/14	8.25-14	
			8.00-14	8.15-15	
215-14/15	H70-14/15	7.60-15	8.00-14	8.55-14	
			8.50-15	8.85-15	

- NOTES 1. The above table shows the nearest equivalent tyre sizes, and is based on both tyre outside diameter and tyre load carrying capacity.
2. Complete interchangeability from one type of tyre to another when fitting on a vehicle, is not always possible due to clearance problems.
3. Final tyre selection should be made by confirming overall tyre dimensions and loads.

INTERCHANGEABILITY BETWEEN RATIOS

This must always be treated with extreme care and before mixing them account must be taken of the dimensional differences, load carrying differences and effects likely to be caused to the vehicle handling.

Normally where tyres of different ratios are mixed on a car they must be fitted in pairs with the lower ratio pair fitted to the rear axle. Tyres of different ratios should be fitted on the same axle.

The above lists give a very rough guide of interchangeability between various ratios of cross ply tyres.

JANUARY 1975

So, what are the advantages and disadvantages the two types of tyres? I make my own summary below. You may disagree with some of it, and some of the differences are quite small, but I am trying to list all the factors. Personally, I believe that the radial wins all hands down. I have driven Heralds and other cars with crossply tyres and the tramlining effect can be quite disconcerting.

Car	Tyre - Crossply	Diameter	RPM @ 70 MPH	Tyre - Radial	Diameter	RPM @ 70 MPH
Saloon/Convertible	5.20 x 13, 95%	22.9 in	4330 ¹	145 x 13, 80%	22.1 in	4480 ²
Estate	5.60 x 13, 95%	23.6 in	4180 ¹	155 x 13, 80%	22.8 in	4350 ²

Table 2. Effect of conversion to radial tyres. Note 1: Figure from launch brochure; Note 2: Estimated by PW

have similar revs to the saloon with crossplies!

Of course, this isn't the whole story. I am writing this on Drive It Day having been out with the West Kent Area to Sissinghurst Castle. It was obvious that my 13/60 was very happy at 40-60 mph when it is in the range of peak torque at 3000 rpm and peak power at 5000 rpm. It certainly kept up with all the modern cars except on the dual carriageways, albeit rather noisily. I can certainly see the advantage of overdrive.

Crossply advantages: Originality, softer ride, lighter steering.

Crossply disadvantages: Harder to source, poorer grip, tendency to follow ruts in the road ('tramlining').

Radial advantages: Plenty of choice, better grip, more predictable behaviour.

Radial disadvantages: Heavier steering at low speed, more road noise, harsher ride, lower gearing (higher revs).

Look out for a book called 'An Estate Car Named Desire: A Life on the Road' by **Martin Gurdon**. It was due out on 5th May so should be in the shops, on Amazon etc. by the time

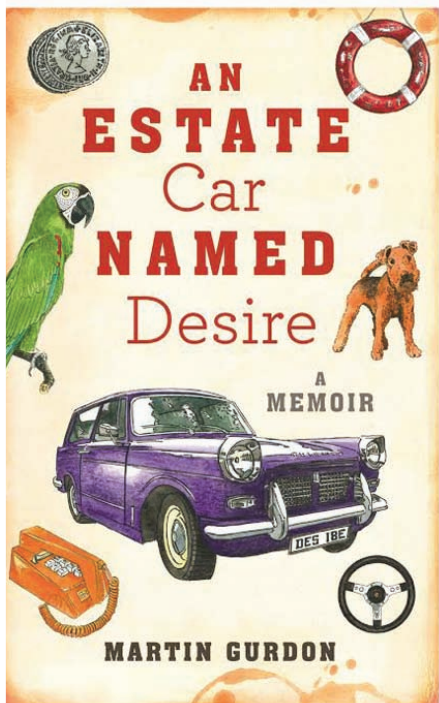


Photo 2: *An Estate Car Named Desire: A Life on the Road*

you read this. As you can see from the cover picture (Photo 2), in his young days the family had, amongst others, a Herald 1200 Estate.

I had the pleasure of meeting Martin a few months ago and taking him for a drive in my 13/60. It brought back loads of memories for him and I'm sure helped to inspire him to get on with the writing. Although not just about Heralds, it's a very amusing read and well worth the £12.99.



Photo 3: *My Vitesse and Herald Estate say goodbye*

Finally: my Vitesse has gone to a new home in Oxfordshire in the care of a **Dominic Kolodziej**.

At the time of writing a 'new' Stag should be appearing on my drive.

Hopefully the colour will help it stand out!

Photo 4: *The Herald's new companion*





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.

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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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Colin Lindsay



Piston Broke... So am I!

This has been one of those months where I'm juggling long hours at work with an unexpected house move – no, she hasn't finally kicked me out, but has spotted a house with a paddock so her four-legged Triumphs can run about close to home and provide plenty of fertiliser for the roses; this means that not only have I spent weeks clearing out both my bank accounts and my garage and putting items in storage, but I've also got nothing to write about this month... so, come the moment, come the man, as they say - step up **Mr Rob Jenner** and a very timely e-mail from far-off Shetland.

Rob's is a name I remember from my early days in the TSSC and I always remember admiring someone who lived even further away from Club activities than I do – although to be honest he was mostly around Warwick in those days. Rob got in touch concerning my article on Herald values – and what a lot of correspondence THAT has provoked! – with details of his amazing 5000 miles from new Herald 1200.

I'll let Rob fill in the details:

"Long standing members may well remember me, way way back in 1980 I joined the TSSC, member number 2929, I ran the old Warwick group for a while, bought, sold and broke a number of our cars to keep my various cars on the road, some may have even bought parts of me while I was in the Warwick area, but back in 1988 I moved away to a new job in

Shetland. I sold all of my cars and spares except I took with me my 1968 Vitesse MK2 Convertible TFH 195G and my low mileage 1960 948 Saloon YYW 76, and while in Shetland I added to the fleet a 1973 GT6 which I came down to the Stafford meets in a number of times in the 90's, and a 1962 MK1 1200 Coupé, 556 TKK which is now owned by club member Gavin Radforth.

In 1998 I moved back to the mainland and to the Scottish Borders, my four Triumphs were slowly sold and Jaguars took over, ending up with me becoming the Chairman of The Jaguar Enthusiasts Club, but, and this is the but, Triumph was and is my first love, it's what I grew up with Dad having worked at Banner Lane and Canley until the final closure, but that's another story for another day. The hankering after another Triumph of some sort never went away, and in 1991 when I first started to work in Orkney it was then I first heard about a mythical low mileage Triumph Herald, few had ever seen it and no one knew where it was! As time went by it transpired the car had been sold out of Orkney in 1990, so no more was done about it. Then one month reading The Courier a story appeared about a TSSC member on holiday in Wick who broke down, a passing local called Willie in his Herald stopped to help, the story goes this chaps car was "really nice". In the mid 90's I had to fly over the Pentland Firth and while I was there I contacted an old customer and got chatting about cars, and then asked: "Do you know a guy called Willie with a Triumph Herald?" Well he did, gave me his address and off I went to door knock, yes I can be a cheeky so and so sometimes! I met the nicest family you could ever want to meet with a lovely Herald 12/50 outside the house, any way after a few cups of coffee, I was invited to see the

cars over the road. The garage was opened



"if you ever sell, give me first offer please".

Fast forward to the summer of 2012 and I find myself at John O' Groats car show, judging the cars for prize giving, the winner on the day by a mile was a Porsche 944, and amazingly the owner was the same chap from that 90's visit to Wick, Willie, who collected the cup. A quick chat ensued and off we went back to Wick to look at the "wee car". The Daimler and Triumph had

to reveal a pristine, and I do mean pristine, Daimler Double Six Coupé and an equally pristine Triumph 2500S estate, both enough to make the heart beat a little faster on their own let alone together, BUT - and this is the but - in between them was BBS 2F, an Orkney registered 1968 Triumph Herald in Red with black trim, looking like brand new, and so there it was right in front of me the mythical "Orkney Herald" with from memory

long been sold, but the Herald stayed and there she sat in the same place with 4457 miles on the clock, I left with leaving the same comment as before *"if you do ever sell, call me first, remember!"*.

2012 was an interesting year car-wise for me, on my return from the far north I took a call from Jaguar Heritage, "would I like to buy the last XJR 300 manual, the last X300 and the last manual car ever to come out of Browns Lane?"

Would I ever? I did! This car P760 NRW has been featured in numerous magazines before, pristine, a piece of history and just 10K miles from new, I borrowed the cash to buy it, it left me broke and looking to sell some of my other cars to cover the debt.

Now comes the twist in the story, and what a bizarre twist, you couldn't make it up. I went down to Coventry to collect P760 NRW in September of 2012, on the very very last day of Jaguar Heritage in Coventry.

On a very, very, wet journey back north in a priceless car my phone rang, 01955,Wick!!!!



just over 2000 miles under its' tyres, sadly I had no camera that day, so no pictures were taken, but I left with the message



being touted for sale, a car that was hidden away for 47 years and known to a select few was about to break cover. I was probably one of the few who had ever even seen it, and as I was mulling over how to go about what to do next the phone rang: 01955..... WICK!! "Hello, I'm the owner of BBS, its for sale, Willie says I should call you." Some serious negotiations went on at that point until a deal was finally agreed, I took a friends transporter up to Wick, drove back in horrendous conditions, allegedly the first time BBS had been wet in its 47 year life but it was at last mine and with just 4475 miles now to its name. The car comes with all the original handbooks, tools, tax disc holder, nothing has been lost or changed, it is like the day it left Canley, a true

"Hello Rob, its Willie, the Herald is yours for £5,000" five grand!!!, I couldn't raise five pence, I was sitting in my overdraft driving it northbound slowly and carefully. I had to let Willie down gently, disappointed does not come close, the high of bagging a bit of Jaguar history, to the low of having to let this Herald slip away, and all in one day. I kind of put it down to "the one that got away".

A change of circumstances left me with a wee bit of spare cash in 2013 and in December 2014 I had reason to be back in Wick again, oh what the hell, let's go and see Willie again for a cuppa and car chat and in the vain hope the Herald was still for sale. As I walked into his workshop, Willie damn near fell over when he saw me, his face fell and his first words were "oh no I sold it six weeks ago", so again it was not to be, it really had got away this time.

Then on Facebook in early 2015 on a Triumph group there began murmurs and rumours of this low mileage Herald in the north of Scotland

the car comes with all the original handbooks, tools, tax disc holder, nothing has been lost or changed, it is like the day it left Canley, a true



testament to the love and devotion of its two long term and caring previous owners (we don't count the guy I bought it off as his name is not on the V5), the first who lived on the island of Sanday in Orkney, how he kept it from deteriorating over this first 22 years is beyond me, I know how cars corrode in this part of the world even with modern "rust



number back, we attended TriumFest UK in the TR6 in the sure knowledge that after so many years in the Jaguar spotlight, we would be anonymous and just be able to enjoy the day out, as it transpired that was not the case. As we pulled in I was greeted with "Morning Mr Jenner, how are you!!", and that was the script for the day, just so many people whom I knew, great to be back guys and good to see so many of the long-standing members still about and active in the club.

Rob Jenner

proofing", even cars in garages fall to pieces in short order. Sadly my late father Alan, who knew about this car, and, who had so much to do with the development of these cars back in the day was not here to see it finally arrive with me, but at least it was his legacy that allowed me to seal the deal, so "thank you Dad" this one for you

BBS went to one local show at Duns in 2015, to the MOT station, there and back for MOT and passed - obviously!!! She now sits at a huge 4501 miles as she is tucked up for another Scottish winter

So, I rejoined the TSSC, when I called the office I was greeted with "that's a name from the past" by Angie, I even got my 2929

Thanks to Rob for that fascinating story, I know many of us mourn one car that we missed but to finally get it is karma. What a lovely car! I have a feeling I'll be using a lot of Rob's excellent photographs for reference in future years, everything just seems as it should be and almost as it left the factory. The plastic is still on the door trims! The panel gaps are superb, the car sits square and I'll bet it drives just as good as it looks. I really, really, must get mine on the road... but that will have to wait until I get a bigger garage... again...

See you next month, although sadly not at Donington – I'm broke!

Anybody want to buy a house?

Colin



GT6 Mk I - II - III Register



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e-mail. gt6@tssc.org.uk



Andy Cook GT6 Out & About

It's that great time of year now when the Classic Car events begin to come along nearly every weekend. Plenty of opportunities to get out and about in the GT6 and to see a few other GT6s out on my travels.

This nice red MK2 was at a Spring Autojumble meet at Newbury Showground on Easter Monday. Nice tidy car but the two set's of mirrors look a bit odd. The owner told me he fitted the door mirrors as an addition as the ones on the bonnet were pretty useless for seeing anything behind the car!



Picture 1 Red Mk2 at the Newbury Showground Spring Autojumble.

actually

"Scramble" event held at Bicester Heritage Centre, lots of the Triumph Clubs had stands there although I guess the TSSC were probably too busy with the 4 point tour that weekend to have a club stand.

The GT6s below kept mine company on the Club Triumph Stand.

The Bicester Heritage Centre was a really good day out and if they have another drive it day event there I'll certainly pop along again. It's on the old RAF Bicester Base which was a world war 1 airfield and control centre. It's a live airfield. The old Buildings house lots of classic car, bike and aircraft



Picture 1 Don Cook's MK3 at Bicester Heritage Centre

On Drive it day I went along to the big businesses. This includes some pretty

GT6 Mk I - II - III Register



**Picture 3 Roy Lacey's MK1 at
Bicester Heritage Centre**



**Picture 4 Rob Pearce's MK3 at
Bicester Heritage Centre**



**Picture 5 Lovely Red MK1 GT6 at
Bicester Heritage Centre**

upmarket restoration companies, some specialist who repair items such as magnetos and radiators, motorsports companies and secure storage for collectors cars. One hanger is packed full of collectors up market classics, exotic and race cars all under covers and shut away from prying eyes.

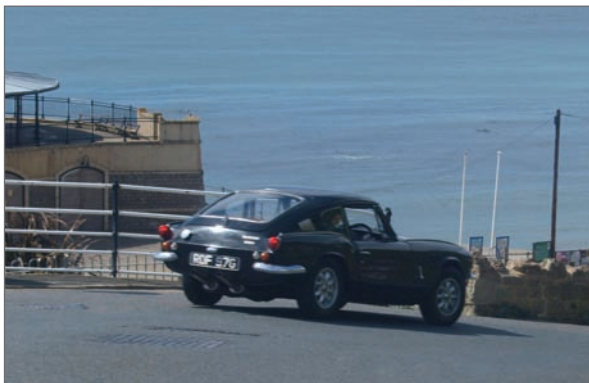
There were hundreds (and I wouldn't be surprised if there were over a thousand) of classic cars and bikes attending the event, some really rare and priceless, some on car club stands but many just parked up around the place like this lovely MK1 GT6.

Over Bank Holiday weekend was one of my favourite Triumph weekend events, the Isle of Wight Triumph Weekend, now in it's 27th year. If you've never been to this event you have really missed out! It's a great relaxing weekend full of activities, runs out to local



**Picture 6 Black MK2
owned by Jeremy**

attractions, Barbeque, Live Music, quiz and games night, meals out and all in all a great social weekend, particularly good for families too. I had my two kids and camping gear to carry so unfortunately the GT6 stayed at home and I used my Dolomite. However there



**Picture 7 Black MK2
owned by Jeremy**

were a few nice GT6s there.

Coming up the weekend after submitting this report will be the SEM (South of England Meet) with the first of the GT6 50th anniversary line ups of the year so expect a few more pictures next month and if you were there with your GT6 you may even see your car in print!

Mike's days out in his MK2

An old GT6 owning mate of mine, **Mike Titchen** has been fortunate to have had invitations to a couple of nice unique days with his car this year. Mike sent me the

email below together with some pictures.

"It has been a great start to the year for my Mk II GT6 and we are only in April, I'm excited to what the rest of the year has planned out.

At the beginning of this year my mark 2 GT6 was put forward to go into the Classic Sports Car magazine, of which it appeared alongside two other GT6's, a Mark 1 and a Mark 3.



**Picture 8 Jasmine Yellow MK2
owned by Chris Edmonds**



**Picture 9
Lovely Magenta MK3**



This publication came out at the beginning of March, it was a great privilege to have been able to take part, here you can see a couple of photos taken on the day.

On Friday the 22nd of April, Nigel from the Northants Area



Pictures 10 & 11 Pictures from the Classic Sports Car photo shoot.

phoned me and asked if I could take my GT6 Mark II to Silverstone. They had specifically requested a blue GT6 for James Hunt's son Freddie Hunt because he had once owned a GT6 and had informed them that he wanted some photos at



Picture 12 Freddie Hunt impersonating his famous father!

Silverstone Media Day to advertise the Classic Show which will be taking place 29th - 31st July, of course I was more than happy to take my beloved GT6 along.

So on Wednesday the 27th of April I drove my GT6 to Silverstone and had a really great day, I was taken around the track in a E-Type Jag,



Picture 13. Freddie Hunt with Mike's MK2.

it was fantastic having Freddie Hunt standing next to my GT6 having photos taken. Here are a few of the photos taken on the day.

Wouldn't it be great if we could have Freddie Hunt on the club stand at the show this year!"

What a fantastic opportunity Mike, I must admit I'm a tad jealous of the Silverstone trip and the chance to meet Freddie Hunt being a fan of his Dad. I wonder if any of James Hunt's attributes have been passed on to his son, both for driving and being a party animal!



Picture 14. Freddie Hunt with Mike and the GT6

Great GT6 MK1 recently sold

One the members from my local Hants and Berks TSSC area, **Gren Clarke** contacted me recently to say he was putting his GT6 MK1 up for sale.

Gren was only the 2nd owner of the '67 car and it had a genuine 27,000 miles backed up by extensive service history fully documented. The car was in really top condition too, totally unmolested, unrestored and original complete with the factory fit optional wire wheels.

Gren phoned me for advice on value and he was a bit astounded by just how much I thought the car was worth, he hadn't expected it to be worth as much. GT6 values have however been soaring the last couple of years. Gren asked me if I knew anyone who was after a GT6 so I suggested that I put a post on some of the GT6 related facebook groups.

Within 2 days the car was sold. Gren had two buyers who both wanted the car and it actually sold for more than the asking price!

The eventual purchaser was

TSSC member Greg Badrick who also owns a very nice Vitesse convertible. I'm pleased to have been able to help Gren sell the car and even more pleased it's gone to a good home rather than being exported to Europe like so many of the best cars that come up for sale or gone to a trader to put it up for sale at some grossly inflated price!

My Facebook Posting shown Below

FROM NOTIFICATIONS



Andy Cook

4 mins

I have details of a peach of a Mk1 GT6 that is just coming up for sale, totally unmolested and original, never restored but in excellent condition with a documented 26K miles and two owners from new, MOT to next February. I've known the car for quite a while as it's owned by one of our local TSSC members. It is a top car and worth top dollar money. If I was looking for a Mk1 and had the cash I'd be snapping it up! Message me for contact details, but only if you are a serious buyer prepared to pay top money..... Picture below was taken by me at a local breakfast club meet a couple of years back.



Picture 15. The Mk1 sharing Greg's driveway with his Vitesse



From the Archives

This month's picture from the past was taken at one of the annual TSSC Birthday Barbecue's that used to be held back in the 80s at Shelford Rugby Club near Cambridge. These events were before the TSSC International weekends and were one of the biggest events on the TSSC calendar. Not sure what year this was

taken but it would have been around 1986 or 87, certainly before I bought my GT6 in 1988 as I only attended the Barbeques in my previous club car a '76 1500 Spitfire.

Picture 18 below: Green MK3 GT6, Shelford Rugby Club TSSC Birthday Barbeque c1986/87

Andy



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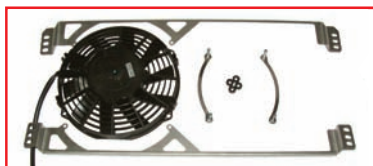
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GT6 Cooling Kit
Stag Cooling Kit
Spitfire Cooling Kit
Herald Cooling Kit

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9" Sucking fan

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

International Liaison



e-mail.

international-liaison@tssc.org.uk



Dave & Jo Beardsley

All Around the World

April was a busy month, starting with the AGM & AO Seminar at Lubenham. Thanks to everyone that sent us discussion topics, questions and ideas – please keep sending them and we will continue to move the topics forward wherever we can.

First photo this month was supplied by **Bob & Denise Bray** from their travels around New Zealand. Taken at the **Wanaka Transport Museum**, it shows a Herald Coupe, 13/60 Estate and a 2500TC saloon. The Coupe looks like it has a TSSC membership windscreen sticker. Does anyone recognise the car; is it

yours, or do you know whose it is?

All Around the World

events taking place outside of the UK.

Triumph Club of Sweden

Triumph Day - (29-31 July)

<http://www.triumphclub.se/internationaltriumph-day-2016-29-31-juli-2016/international-triumph-day-2016-july-29-31-2016/>

Triumph Sporting Owners Assoc

(Australia) – National Rally,

Clare Valley, SA – (21-28 October) -

http://www.tsoavic.com.au/?page_id=3118

Please let us know about forthcoming events in your part of the world. We're happy to promote them and increasingly get asked by UK based members what is happening in places they are

travelling to.

A recurring theme from our overseas members is the idea of reinvigorating regional or country sections to be supported by sharing email and contact details and perhaps creating local distribution groups. This may be a good idea as we know from experience that it is not inconceivable to live in the same city as other TSSC members



Whose Coupé?



and never know they were there – we would like your thoughts on this please.

The second picture is taken from our archives and shows the Triumph Car Club Victoria (TCCV) Docklands Show in Melbourne 2013. A very hot day, made pleasant by the

waterside location, this annual show raises funds for local charities and is always well supported

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

Dave & Jo



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SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.

Suzie Singleton



Classic Spotting

As you will read in Guy's Bond Equipe article this month we took part in, and enjoyed, the 5 Point Tour. You will find out more about our journey from him but I thought you might be interested in a list I kept of the classics we saw on the road over the 3 days, Friday, Saturday and Sunday. A little surprisingly, our smallest tally was on Sunday 23rd April, the official Drive it Day, which is the day we had expected to see most classics out and about.

Being on the go and seeing most of these classics passing us in the other carriageway in a blink we didn't manage to get any photos so I'm afraid you'll have to take my word for it that, apart from the Club cars on the run or at check-points, amongst others, we saw:

Frogeye Sprite

Classic Mini

Morris Minor

Riley RME

2CV

TR4

1970s Jaguar XJS

Rolls Royce broken down on the M25

1960s Mustang

A pair of Citroen GS

A convoy of tanks on trailers (ok, regular Army not classics, but you don't see that too often)

Jensen Interceptor

Beetle Bus

VW Beetle

Traction engine

Ford Granada

Vintage tow truck

Moggie Minor van

*Citroën Méhari
(a 2cv version of a Mini Moke)*

Vintage Austin

Jaguar XK150

A brace of BMC 1100 saloons

A vintage Rolls Royce

MG Midget

Peugeot 205

MGB

Series 1 Landrover

*And 4 more tanks, under their own
steam this time.*

Not a bad tally for one weekend, and that was only part of the list. We were thinking that perhaps 'Drive It Day' should be expanded to encompass a 'Drive It Weekend' as there must be people out there who like the idea of joining in but for one reason or another can't do so on the Sunday. Of course, there's nothing stopping anyone taking their classic out on the Saturday, or even on any of the other 365 (366 this year) days of the year so perhaps more of us should try to do so and make it less of an event, but more a normal part of daily life?

I don't have much more to share with you this



SPIRITFIRE I - II - III Register



month but can show you a Triumph based car trailer spotted on the ubiquitous ebay (however did we manage without it?), this one based on a Dolomite.

And, not quite as pretty, but perhaps reasonably practical – much in the way our half-Escort



van - was a rather larger one based on a minivan, providing room for lots of 'stuff' and/or sleeping in it.

And finally, I'm a bit late submitting this article but it has allowed me to squeeze in a few photos of some of the early Spitfires at South of England Meet this weekend. Sorry the photos aren't the best but they were taken a bit late in the day so some cars may already have left and we forgot to take the proper camera so had to make do with the one on the phone.

A particular mention to Wendy Manser who thoroughly enjoyed bringing her relatively recently purchased Mk3 along for the weekend and camping with the rest of us reprobates



again. Although Wendy hasn't owned the car for long we, and she, have known it for many years as it was a regular at Southern Area meets up to a few years ago.



Lovely that it now has a new lease of life.

Good to meet some of you there and to chat about your cars.

Suzie

Young Member's Co-ordinator



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



Chloe Parker

Go directly to Jail!

by Jacob Williams

You may have noticed in last month's issue of the Courier the introduction of our new TSSC Young Members co-ordinator, Chloe Parker. In that article she asked if anyone had any stories or thoughts they would like to share so I gave it a go and I very naively volunteered.

to the Nav-Scatter Rallies that Tom and I regularly enter on Friday nights, except this challenge was held all day Sunday and entries limited to classics only. The aim is simply to visit as many of the provided map grid references, where there will be parts of further grid references, within the allowed time. Think of it as a treasure hunt I suppose.

As last year Tom had driven his (dare I say it) MGB, [Pic 2](#), it was my turn to drive the spitfire whilst he navigated. Amongst the 21 classic cars entering 3 were triumphs, a 1962 TR4, a 1967 TR4A, and of course my 81 registered Spit.



I am a young (aged 20) owner of a very late 1500 Spitfire ([pic 1](#)) and live near Newquay in Cornwall. I commute on a weekly basis to work in Newton abbot, South Devon, and so unfortunately the Spit can't hold 'sole daily driver' status but it does share at least a third of that duty with a Mk4 Golf.

Intro aside let's get on with the story. Recently myself and a good friend of mine, **Tom**, (also aged 20) entered in a classic car 16 point challenge event, similar in format



Other entrants included everything from a Jaguar XK150 to a 2014 Morgan v6, truly a varied collection.



locations around north and mid Cornwall.

As the driver it was also my job to jump out and look for the small card (pic 4), usually affixed to some wood, which gave us half of the map reference to a further location.

Despite the weather forecast predicting it would rain, as it always does in Cornwall,

We all met Bodmin Jail (pic 3), the HQ for the event, at 9:00am. Thankfully the jail is no longer housing inmates and practicing public executions as it was in the late 1700s and is now a tourist attraction with a particularly nice restaurant, more on that later.

We were briefed on the rules of the event and most importantly told what time we had to be back for lunch. Penalties would be issued for lateness which is almost as daunting as the thought of missing out on the food. Finally we were issued our first set of coordinates and the fun began!

Tom and I had been deemed 'experts' along with a couple of other teams for having prior rally experience, and so were held back by half an hour to level the playing field.

We were dying to get going! We got off to a superb start and soon caught up and started seeing other cars at the various remote

it was pleasantly clear. That said, the previous three days of relentless downpour had left many of the lanes in a treacherous state. We had come across the TR4A at a number of the locations, Triumph owners must think alike, but on one occasion we happened to find it stuck in a rather deep patch of mud! She had reversed into what looked like an ideal place to turn around, only to find the rear wheels sink and the car left stranded on its chassis. Myself and several other competitors helped pull the



car out and we were on our way in no time. I understand there was no significant damage to the lovely TR4a.

Time passed in a flash and before we knew it we had to be back for lunch. Despite our best efforts, we arrived 3 minutes late and so would have to suffer a 3 point deduction on our final score. I gave the Spiifire a quick check over then locked up and reclined to the restaurant for Sunday roast. It was a lovely opportunity for members of different clubs to come together and talk cars over good food. Pretty much every team had a tale to tell of getting stuck, lost, or otherwise.

After finishing lunch, with many of us feeling like having an afternoon nap, it was time for round 2! By this point the rain had started and I was very pleased I had decided to leave the hardtop on the spit. Tom and I made further exceptional progress in the afternoon, right up until the point where Tom directed us to a ford. Not the vehicular type I might add but rather the 'shallow part of a river where vehicles can cross' as it defines in the dictionary. This ford

was by no means shallow measuring almost 2' on the depth stick and my Spiifire would definitely not cross it. I needed the amphibious TR4a from an earlier Courier Issue.

We found an alternative route and continued to visit all of the available locations before returning to the jail. To my surprise we were the first to return and had over half an hour to spare before the cut off time. Unfortunately though this didn't redeem our 3 minute penalty from the morning. Once everyone had arrived, the results were read out and Tom and I were awarded first in class and second overall! Not bad going considering we are over 20 years younger than almost every other entrant. The Spiifire performed beautifully throughout what was a most enjoyable event and developed no faults despite slightly more enthusiastic driving than its usual loving treatment.

I must thank those at 'Tinmog' the Cornwall branch of the Morgan sports club for hosting this inter-club event. A collection was taken throughout the day in aid of the Macmillan Cancer support which raised a total of **£122.**

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Martin Marrison



Running or Cruise Lights

I tend to keep an eye on all things Stag on ebay and I saw some rear Cruise lights. These were fitted in-place of the Stag badge on the rear wing of Stags that were exported to the USA. Stags were only exported from 1970 to 1973 so I am guessing they weren't very common. Did any other Stags that were exported to other countries have them?

Anyway a good set of second-hand ones went for £232 on eBay. I had fancied a pair but this price was a bit too much for me. Rimmers stock them at £212 each. I guess they must have bought up the old stock. This was a bit too much for me. I like the idea of them but this price was too much.

I looked at the TR7 ones to see if they were the same but they were a different shape. So I decided to try the Stag club in the states I emailed the guys and sure enough they came back and said they had a set and they would be willing to ship them to the UK. Crucially they were cheaper than the Ebay ones even with postage. So they said send me your credit card details and we will post them on. Now I don't like giving out credit card details at the best of times and you should never send them in an email as they would be ripe for hackers to copy. Luckily he had a Paypal account so all you need for this is an e-mail address so I paid him the money and within a



week they turned up. I was concerned that they would be rough and ready but they were the exact opposite they looked like new, they even had working bulbs in them! So all I need to do now is to swap them over and connect them into the tail lights.

Top Tip

So if you are going round an Auto jumble and you want to know if a bulb works if you keep a battery in your pocket like the one in the photo (PP3) They are only 9V but it



would let you know if the bulb works and if it doesn't it's a good haggling point!

I did receive an email and it was pointed out to me that the Diamonds are forever car is apparently a pre-production Stag rather than a

prototype Stag as I said. Thanks for providing the info

South of England Meet



We had a Sussex convoy to SEM and we had a excellent drive. I parked up next to an old friend of mine Eric Balzan and his son Luke. We have recently got back in touch after ten plus years.

It turns out that we now both have Stags, both White manual cars and we both have a dog called Milly! Strange coincidence! Anyway Eric has agreed to come down to Le Mans with me this year so I have a passenger and we have many hours to catch up.

Regarding SEM there was probably the best row of Stags I have seen for many years, I counted 16 in all colours and conditions. The one I like best are the ones mid way through a restoration with all the paint rubbed down. Excellent! Unfortunately I didn't take a photo of it. There were some very nice Stags there as you can see from the photos.

I must also congratulate two guys from Sussex: Ian Gordon for getting best GT6 in the 50th year and best car in show and Colin Robertson (aka Mr

ZZ top) for winning a prize with his very nice Mk3 Spitfire. Well done gents your hard work has paid off.

Events coming up that I will be at **TriumFest UK 2nd and 3rd July**. Not sure which car I will be taking or if I will be taking it up the strip?

Also I am going to Le Mans Classic the following weekend for Le Mans classic. Keep your eyes open for a cream coloured Stag if you are going over, especially if you see me by the side of the road with the bonnet up!

Martin



e-mail. guy@bondequipe.org

Guy Singleton



May On Points - 5+!

W

ow, where do I start. Suzie and I have just returned from SEM – the

South of England Meet at Leatherhead and it was great to catch up with many friends and to see a good turnout of Equipes – as well as the MkD Minicar which joins us there occasionally. Thanks to Mickey and Julie for another great weekend, and for the hot weather which they had kindly booked for us this year.

25 years so I am sure it will be a bit of a wrench for him but Robbie is looking forward to being its new custodian. The car is, as far as I am aware (until someone can prove me wrong) unique in 2 litre Equipe terms in that it is original, un-restored, unmo-
lested and has never had any welding or a repaint, and with a genuine 32,000 miles on the clock. A



Derek, Robbie & BBY

It turned out to be the end of an era with **Derek Edmonds** agreeing the sale of BBY 484H to **Robbie Shergold** at the event. Derek has owned the car for over

fitting end to the

day for Derek - and Robbie - was the car winning Best Bond with Dave Abbitt's RLG being Runner Up.



It was also good to meet **Adrian Polley** who has a black Equipe 4s which was rescued from a concrete garage, put back on the road and is Adrian's daily transport.

This car too is un-restored but looks to have been well used. I have had as much fun in "tatty" cars as in tidy ones – no nervous break-downs over a small scratch or bump – as these days classics in particular are generally reasonably well kept up, even if not restored to within an inch of their lives.

Now, speaking of "less tidy cars", the **TSSC 5 Point Tour**. (More on the theme later,



easterly point of England – then doing the daytime drive to the Lizard (the most southerly point). A bit of a shame that timings didn't really allow for the use of some smaller roads but the journey went well, early enough in the season

please keep reading) One of the reasons we were attracted to it was the idea that one could dip in and out of the route as Suzie loves the

perhaps to have a pretty clear run down (even, very surprisingly, on the M25 section of the route). Our 2+2 performed well settling down at a steady 65mph or so.



trips too but not the actual driving (*Suzie Note: or rather, if I did some driving, we would probably take twice as long as anyone else to get anywhere*). We decided to take the opportunity to catch up with some of Suzie's family in Suffolk then joined the tour at Lowestoft – enjoying a very good breakfast at Martello's, visiting a bit of a windswept, but sunny, Euroscope at Lowestoft Ness – the most

Pic By Tom Hartley

At the Lizard we met (almost literally) **Simon Morgan** in his TR6 which had 'failed to proceed' up the steep single track lane. A fuel pump failure was quickly diagnosed: the top taken off the pump revealed that one of the valves had fallen out – the spring, valve and retaining washer sitting on top of the diaphragm. Unfortunately the spring made a



would involve another 4 hours driving so instead headed home to Bondhenge, via a brief stop for Otter Valley ice-cream on the A30 then another at the Haynes Museum at Sparkford for a cuppa and a late lunch.

953 miles overall 38 mpg
*with 1500 Spitfire engine fitted
 but still on the 4.11:1 diff.*
Max speed – 71.1mph

And now back to the “tatty” theme. For a change we were not the only Bond on

bid for freedom and could not be found but an old biro spring was modified to fit and the car then completed the tour.

We all stayed the night at the Union Hotel in Penzance, an interesting and historic building, with useful garaging space tucked in behind it. In the morning, after another slap-up breakfast



By Tim Smith

the tour. **Paul Hutchinson**, who unfortunately is not able to drive at the moment, very kindly – and bravely – lent his 2 litre Coupe to **Jane, Andy and Vicky** from Gloucester / Worcester areas. The

we all headed off to Land's End (the most westerly point). We left there for a scenic coastal tour led by **Mike Crewes** in his Stag, meeting up first with some of the Cornwall and then later the Devon area members in different A30 lay-bys – You meet such nice people in lay-bys!

Suzie and I then decided that we would not go on to Lubenham for the BBQ at HQ as this



car can be described as “**cosmetically challenged**” but made the whole trip satisfactorily, the only problem being with disintegrating



gear lever bushes, but the team managed to cope with that. They did find one other 2 litre Equipe foible a bit more difficult to cope with - the driver being roasted, the front passenger comfortable, but the person in the rear, cold.

It was a great weekend and I hope that the Club will run another similar event next year, and the more teams will be able to join in.

Now – off to get ready for Laon next weekend...



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Steve Payne



Question Time

Although progress has slowed to almost a stop on my Spitfire due to decorating and work commitments I'm pleased to say I have received plenty of

Emails from readers for this month's courier and some good news from the MIRA photographic department, more on that later.

Mike Dannatt wrote to me about rust removal, unfortunately some of the pictures he sent on that article have been corrupted so Mike could you please send them again for next month's article.

Meanwhile here is his Spitfire 1500 story.

"FLYING BANANA"

I have always been interested in cars and mostly self-taught in their operation and repair due to lack of money in the early years! Not unlike many I suspect. So I have tackled many jobs over the years but no really big stuff like full rebuild, but I have (had to!) replace or rebuilt all sorts including a couple of engines over the years. So when in 2009 I had the chance to buy a classic, meaning one from an age that I was more familiar with, it was the Triumphs I liked, having briefly worked on a friends Triumph 2500pi and a Spitfire. So I bought the flying banana - my 1500 - JWL 629S in fairly good order and with an MOT. I was told that it had

been stored for many years and then put back on the road a couple of years ago. Then the previous owner to me tidied it up and sold it on after a brief ownership. It looks to have had some welding at the front chassis rails near the bonnet fixings and in the boot floor at the side and inner wheel arches. But it looks to be a



reasonable standard and lines are straight. In my ownership - I put on new front side valances, and new seat covers after welding a broken seat frame. These should be hound's-tooth but are just black vinyl. Then I drove it on weekends but it didn't run so good, meaning a lot of hesitation on acceleration. So I part overhauled the twin SU carbs, checked all the valve clearances (still do this from time to time) timing, coil etc.

And it was a lot better but not fantastic.

Then I fixed the driver's door skin by welding in a section which was rusty and replaced the door pins to stop the sagging. Later I replaced all the brake pads and shoes, drums and calipers as it was marginal on an MOT. I fitted uprated springs but they were too harsh so they came off (hence the rust story) however I replaced all the front suspension bushes with original rubber types along with the trunnions, ball joints and drop links.

Last few years it's a pity but its been off the road on a SORN (family commitments mostly) but not forgotten. In that time I have started it up every month, fitted electronic ignition, and a new rear leaf spring and some rear bushes. I then removed the dash as it had some water damage, so I sanded it all down and stained and varnished it. It now looks better but it's not posh. Recently a new battery was fitted and an oil change is due.

I still have a mind to fit an electric radiator fan but until it's on the road I can't make my mind up. Also an electric fuel pump is ready to fit as my occasional driving means the floats bowls are always low and a lot of cranking is needed on first start. I hear an electric pump will solve that. Anyway this year it better get back on the road or else my wife is threatening to sell it for me

The colour is Inca Yellow in a few different shades due to slightly mismatched touch up cans. I don't think I will ever do a full respray as it's mostly Ok and probably mostly original. It has an original soft top on and I have the hard top that needs some window seal rubber and the fixing bolts for the rear deck and top of screen rail. There are a few rough edges to sort like windscreen rubber and trim etc. but I am a fixer and enjoy the engineering and show standard does not interest me.

The current mileage which I think is true is only 38,400.

Regards

Mike Dannatt

Mike, it reminds me of my Spitfire when I first purchased it. I wish I had carried out the 'running' repairs and bodywork restoration on mine whilst using it every day. As much as a showroom condition Triumph is my dream,

using it every day is the other. Thanks for the story and hopefully next month I'll have the pictures for the rust removal article.

Next a question on tyres.

TYRES

The extremely protracted restoration of my 1973 Mark IV is actually likely to be complete in the next couple of months and it's time to think about treating it to some new rubber.

The wheels I've had powder coated are, I think, from a late Spitfire – they're 5Js not the normal 4.5Js.

I wonder if a particular brand of tyres is recommended or generally preferred by Spitfire owners. I know that the handling of some types of car can be affected quite a lot by tyre choice – Are you aware if that's the case with the Spitfire? I think that Goodyear G800s were fitted originally but I assume the characteristics of current Goodyears are quite different to them.

Also, with the wider wheels, I guess the 155SR13s that the car had originally would not be appropriate - do you have any advice on that?

Any guidance you can give me would be greatly appreciated.

Regards

Paul Adams

I consulted my colleague in Vehicle Dynamics at MIRA and he agreed with me. We recommend you stick to manufacturer's tyre specification (or equivalent) unless you're using it for something other than normal road use, such as track days etc. Make sure as well, whatever tyre size you choose that the rolling radius is the same otherwise the speedo will be 'out' (apologies if I'm telling you the obvious).

Finally I couldn't resist these pictures of Rods Spitfire to finish on.

PRETTY IN BLUE

Hi Steve,

Just read your piece about 'The Final Countdown' and thought you or fellow club members might be interested in this.

My spit must be one of the last 500 produced, going by the VIN number ending 9314. Strangely though it wasn't bought/ registered



Oxford (see photo with original rear number plate). All the paperwork I have confirms this.

We've owned two other Spitfires, L reg - in the mid '70s when we first married and an R reg many, many years later! Looking forward to some nice dry, sunny

until 1st August 1981. The reg no is SBW 901X which makes it almost a year after production ceased.

weather to get out on the road again!

SBW 901X, Pageant Blue, first registered - 01/08/1981. Two owners; changed hands on 30/09/2014.

Originally based in the Oxford area, the previous lady owner moved to the Isle of White. 94,926m at the last MOT.

Mostly original condition, very good overall - no rust. Has had new o/s sill/rear wing/front 1/4 valance at some point. Funny



I bought the car in September 2014 from the first owner, who bought it through Hartwells



thing with the paint code (see pic), stamped JMA but should be JNA. (Strange one, nobody has a record of it).

Cheers,

Rod Upham

Thanks all for the stories and questions, apologies if I don't reply straight away but I will try and send some acknowledgement within a few days. As mentioned right at the beginning of the article I now have some photos from the MIRA archives of Spitfires being tested at MIRA and I'm currently putting together some information to accompany them. I look forward to publishing them in the very near future. Watch this space.

Steve.





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Area Showtime



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



Derwent Valley Bowl 2016

By Bob Meller (Derwent Valley Area)

Sunday 17th April was the Derwent Valley Bowl 2016. This prestigious (?) event was attended by 38 TSSC members and friends from Derwent Valley, Notts and Northants Areas, each trying very hard NOT to win the coveted trophy.

Having been bunged up for over 2 years, we at last got our plumbing in order and had an afternoon of fun and silly games. The main aim was to get people together for a bit of fun and to get to know each other a little better and I think we achieved this judging by the laughter and chatter in the room.



The fact that we were blessed with good weather even brought a few Triumphs out from their winter slumber



Before the Games

We originally planned to run twelve games, but for some reason the cocks went missing, so the cock in the bucket had to be withdrawn at the last minute. This did not detract from the overall event that included games such as "log in the bog" as well as old favourites such as tiddly winks, darts, ball in cup and pong. The games were geared for all ages and abilities,



Childrens Team

the youngest player being 7 and the oldest, well, old.

When all the teams had completed the games,



Lowest Scoring Area - Northants

the scores were gathered in and the buffet was served (thanks Angie for organising).



Individual Winner - Rachel Mawby

usual Derwent Valley Raffles.

The overall winning area was Notts, who now have the pleasure of displaying the "Bowl" for the next year. The winning AOs, Nigel and Adrian, upon being awarded the "Bowl" immediately delegated the responsibility of looking after it to Rachel Mawby who was also the individual winner, scoring the lowest number of points on the day.

Other winners were, for highest score, Pat Andrews from Northants, and all the members of the childrens team.

The Derwent Valley Team would like to thank all those who attended and made the event a success.

Bob



Notts Area Win? the 'Bowl'

We completed the afternoon with the prize giving presentations followed by one of our

Wessex New Forest Run 2016

By Martin Berry (Wessex Area)

From all the comments and emails we have now received, another successful **WESSEX NEW FOREST RUN!** Mind you the weather was almost perfect and a lot better than we could have hoped for, especially after the deluge on Friday! Saturday we put all the signs out and waited with bated breath on the weather and verdicts of Boldre Council and Highcliffe Castle on whether





R to L. Dave's 1937 Triumph Gloria 'Southern Cross' was one of the last Pre-war cars before the company called in the receivers. Adjacent is Trevor's Triumph Acclaim - the last car to carry the Triumph marque before the plug was pulled. Finally, and perhaps reflecting the origins of the TSSC - Martin's Spitfire, Jerry's Herald 1200, Roger's 13/60 and Alan's GT6, with Highcliffe Castle as the backdrop.

the ground was going to be o.k. for our cars to park on their hallowed grounds. Fortunately, they were as keen to have us, as they had advertised the event on their web sites! The New Forest Run, is a bit like Christmas in that it takes a lot of preparation over many weeks and then it seems to come and go in a flash! The day started well with bright sunshine, which I'm sure was the reason that all entrants arrived early and allowed us to get organised and the run got off on time at 10.15 am. from Ringwood's central long stay car park, which has taken us full circle, as this used to be our starting point 24 runs ago in the days of no Sunday trading. Next year is our 25th run, more about that later. This year's route took in the countryside



around Moyles Court, Linwood, Emery Down, through Lyndhurst and via Beaulieu, with a half way stop at Pileley, before carrying on through Sway, Bransgore and Burton eventually ending up at Highcliffe Castle. Some of the more observant entrants did wonder if the



designers of this year's route had just a little too much fun in the planning, which took us past hostleries such as White Hart Inn, Alice Lisle, Red Shoot Inn, High Corner Inn, New Forest Inn, Swann Inn, Beaulieu Road Hotel, Red Lion, Hobler Inn, The Crown, Lamb Inn and The Manor Hotel! We could not possibly comment!!

My only concern was the signs warning of frogs crossing, but I was

Area Showtime

assured that also, had been and gone! After parking at the half way, all enjoyed a leisurely coffee/tea & biscuits. We then all set off on the

for our special anniversary, Beaulieu would be the place to be seen! This is by no means



second half and made our way to Highcliffe Castle which made a marvellous backdrop with views over the Solent to the Needles and the Isle of Wight. The parking had to be quite tight as we had accepted more entrants than we should've, by some 30 cars, bringing the total on the day to 155 which meant we had to close the entries a week early for which we apologise to those who applied during that last week. Next year if we are limited for space we will mention that it is the first, how many we decide along with a closing date. At this point, I must take this opportunity to thank all entrants for their patience, common sense and help in following all instructions issued by the marshals, especially with parking, without your co-operation we would not be able to cope, so thank you! As I mentioned earlier, next year is our 25th run and we have invited suggestions via our questionnaire on what format it should take to mark this special occasion. Beaulieu seems to be popular for a one off! The only concerns is the cost of entry especially for those who do not wish to look round, or who have been, like most of us locals, several times before! But we do feel that

definite, we will judge it on all the comments we receive and make a final decision later in the year. You can find mine and Trevor's email addresses under the Wessex Area News if you wish to add your comments. I leave you with this, one of many emails we received, which I feel summed up the day perfectly!

Martin Berry

Just a note to say how much we enjoyed the run today. We only bought our Vitesse in January so this is the first time we've done a run along with so many others. We were most impressed by the organisation, you made the route very enjoyable and easy for us newbies to follow. Can you please thank all the people who marshalled etc., during the day for us? We really appreciate their efforts.

Hopefully we will be free to attend your 25th run next year!

Being newbies, we don't feel qualified to have an opinion on the format and are happy to go along with what more veteran members decide is best.

Many thanks once again

Karen & Steve



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In the NEW June issue...

There's a celebration of 50 years of **Ford Executives**, plus an amazing **MG Midget** rescue and the precise resurrection of a demobbed **Jeep CJ**. We also remember how the law managed the 'Ton-Up Boys' that frequented the Ace Cafe, visit a **Rover 800** collection with a special highlight, show you how to buy a **Mercedes-Benz SL R129** and give you more helpful **tech tips and advice** than you can shake a stick at.



THE PEAK RUN

2015 & 2016



STOP!!!....

by Colin Wright

For me that was the climax of the 2015 Peak Run Weekend. Those that did not attend the Saturday Night Party would not have a clue what I am referring to; but the Peak Run team had overcome several challenges to reach this point in the weekend. Bob (who was new to the team) just didn't have a clue what he had let himself in for. Richard W and Paul were pumping their pants at the thought of having to perform a routine on stage. Roger was exhausted from the pressure of work and I was recovering from a recent heart attack.

Then at the last minute the Peak Run route had to be changed due to road closures...

The camp site was bathed in sunshine when I arrived on the Thursday and positioned my caravan in the corner of the field. It was not long before keen and eager folk started to arrive before the 3pm arrival time, picked their spot and reached for the beers. Before we knew it the camp site was buzzing with the

noise of Triumphs and overexcited Yorkshire folk (claiming that Cobs are called Breadcakes).

Friday dawned and Kim was frantically running around trying to stop Roger pitching everyone in the wrong area. More Triumphs and campers continued to arrive throughout the day and into the night.

Friday night in the function room is where we officially start the weekend with a few silly games and short quizzes - so you could join in as soon as you arrived. Nigel had prepared his Innuendo Quiz and we quickly established that it's the women who have dirty minds. We also played 'Sticky Thirteen' (THE ACE OF SPADES, THE ACE OF SPADES) and Roger hosted his version of Family Fortunes which was hilarious. There were two very disturbed families taking part that I would have thought would have been more suited to the Jeremy Kyle Show. Scott Hutchinson had the room in stitches when he introduced Matt Hill as his wife and the rest of his very odd family.

We also had a demonstration of how NOT to dance to 'Irish Paddy Style' by Keith Lister, Nigel Hawes, Tracy Blease and Dave Smith. Paula Coyle stole the show with her own unique style

The Peak Run



which completely embarrassed hubby Michael and daughters Niamh and Lauren.

Saturday was very, very wet...Despite this almost everyone was up and ready for what the day had to offer. After the briefing, small groups were taken down into Ashbourne, dumped outside the Police Station and left to fend for themselves. Over 80 Peak Runners wandered the streets in search of clues in the pouring rain. We had reports of desperate women asking Nigel (the local butcher) for a length of his sausage.

As everyone arrived back from Ashbourne, it had been planned to hold the driving challenge once again and a new game called dizzy football in the afternoon - but it was too wet. Beer Pong was set up in the Marquee and the fun continued.

Meanwhile, in the function room (behind closed doors) the DV Crew were busy making ready for the party night - Decorating the room, finalising the games, rehearsing the finale and fine tuning the running order.

The evening was soon upon us. Bar meals were consumed. The first few pints were drunk. The room began to fill with everyone dressed as their favourite rock star. We had Slash, Kirsty MacColl, Dexys Midnight Runners, Alvin Stardust and Dolly Parton complete with her assets plus many more.

The room was split into three teams - "The Village People", "The Village Idiots" and "The Village Bikes".

During the year we had received numerous

requests for the return of the DV Vicar. Well, to be honest, it was just Carl Hutchinson who would not stop asking over and over again. His persistence paid off as the Vicar returned to open the evening and blessed everyone with toilet water - accurately distributed by a loo brush. The Vicar went on to perform 'Rock and



Roll Preacher' which certainly got everyone dancing and shouting 'HALLELUJAH'. It was a good job we had hired security for the evening as Nigel and Mark certainly kept the revellers under control. Although at times we thought Mark was more interested in making his biceps look bigger by pushing them up when he folded his arms.

The silly team games, at times, got completely



out of control as the usual competitive frenzy ensued. Force feeding, cross dressing, balloon bursting, lap dancing, window licking and just a little musical knowledge ensured that a good time was had by all.

During the evening we introduced special guest stars which included Prince, Ozzy Osbourne, Noddy Holder, Elvis, Angus Young and a Black-Eyed Pea. All were ably supported by The DV



The Guest stars!

Crew and the official photographer.

As always we saved the best 'til last. After a short break the room was locked down, security went into high alert, the music started and **"The Old Spice Girls"** burst into the room, danced onto the stage and performed STOP!!!

Sporty, Scary, Ginger, Posh and Baby showed that they still had what it takes as the audience shouted for more.

A Black Eyed Pea!



STOP!Please Stop!

styles looking like they had been dragged through a hedge backwards. After a quick wash and brush up the cars were made ready to leave for Belper as soon as the barrier lifted.

At Belper, Richard M was marshalling the cars arriving into the car park and directing

The Run

Sunday morning arrived on the camp site and revealed a few sore heads, lost voices and hair

everyone to the local Pub which was providing Breakfast Cobs and hot drinks. At 9:45am the Town Mayor waved the flag and the 27th Peak Run commenced. Over 50 cars headed off into

The Peak Run



The Run

Meanwhile, back at the camp site, John Muschialli decided to drive straight to Buxton and entered the postcode into his SatNav. Having driven around for a few minutes at the destination and been unable to find the Pavilion he decided to ask a man walking along the street...



Runs End

the beautiful Derbyshire Peak District on a slightly adapted route we had used some 7 years previously. The route included some very narrow single track roads with no passing places and tight hair-pin bends.

Three hours after setting off from Belper, cars started arriving at Buxton Pavilion. They were parked up and admired by all the visitors enjoying a day out.

Cars were judged, Peoples Choice votes were counted.



Dave Smith Car Of Show



The Winners

"Excuse me. Could you tell me where the Pavilion is?" "What Pavilion would that be?"



replied the man. "The Buxton Pavilion" said John. The man smiled "Ahh. That would be the one in Buxton. You're in Belper mate."

At 4pm we all gathered around for the Bumper Raffle and Presentation in which there were a few surprises. TR's stole the show winning 3 of the 5 prizes available:

**Car of the Show – Triumph TR7
owned by Dave Smith**



**Peoples Choice 1st place TR4
owned by David Wood**

**Peoples Choice 2nd place TR6
owned by Howard Davies**

**Peoples Choice non-Triumph – Lotus
Elan owned by Angus Clark**



**Brian Watkins
Trophy**

The winner of the 'Brian Watkins' Trophy (A special commemorative trophy which is close to the hearts of Derwent Valley members) was presented to **Brian Harrison and his lovely Panther Lima.**

Silly prizes were presented to Eddie Betts for breaking down first, Paul Mason for travelling the furthest and Mike Mayfield for his ghostly glowing trailer tent.

What's happening in 2016?

Well if it ain't broke why fix it? Much of the same is planned but with few new twists and a brand new theme – '1940's Britain'. So grab your ration book, draw a pencil line on the back of your legs and get yourself to Ashbourne.

The actual Peak Run is on Sunday 19th June 2016. However, for those wishing to make it a weekend of fun then the camp site opens at 3pm on Thursday 16th June and closes on Monday 20th June. The weekend officially starts on Friday at 7pm in the function room and bar snacks will be available.

There will be activities based around the camp site during the day on the Saturday with the Party Night starting at 8pm. Bar snacks will be available from 6:30pm.

One big change this year is the starting point of the Peak Run. From the **Peak Gateway Camp Site, Ashbourne. DE6 1NA.**

On the Sunday morning, Bacon and Sausage cobs plus tea or coffee will be available at the café from 8:30am and the Run departs at 9:30am. We have a brand new route through the Peak District to a brand new destination not far from Ashbourne.

There are limited catering facilities at the final destination so either bring a packed lunch or stop to eat somewhere along the route.

Of course there will be the bumper raffle and prizes for both cars and for those that make us smile.

Prices will start from £10 for just the Sunday Run - up to £50 for the whole weekend including 4 nights camping and entry to the Run.

For more information and booking form visit our Peak Run website:

<http://peakrun.weebly.com/>

See you at the Peak Run.

Colin

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"/>
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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.**

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Trevor Collett

The Midge Goes On

John Cowperthwaite is the man. The man who? Some of you may be asking. But most my you will know that JC is the man responsible for the design, production and retailing of the Moss range of Herald-based kit cars. His first car was the two-seater Moss, first available to buy as a kit in 1981. This model became retrospectively known as the Moss Roadster when JC introduced a new model in 1983, the Moss Malvern, which was a two-plus-two version of his first product.

More Moss cars followed, the Mamba and the Monaco, and by 1984 Moss Sports Cars Ltd was the fourth largest kit car company in the UK. Not a man to rest on his laurels JC's fertile mind turned towards a slightly different way to build a car at home. Though his four Moss cars were all sold as kits for the home builder, that builder had to find an initial outlay of cash to give to JC to pay for the fibre glass body.

What if the home builder could build his own body, from bits and pieces readily to hand? That's exactly what JC made possible. He designed a body to fit a Herald chassis that was made from sheets of MDF skinned in sheets of aluminium. The shape of this body, when all screwed and glued together, was reminiscent of the MG J2 Midget from the thirties, and so it was that JC decided to call his new car "**JC Midge**", happily following on his penchant for model names beginning with "M".

Those wanting to build their own JC Midge sent a measly amount of money to JC and in return received a set of written instructions and full-sized paper patterns to cut out the wood body

sections. One of the adverts placed in the magazines by JC read, "The Offer You Can't Refuse! Build This Car For Under £500 – On The Road!" There was certainly a certain "financial licence" in that statement, but there were many budding automotive engineers convinced enough to embark on a Midge build, and many dozens began to appear on the nation's roads. Another "build from plans" car soon became available from the JC Auto Pattern company in Sheffield – the JC Locust, a car with a Lotus Seven-style body shape. I'm not privy as to why JC had to move back one letter in the alphabet to start this new model name. And, finally, there was the jeep-like Husky, which we don't have to talk about too much – it wasn't Triumph based, it used Ford Escort mechanics.

In the late eighties JC passed on the production rights of both the Moss and JC range of cars to other concerns (I have written in detail in the past the progression of these models, and probably will do again one day).

He, though, was not devoid of business ideas – in 1987 he produced the Mayfair, a car made for children, powered by a 12 volt battery connected to a windscreen wiper motor, which drove the wheels. The Mayfair was marketed under the brand Real Life Toys, and this business is still going today, with the company called Toylander.

It is the Midge that has prompted me to write this piece this month. I've come across many dozens of Midge cars over the years, and each has been distinct. The method of construction gives plenty of lee way in how the finished car turns out. Some of the first cars, I remember, seemed to come out with slightly wrong, in my



opinion, proportions, looking a little too tall. As time went on builders seemed to start to get it



right, with better wheel choices, spring settings and body mounting there were some really great looking cars rolling out of the proverbial kit car builders' sheds.

The white car pictured is known to its owner, and builder, as Bea, for obvious reason. I know this car very well as it happens. The car was built by **Chris Bird**, who for many years was a near neighbour of mine in Fetcham in Surrey. Chris and his Midge and me and my Moss trailed around many a local car show and Sunday run out. Chris always enjoyed these jaunts as

much as I did, until one day we got a bit competitive hoofing up the Young Street hill – the “MD” in MDF might stand for “medium density” but I’m afraid it’s quite a bit heavier than fibreglass. Chris was mortified to be left behind by my Moss, when we both had exactly the same Herald 1296cc engine pulling us along.

Unfortunately, for me, not for Chris, Chris and his Midge moved away. The pictures here were sent to me by Chris last year, and prove that Bea is still going strong. Those of you with a good knowledge of the British landscape will be able to work out where Chris moved away to – the white horse on the hillside is at Osmington in Dorset. Those of you with an extensive Courier archive, or the DVD, can read all about how Chris built this lovely car in my October 1988 Specials Register.

The red car I had not seen before until it just recently appeared for sale on a well known internet auction site. When I saw the front left quarter shot I thought this looked like it could be up there with Bea as one of the best Midges I’ve seen – though, personally, I wouldn’t have put that badge on the grille. Then I saw the front right





ness, with the Midge Mk2. This new Midge has no Triumph connections; its base is the chassis and running gear of a Suzuki Samurai. It's still a build from plans car, and as it uses an unaltered Suzuki chassis it is exempt from the IVA (Individual Vehicle Approval) testing procedure; so the finished car will just need a standard MOT to become legal for the road.

From an engineering view point there is no reason you couldn't

quarter shot – oh dear. That unpainted build-out from the engine side panel is, in my opinion, a real let down.

We know why it's there. Fitting in the side-draught carburettors in the narrow body of cars like the Midge is a problem, it's a problem with one carb, let alone two. I had to solve this issue when I was building my Moss. I was happy with a single Stromberg, and without an air filter it just fitted in the engine bay, with the side panel straight and flat. I didn't want to fabricate a build-out or blister to accommodate the air filter, so I decided to run without an air filter – what's the worst that could happen? I fixed some aluminium mesh across the inlet, to stop the wasps being sucked in.

I've clocked up nearly 70,000 miles on that engine since then.

still build a "Mk 1" Midge on a Herald/Vitesse chassis; you only have to get a copy of the plans and a Herald or Vitesse donor and off you go, but there one thing that might stop you, and I'll



leave you with this quote from the Midge Owners and Builders Club web site, *"Please note that UK law has changed since the Midge was launched in the early 80s. We strongly suggest that anyone contemplating the purchase of an unfinished Midge Mk 1 project, or a car still registered as the original donor should research the matter carefully. It is our understanding that it is not possible to correctly register a Triumph or Ford based Midge in the UK without completing an IVA test (as the chassis has been modified) and it would be very unlikely to pass. Retaining the original car registration after modification and body change is not an option, so it is ESSENTIAL to research it very carefully!"*



In the last year or so the legendary John Cowperthaite has re-entered the kit car supply business.

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Spitfire



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1500 1979. Owner from 1982. 14000 miles from complete rebuild, waxoiled, Sports exhaust, new carbs, new brakes, copper pipes, neoprene bushes, adjustable suspension, new springs, unleaded head. £4,250. Pauline Dixon (South Gloucestershire) Tel:01454 299236



MKIV 1971. Tax exempt, elec ignition, K&Ns, non o/d gearbox, fibreglass boot lid. Owned since 2003. Garaged. 12 months MOT. Includes hardtop for restoration. Ins Val £6500. £4,000 OVNO Richard Bocking (Leeds) 01924 443689



1500 1979. Pageant Blue. Owned 21 years. Garaged. Dry use only. Overdrive. Unleaded head. 4-2-1 stainless exhaust. Electronic ignition. New soft top. Hard top - needs new seals. £3,950 Mike Spink (West Essex) 07736 774167.



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Herald

13/60 CONV PROJECT. Running vehicle taken off road two years ago due to bodywork corrosion, stored in barn, new clutch 2013, seats re-trimmed. £800. Derek Ratcliffe (Broughton-in-Furness) 01229 716001.



13/60 CONVERTIBLE. Structurally solid - Full MOT - Enjoyed as daily runner - Maintained by a Classic Car specialist - Recently replaced differential - New mohair Hood fitted - History included £3,995. Lindsey (Norwich) 07889 479072.



13/60 CONVERTIBLE (1971) Runs well, presentable and ideal for summer. New MOT. Needs some tidying. Future emigra-

tion forces regrettable sale after 25 years. Please call to view. £3,000 Richard Scarth (Central London) 07748 296048.

13/60 CONVERTIBLE Project. 1970. Not on the Road. Needs repair or spares. Ex-Jersey. Large History File. BMIHT Production Certificate. £100. Michael Cohen (Wrexham) 01978 359263.



13/60 CONVERTIBLE, With 1200 Bonnet, Damson with Spitfire 1500 Engine / Overdrive, MOT April 2017. Genuine Car in reasonable condition but needs a little tidying. £3,750. Robert Finney (Stevenage) 01438 214913.

Vitesse



VITESSE PROJECT. Suspension, diff, prop, radiator, brakes - all fitted - new/up-rated. Engine & Gearbox in. Swing spring conversion. Good bulkhead and rear tub. £000s spent. £2,500 (no offers) Simon Oliver (Newark) 07841 450715

GT6



MK1 Feb 67. 5 previous keepers, MOT Mar 17, Runs well, recent recon distributor and carbs. Condition A2. Some bubbling and filler in places. No bumpers fitted but come with car, front slightly bent. £7995 Garry Smith (Mansfield) 07754 594895

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COMPLETE BONNET ASSY. Bumper, Spoiler, Underiders. Red Paint. Reason for sale, have fitted different bonnet. Mick more (Oldham) 07939 203468.

HERALD & VITESSE Spares including Rear Spring, Clutch Release Arm, Ignition Lead set, Aluminium Bumpers and lots of other parts. £10. Gary Flinn (Derbyshire) 07825 269136.

SPITFIRE Mk IV - Tonneau Cover and Hood Cover. Two bullet style wing mirrors in excellent condition. Five painted wire wheels and tyres. £265. G S Guerrini (Wimbledon) 020 8542 4876.

SPITFIRE Alloy Fuel Tank (Injection or Carbs) Competition alloy fuel tank, foam filled, internal swirl pot, JIC unions, VDO sensor aperture, rollover valve, stainless straps. Cost me over £500 new. Only used once and in very good condition. £250 Chris Bayne (Gloucestershire) 07960 088646.

2000 Back seat Grey cloth trim. Grey cloth back seat base no rips or tears, not faded in excellent condition £25. Paul Barlow (Exeter) 07968 239280.

VITESSE MK1 ROLLING CHASSIS New condition. Good Bulkhead, also Spare Bulkhead. Some other spares. Phone for Details. Roger Williams (Cornwall) 07760 374767.

TRIUMPH SPARES. 2500 MkII Bonnet, Dolomite Fuel Tank. Vitesse Front Suspension. Drive Shafts complete. 3.89 Diff. Spitfire 1500 Fuel Tank. All Good. All cheap! Mike Clarke (Watford) 01923 230453.

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AUTO GEARBOX WANTED. 2.5TC Auto Gearbox with Flywheel and Clutch. Scrap Vehicle considered. Malcolm White (Gloucs) 01285 712141.

HERALD HEADRESTS! LOOKING FOR Herald Headrests. These were an optional Extra and are of the SLIDE Over the Seat Type. Any Colour or Condition as I can recover them. Alan (West Yorks) Tel:07944 909823

1300 FWD Cylinder head required. I need a cyl. head for a 1300 FWD. I will swap a

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The following services are available from the Club headquarters.

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Young Member £23.50 (Age 17 to 25)

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

TSSC MEMBERSHIP INFORMATION PACK

TSSC - Sunderland Court Main Street,
Lubenham, Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
e-mail: info@tssc.org.uk
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All magazine material must be received
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DEFINITION OF DEADLINE - Last date by which
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e-mail: accounts@tssc.org.uk
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Tel: 01858 434424 Fax: 01858 431936

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

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

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Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
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Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

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

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
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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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Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA
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Vivien Thompson **Tel: 01484 541185**
Julie Hazell **Tel: 07813 589799**

TSSC

Area News Review

June 2016

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

Footman James BRISTOL CLASSIC CAR SHOW

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Sunday – Standard Triumph Rally

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TRIUMPH CLUB



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
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OFFICIALLY!!!
YOU ARE MEETING
WITHOUT TSSC
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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- Servicemens 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 The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 01952 581391	2nd Weds. 8.30pm. 2nd Mon. 8pm. 3rd Wed. 7.30pm.
NORTHANTS	David Embery: 01952 371783 Simon Morgan: 07786 806189	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
PETERBOROUGH	David Woodward: 07939 603061 Roger Haywood: 07969 024999 Chris Allen: 07505 110922 Vicky Kitchen: 01527 894125	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR May to Sept - Plume of Feathers, SOLIHULL. B90 3BW Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	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 Goulding: 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.	
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NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd.,Kelston - AUCLAND.	
		Bjerkelundgata 6 B0553 Oslo NORWAY.	
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ALO REPORT

ANDOVER / NORTH WILTS . . . EAST BERKS

TSSC AREA NEWS

AREA LIAISON OFFICERS
 email alo@tssc.org.uk
 Tel. 07976 163006

As volunteers we all do a fantastic job, looking at photos and Facebook looks like we are well into enjoying our cars and club events. Keep your members driving those cars. It was a wonderful sight as we drove around five points of British Isles and meeting AO's and members doing a stunning job of manning check points, a huge Thank you guys for your support! There was a buzz definitely in the air.



So what's it going to be like in July at Santa pod!!! Bazzing as our Manchester buddies would say!
 After positive feed back on AGM we need to keep positive for your members and move onwards and upwards.
 Great success at the South of England meet, a huge thank you to Mickey and Julie Hazel on good organisation for this event, growing each year and going from strength to strength .
 Here's to next year and to all you area organisers this event is one for your diary to kick the season off.
 Keep pushing **TriumFest UK at Santa Pod** to your members it's going to a great event for everyone.
 Enjoy the season with your car.

Nigel & Di

ANDOVER Tel. 01672 514241
 e-mail: guy@bondequipee.org
 Meetings Cover Swindon/North Wilts area

Andover meeting at the Chalkhill Blue - A busy evening both in the pub generally and a good turnout of our group, enhanced by Robin & Anne's grandsons Callum & Elliot. Very pleased to see Mike there too although we think he was a little disappointed not to find bangers and mash on the menu.

With the pub getting so much busier, and consequently noisier, it does make it a bit difficult to hear each other, at least for those with less than 100% hearing such as Suzie and some others.

We've been keeping an eye on the Plough website and they have now re-opened so we're planning on going back there from the June meeting onwards. From the website it seems not to have changed in character too much, still a pub with beer and some food although it looks like some of the food costs may have gone up a bit, but we'll see how it is in June and can then decide whether it suits us to stay there. At least we should be able to hear each other.

Bruce Arms meeting - one of our smaller meets, Burbage Bob, Frank and the 3 of us put the worlds to right, or at least, 4 of us did as Lily was too pre-occupied with the bone we took for her. A little bribery seems worth it if it leads to a bit of peace and quiet.

We're aiming to be at two events this month which we would hope to see some other members at. The first is a new event for us, the **Vintage Nostalgia Show at Stockton Park**, and the other is the **Wiltshire Steam & Vintage Rally held at Rainscombe Park** near Marlborough. We will be trading with our stickers etc at the former but not at the latter. We will then finish off the month with the **Standard Club's annual International Rally**, another car event but with either Doris or Monty, one of our pre-war Standards. We hope some of you will be out and about at events throughout the country, and overseas, this summer. AS I write this we're looking forward to our trip to Laon next weekend. Don't forget, we're back at **THE PLOUGH INN for our June meeting**.

Next meetings:

- 3rd - 5th June - Vintage Nostalgia Show at Stockton Park, Wiltshire, BA12 0SQ.**
- 9th June - Regular meeting at THE PLOUGH INN, GRATELEY, SP11 8JR**
- 11th - 12th June - Wiltshire Steam and Vintage Rally, Oare, SN8 4HZ**
- 15th June - Regular meeting at The Bruce Arms, SN9 5LR**

Guy & Suzie

EAST BERKS Tel. 07989 104324
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 e-mail: mark@serapeum.co.uk

Hi All. A brilliant turnout to the last meeting - lots of familiar faces (Gary, Doug, John, Colin, Cookie and great to see Michael again) and a new one in the form of Andy Collins who owns a rather nice mk1 GT6 and a mk1 Gittfire project. In fact, we're rather well off for GT6s in East Berks now - what with Doug, Andy Cook, me, Gary and Andy Collins all having one! Most of those work now too - I actually managed to get my GT6 along to the meeting - shock horror! Although in good nick (I did a nut and bolt resto between 1996 and 2003), it had been tucked up in mum and dad's garage since before 2-year-old Charlie was born. So with the aim of getting it to the South of England Meet in Leatherhead (just gone, more on that later) I bought a new battery for it, took the plugs out and span it over until the oil pressure came up, put em back in and it started right up. Apart from one horn which needed a bit of tickling everything still worked - MOT booked for the next day and it went right through with the MOT lady remarking that the brakes were really good! That's silicone brake fluid for you - great for cars that are going to be stored (some would say not great for cars that are going to be driven, but I find it to be fine). Anyway, Colin brought his Spit, and Cookie brought the flying log, and I think John brought his Vitesse, so we had a very nice looking carpark.

Lots of shows since I last wrote: Firstly, there was the Isle of Wight Camping trip at the beginning of May. You may remember that John promised to lend me his Vitesse so that I could take Sam and Charlie with me. That he did, and I must say how eternally grateful and honoured I feel for that. I did my best to look after it and I like to think I returned it better than it was (I found a couple of original screws/cup washers for the wooden door cappings, and fixed the oil pressure warning sender with a new old stock one that I had knocking about). The family and I had a great time on the island, and I really enjoyed the Vitesse once I'd got confident with the handling - it has a useful turn of speed, makes a great noise, and the throttle response is really good. The first night in the tent was unusually cold (with cold winds blowing in from the arctic - I've never known it this cold in 20 years!), and neither Sam nor I could keep warm. I kept worrying that Charlie was crawling out of his sleeping bag and we'd wake up to a little icicle (there was actual ice on the tent in the morning!) so I didn't sleep a wink. At first light I got up to make tea and book a caravan! Turned out Charlie was warm as toast anyway...typical, but to say Sam was pleased when she saw the caravan is a severe understatement... "a happy wife is a wonderful thing" is something a wise man once told me! The rest of the weekend was warm during the day and mostly dry. On Saturday we all convoyed off to Blackgang Chine, which Charlie enjoyed greatly, and on Sunday it was off to the military museum to see more "daddycars", then back on the 4:30 ferry on the Monday. As always the weekend went far too quickly and I can't wait to go again next year.

The weekend afterwards was the South of England Meet at Leatherhead - I took Charlie in the GT6, with Sam staying at home. This was mine and Charlie's first weekend away on our own without mummy, but the little guy was fine. The Saturday night in the tent was MUCH warmer than the previous weekend at the Isle of Wight, and we both got a good night's sleep. Daddy packed food and drink for little boy, and mostly failed to take any-

SOUTH BUCKS . . . CAMBRIDGE

thing much for himself, but various people very generously offered me a beer, some chicken and a burger, so I didn't have to go shopping when I got there - many thanks! On the auto-jumble front, I took a load of stuff hoping to pay for my weekend, but failed to sell anything except a pair of air filters. Ho hum. However, I did have a very successful weekend as far as buying stuff was concerned - a pair of reflex lever arm dampers and new links for the Vitesse, a set of rotolox axles with good threads and UJs, ready painted, for £15, and Charlie got a toy car for £3 (which he proceeded to pull the wheels off as soon as he got it home...). I must say, this year's show was as packed as I ever remember it back in the 90s - the field was literally full of cars, and of course people to go with them. A great credit to all the effort that Mickey and Julie put in organising it, and I'll be back next year.

Then this weekend just gone was the Chiltern Hills Vintage Vehicle Rally near Aylesbury. Due to me messing up my application (forgetting to include the cheque) I'm ashamed to say that Charlie and I went in the MX5, but I didn't want to get stung like last year when I turned up as a late entry in Bob the brown Spitfire and got charged £10 to exhibit my car and contribute to the show, instead of the £6 the general public are charged to turn up on the day. This was the same arrangement this year, which I think is wrong because without classic car owners bringing their cars, the organisers would have no show! Anyway, grump aside, it was a very good show with all makes and models far and wide, both cars and commercials - it's well worth attending to see all the other cars of your youth in one place, and there are craft stalls too for the other half. There is also a good selection of auto-jumble, and AD Autos were there with lots of Triumph stuff, so I nabbed a fuel tank for my Vitesse and a couple of bits of trim, as well as a spare wheel for the Riley Elf - thanks to George for carrying it all the length of the field back to my car!

Right, the next main TSSC event we'll be attending is **TSSC TriumphFest UK at Santa Pod on 2-3 July**, but before that there are a couple of other local shows - there's the **Churchill car show at Chipping Norton on 5 June**, and the regular **Pine Ridge golf centre show near Bracknell on 12 June** (I think Cookie and I will be at that one), then later there's the **Triumph Marquee Day (Lincolnshire County Showground) on 17 July**.

The next club meeting will be on **14 June** from 8pm - at the **Shire Horse pub, just outside Maidenhead on the A4 to Reading**. Hope to see you all there!

SOUTH BUCKS Tel. 07818 052276
www.tssc.org.uk/southbucks

April 12th saw myself, Carl and some friends go to the monthly meeting at the Hart and Magpies between Amerham and Beconsfield. Sadly this clashes with Classic Cars night at the Ace Café so we have to choose between them. Quite a few cars turned up, including plenty of American cars, no doubt their owners envious of the over-head cams in my Stag's V8. Carl was also there in his new Civic Type-R, which looks very mean and purposeful. The evening drive home with the roof down was a rare pleasure.

The monthly meeting was well attended, with myself, Carl, little-Harry (Carl's son, who's birthday it was), Rob, Paul, Liz, Robin, Simon, Phil and Bob (I'm really sorry if that is not your name, I saved it on my phone but it's lost it!) stopping by. There was a good collection of cars too, including Bob's Vitesse, which has had quite a life by the sounds of it.

This month's issue of 'Classic Cars' features 'classy convertibles', including a Stag, mine in fact! Predictably the night time photo-shoot took a long time, in the freezing cold but they managed to get some great photos and it was a real thrill to see my car on the cover. The main issue was the cars misting up and getting condensation if left for more than 5 minutes. This actually marks the second time one of the areas cars has featured, Robin's MkII Spitfire has also been on the cover.

There are many events happening around South Bucks in June, I'll let you know of any more that are coming up but the main ones are:

Bromley Pageant
Date: 05 June 2016



TSSC AREA NEWS

Ace Cafe Triumph Car Meet

Date: 11 June 2016

Ace Cafe Classic car night

Date: 14 June 2016

Brooklands Double twelve

Date: 18 June 2016 End Date: 19 June 2016

GOODWOOD FESTIVAL OF SPEED

Date: 23 June 2016 End Date: 26 June 2016

And, of course, our **June meeting which is at the Squirrel Pub in Penn from 8pm on the 15th of June**. See you there!

Daniel

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After a fabulous weekend of weather for top-down motoring, Monday the 9th saw the clouds start to form but we didn't let the greyness slow us up. We assembled at Marshalls Airport petrol station for an hour's jaunt through the fenland roads before the meeting at the Plough. We had eight



Triumphs parked up: Vinnie's Vitesse, Peter's white and Andy's red Spitfire, Mike's resprayed Herald, (both behind the TR5), Christoph's GT6, Jeremy's TR6, Toby's Hurricane and Tim's TR5.

We spent a little while getting everyone set up on Glympe, a free app for smartphones that shares your location for a while - whether you're on the way home, picking someone up from the airport or taking part in a classic car run. The beauty is it stops sharing automatically after a given time or when you get top your stated destination so privacy isn't an issue. We all shared our location with a Glympe tag 'CambridgeTSSC' so we could all see each other. It seemed to be every five minute refresh so it doesn't flatten the battery. Looks great; heartily recommended.

The Great Drive was a rather demanding test of each of our cars suspension! A single track lane that has settled into the fens by varying amounts, much like a rollercoaster, but one that goes grauuuunch and crishhhhhkkkk as you bottom out every now and again if you're pushing the limits like it was clear from Tim's grin that he was.



After half an hour we opened up onto the faster roads which was good as we were having to keep the speed up to keep the light rain out of the cars. We were back at the Plough in plenty of time to take our beers and soft drinks to sit by the river watching the ladies of the university row past. Ah, this is the life.

Peter joined us there and we made light of the fact that his daughter is now, for a few years, actually the right size to be able to use the occasional seat in the back of his GT6. The glorious weather meant there were more takers for a cruise up the river next month, and possibly even a go-karting session mid-month some time. Much light (and heavy) banter interspersed discussions on failing overdrives and interior light rewires with talk of Mike's tits (with nestcam).





SOUTH BUCKS . . . CHESHIRE CORNWALL . . . COVENTRY

TSSC AREA NEWS

South Bucks Continues

Join us next month **June the 6th** for, hopefully, a cruise up the river from half eight for an hour. We'll take our drinks on the boat and watch the world drift by before returning to the Plough, Fen Ditton for the rest of the meeting, so don't be too late next month!

Tom

CHESHIRE

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Things are starting to happen, as the weather (theoretically) warms up. Ah, that explains the ice on the cars in the morning. Dave (Snagfordshire) and I travelled to HQ for the AGM and AO Seminar. Things have settled down a bit since the days of lost web site. The finances this year have been explained but most of the information went to write-only memory. The minutes may have been published by the time you read this, which should help. I spent far too much in the Club Shop, and one may observe that certain relatively modern cars travel faster and more economically than certain other not quite so modern cars (none of which are in Club territory).

Sandbach held their Festival of Travel on the 16th and 17th. The weather forecast said heavy snow on the morning of the 16th, but it must have all melted by breakfast time. On the 17th, it was still rather cold when I set off in Hark the Herald, but pleasantly sunny. The car park was almost full when I arrived at 9:30, and apparently a number of cars were turned away after that. There was a brief hail shower and following that the number of people just seemed to increase and increase until it was hard to actually walk anywhere! Plenty of interesting cars (including the occasional Triumph). I'm unclear as to what the parade did in previous years, but what seemed a large crowd lined the streets of Sandbach from the car park to the roundabout at the other end of town as we left. And being Sandbach, I had a 30 ton lorry behind me for this part of the event. But it wasn't a Foden.

And so to Drive It Day. As I swapped the cars around late Saturday afternoon I thought it was cold and windy and then I noticed it had started raining. The forecast said sleet in Leek at the appointed hour the following morning. By Sunday the forecast had improved and eight cars (mostly Triumphs, mostly made in England) gathered at Sainsbury's in Leek. We then set off for Castleton (hoods down in the convertibles) and found ourselves in Castleton in time for lunch. Rain had arrived by this time so all the hoods went up while we sorted lunch out and explored Castleton. Then it was off up Winnat's Pass (even John managed this without problems) and thence to Buxton. The Snagfordshire contingent went to explore Buxton, the Cheshire set went down Poole's Cavern, and the early TR5 prototype went home (we think). From there we returned to Sutton Hall and had some dinner, admiring the rain falling outside as we dined. It must be noted that the Spitfire from Crewe attended with its very recently reassembled engine, and also that the GT6 has, at long last, had its floppy wipers fixed, the tachometer coming out to gain access to the offending wiper box. Macclesfield Flying Pigs were apparently almost scrambled on hearing this news, but went back to reading the paper when they realised cast iron was not involved.

Gawsworth Hall (Bank Holiday Monday) was cancelled due to bad weather, so it was pleasant to be able to drive to our meeting in Hark the Herald with the hood down (yippee) and be joined by at least 3 other Triumphs in the car park, including Roy's Stag (also hood down) which is back in operation after open wallet surgery on the engine and electrics. Even the GT6 (see above) made the 200-yard journey from Cast Iron World Headquarters to the Flower Pot.

The Spitfire in Romiley is nearing completion, and is threatened for our next meeting, after an Eezi-Blood (I think) was used to get the brakes working. Heap the Vitesse is still in the paint shop at Cast Iron World Branch Office, the painter wondering how

much filler was used on the bonnet 30 years ago (lots and lots) and how much to use this time round (no prizes for guessing right). We hope to see the Vitesse from Buxton next month, new wheels requiring longer studs to hold them on properly.

Events for June. It's our first run out, the details will appear on the TSSC web site. My list has **Tatton on the 4th and 5th, Cholmondeley on the 10th to the 12th, Thornton Manor and Trentham Gardens on the 19th**. Curiously there's a gap with **TriumFest on the 2nd to 4th July**. Buy your tickets from the Club if you can – then Club Funds get a cut of the ticket price.

Our next meeting is on **Thursday 2nd June at the Cock and Pheasant**. First run out of the year, so 7:30 for 8.

Henry

CORNWALL

Tel. 01872 573763

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

e-mail: cornwall@tssc.org.uk

WE NO LONGER HAVE AN AREA ORGANISER FOR THIS AREA, if you are interested or need to talk to someone regarding this role. Please don't hesitate to contact **Nigel or Di on 07976 163006**.

Events Coming up

JUNE

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

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

Sunday 12th rains & Triumphs, Buckfastleigh – TSSC Devon Area

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

JULY

Fri 1st – Sun 3rd **TriumFest UK, Santa Pod Raceway**

Fri 8th- Sun 10th **Powderham Historic Vehicle Gathering – Sue Franklin**

Thursday 14th **Meeting at The Hawkins Arms, Zelah, 8pm onwards**

Saturday 16th Standard Triumph Marque Day, Shelsley Walsh

Please remember that we still do not have an Area Organiser.

If you are interested, please contact Mike Crewes.
mikecrewes@standard-triumph.com

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Guys. The first outing for the "Smiffy Spitty" in April was to Lubenham for the Area Organiser's Seminar and AGM on Sunday the 10th, although the club recorded a substantial loss for the year there was an upbeat mood within the COM for the coming year due to an upturn in membership and also in shop sales and with plans for the coming year with TriumFest being part of an established show this should now make money instead a big loss.

While we were doing our duty the rest of the gang were enjoying the Heart of England meet at the Griff where once again there was a reasonable turn out of approximately 40 vehicles.

Our next trip out on Friday 22nd was to the Bulls head at Meriden to check out the participants at the start of the TSSC 5 Point Tour, we were joined by another 6 cars with 11 people from our area to give them a good send off. Chris Gunby the organiser was



TSSC AREA NEWS



well pleased with the turnout and thanked us for our support let's hope they all completed the run safely.

We returned to the Bulls Head at Meriden on Sunday the 24th for our Drive it Day Dalos Day run where we

were joined by the Armstrong Siddley Owners Club Central Area for the run. There were 6 cars from each club giving a total of 12 cars in the convoy for the run with most decked out in England / St Georges Day regalia it looked a fantastic group as we travelled through the Warwickshire countryside with flags flying on our beautiful cars, a special thanks to Mike Hadley for the donation of flags and regalia, the run was a 31 mile trip returning back to the Bulls Head where 25 of us enjoyed a meal, after having a rather long wait for it but we were compensated after complaining with 3 bottles of Prosecco which we will put up as prizes in the Spring Rally Raffle.

Next it was off to the Rushden Cavalcade on Sunday 1st May we travelled there with Steve & Sharon in their Herald Convertible and met up with Mike & Sam with their Herald who were camping the weekend there. After parking up the cars we were off to have our first Bacon Butty of the season and what a butty it was as well, Sausage, bacon, egg, tomato and mushrooms all in one Bap for only £3.90 great value, it kept us going most of the day.

The show itself is really good with lots of exhibits and stalls, plus a fly past of the Spitfire and Hurricane, the weather stayed good although a little windy and we all got sunburnt.

On Monday the 2nd it was up early and off to the Stratford Festival of Motoring, again with Steve & Sharon the weather again was good so hoods down right from the start, the run we went on was excellent before returning to Stratford town centre to park up outside Shakespeare birthplace to display our cars, after a short time the town was heaving with lots of interest in our cars, unfortunately it started to rain about 2pm so up with the roofs and a premature end to the day.

Tuesday 3rd May our monthly meeting at the Bull & Butcher, Corley Moor and again the weather was good there were 19 of us in attendance with 4 Spitfires, 2 Heralds, a Mazda MX5 Eunios and Mike Rowell's new acquisition a rather fabulous Mercedes 280 SL on show. After another great meal it was into the snug for the usual jovial meeting.

The Kington meet starts this month and throughout the summer on the first Thursday of the month in the evening at the Leisure centre always food and refreshment available a good gathering if the weather is good.

There is also a meeting in **Hinckley town centre on the last Thursday of the month and a meeting at the Cottage in Fillingley on the 3rd Tuesday of the month.**

The Heart of England meets throughout the summer months are now on the 2nd & 4th Thursday of the month starting with Tuesday 10th May.

No Dalos Day run in June the next one will be on the 24th July planned by ourselves.

The Spring Rally planning is now well under way with ourselves and Maurice & Ann meeting the organisers at Moira to confirm the area's for display and camping. Must have your confirmation of participation ASAP.

Coventry Motorfest registration application now on line but we will not be parking in Broadgate we will be in Cox Street Car park which is a bit disappointing.

Rainsbrook Valley Model Railway Picnic day with ASOC is on Sunday 16th July meet at the Jet service station on the A45 south of Toll Bar island at 1.00pm

Sywell Piston and Props need to get entry form sent this month

will need to know who wants to go and collect £5.00 for each car. Rick informed us that the **MVPS meetings will now take place at Weston Hall, Bulkington on the 1st Monday of the month from 7.00pm** apart from May which will be on the 9th.

That's all for now folks should be in the paddocks at the Bull & Butcher weather permitting for our June meeting don't forget all makes welcome.

Phil & Lyn

Forthcoming Events :-

Sunday 5th June Coventry Motorfest

<https://coventrymotofest.com>

Tuesday 7th June Our monthly meet at the Bull & Butcher, Corley Moor, 7.30pm

Tuesday 14th June HoE meet at The Griff

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 TriumFest uk Santa Pod Raceway.

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

Sunday 16th July Rainsbrook Valley Model Railway Picnic Day Meet at the Jet Service station on A45 Coventry just south of Toll Bar island at 1.00pm

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.

Saturday 24th & Sunday 25th September

Sywell Piston & Props Contact ourselves

CUMBRIA

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

Hello folks! It's many years since I last did the Area news but, having retired last summer, I thought it was time to give Roy a hand as assistant/joint AO. He has done a great job keeping the Cumbria Area going for the last decade or more and deserves our support and thanks. Just seen a few photo's of the May Bank holiday weekend away in the Isle of Man and it looks like you had a good time with some blue skies.

We had a good turnout of seven cars on Drive It day at Dalemain House courtesy of Wighton Motor Club. The weather stayed mostly dry, if a little chilly, and thanks to Helen & Roger for setting up the open air cafe! Roy distributed the event calendar for the year - repeated below as back up in case you lose your card size calendar. It was good to see a long lost member/car back in circulation - Paul Williamson [and son] with their Mk 3 GT6 back on the road at last after many years in hibernation!

There is nothing planned as yet for May but by the time you read this we may well have had a Sunday run out somewhere.

Grasmere Show is our next scheduled event so please let Roy or myself know if you are coming - £5 per car on the day - Roy has paid in advance as required now.

Distington Show is the same weekend as the TSSC International at Santa Pod but I will put in a stand entry and confirm who wants to attend nearer the date.

Cumbria TSSC Show calendar -

19th June Grasmere, 26th June Blindcrake - Rod M's "back yard", 3rd July Distington, 24th July Ripon, 21st August Dalemain, 29th August Bootle, 4th September TBC Barrow Bike, 25th September TBC Millom Green and Selkirk.

Other "Local" Shows -

12th June Silloth, 26th June Moffat, 17th July Heaves Hall Cars the Stars, 31st July Flookburgh, 14th August Grange over Sands Dales and Lakes,

I have contact details if anyone is interested in attending.

I expect to have my Spitfire on the road later this month so see you at Grasmere. Check out TSSC Cumbria on Facebook for latest news and pics. Must remember to join up myself!

Cheers

Phil



DERWENT VALLEY . . . DEVON DEVON NORTH

TSSC AREA NEWS

DERWENT VALLEY Tel. 07813 397731

www.derwentvalley-tssc.org.uk

e-mail: bob@derwentvalley-tssc.org.uk

Hi everyone, well the season has started with some members of Derwent Valley meeting up with our friends from Notts Group on Drive It day to visit Holmfirth (Last of Summer Wine) and the Oil Can Café. A good day was had by all doing a scenic route through Derbyshire and West Yorks. Holmfirth provided a few opportunities for photos with Compo and Nora Batty, the wrinkled stockings getting one or two excited.

I then attended the AGM at HQ, where I met some new friends and came across the strange site of Martin Hughes (AO Somerset) on his knees apparently praying and talking to the motorised Herald chassis. After watching for a short while, it turns out he was on the phone to his wife when he dropped the phone underneath the stand. He then had to dismantle to recover it!

We then held our infamous Derwent Valley Bowl, which was a success and will feature separately in the Area Showtime.

The May bank holiday again saw us team up with Notts to attend the Thoresby Car Show and the Gurkha Kitchen Classic Car Meet in Nottingham. This is a regular event where enthusiasts of all marques meet with added attraction of excellent Gurkha cuisine. Our May meeting took place as usual, with the usual crowd gathering for a natter followed by a quiz. This time the winner was Colin Wright.

Finally, I am pleased to say that the Peak Run preparation is well underway and will be a weekend of fun and entertainment in the normal Derwent Valley way, followed by the run on the Sunday through the beautiful Derbyshire Peak District. **The camping weekend starts from 16th June with the run on the 19th June. This year we are starting the run from the campsite, The Peak Gateway, Ashbourne. DE6 1NA.** If you've never been to the Peak Run, maybe you should try it, we'd love to see you! See our website www.peakrun.weebly.com

Bob

DEVON

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

Spitfires were dominant at April's Club Night at the Star, with 6 in all appearing, 4 of which were 1500s, with Mike's MkIV and Dan's MkIII making up the rest. In all twelve cars came out to play. Bill & Chris Bate joined us too and he was press-ganged into doing some Club valuations. Martin had been on his way down from Somerset but his overdrive packed in, luckily within a few miles of home. We were delighted to see Nick & Ann Law, whose Vitesse is now back on the road and passed its MOT that afternoon. Another to pass its MOT recently was Nigel's Spitfire, looking very smart. Terry's TR4A was there, Adrian came from Cornwall in his 2000, Mark & Jane in the Stag and the remaining two were 13/60's mine and Jackie's. Sharon's 'Edith' also passed shortly after much to everyone's relief.

A group of Devon Triumphs waited in the layby at Sourton for the TSSC Five Point Tour to pass by, and were delighted when they stopped for a quick chat before going on their way back towards Lubenham. It was a shame for Robert that he was unable to complete but there is always another time.

Six Devon cars made the trip to the Isle of Wight weekend at the beginning of May, our Stag and Mark & Jane's, Allan & Jackie's Vitesse, Ian & Karen's Herald Pickup and Ian & Margaret's Spitfire. Dan & Danny joined us later on the Friday evening with the Spitfire. Meeting at 9.30 at Exeter services, we had a good run up until we met the traffic at Ferndown, then down through the New Forest to Lymington to catch the ferry. There Ian & Margaret were a little delayed by a ticketing glitch but made it in the end. The campsite at Appuldurcombe was full of Triumphs,

we counted well over 60. Tracey & Elaine had a lot planned for us, a drive to Blackgang Chine after which our gang returned to base and travelled by bus and two trains to the beer festival at Havenstreet Steam Railway. It was of course nothing to do with the beer that John and I caught the wrong bus back to the site. Sunday brought a drive to the Military Museum at Cowes, with Triumphs parked all around the periphery of the car park in perfect formation. There we were entertained by Company B-UK a really good girl group singing all the 40's favourites – way before our time of course. Monday was the convoy to Arretton Barns where farewells were said to those travelling home, whilst we adjourned to the Garlic Farm to ward off the vampires. Leaving Ian & Margaret to enjoy the rest of the week with their family, we travelled home on the Tuesday, with Mark setting the pace and using our satnav to test his speedo – suffice to say it was a little out! We have already made our reservations for 2017 when the dates are **28 April – 1 May**. We had an additional 'car' with us – the miniature car which Ian B had spent a couple of years making for their grandson George, travelled up and back in the back of the pickup. It was not long before it was thoroughly 'tested' by young George.



We helped North Devon Area

celebrate their first birthday on 5 May, and were delighted to see a huge turnout at the Crealock Arms, both of people and great cars. Darren thoroughly deserved the 'Member of the Year' award given by TSSC for this successful new Area. If you are in North Devon and have not been along to the meetings before, we would really recommend that you do.

Great people, great pub and great food and all things Triumph.

COMING UP IN DEVON

3 – 5 June is our informal camping weekend at **Southfork Caravan Site at Martock** for a fun weekend – there may still be pitches available at a 20% discount for Triumph owners. We are planning to go to Haynes Museum's monthly breakfast club on the Sunday with more in the pipeline.

Sunday 12 June, at Buckfastleigh Steam Railway is Trains & Triumphs. Lots of interest in this and a free event, we will be collecting for the Devon Freewheelers, the blood bikes charity so we hope everyone will be generous.

Club Night at the Star Inn Liverton is Wednesday 15 June when of course all are welcome.

Sunday 19 June is the **Fathers' Day show at Morwellham Quay**, where we expect to have a good showing of our cars at this free event. Do let us know if you are coming along – no need to enter but we need an idea of numbers.

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.

TriumFest 2016 is the first weekend of July, at Santa Pod Raceway, and a group of us will be making the journey there before Devon's big one the following weekend – **Powderham Show** – where we have over 40 cars entered!

DEVON DIARY

Thursday 2 June North Devon Meeting at the Crealock Arms, Littleham

Sunday 12 June Trains & Triumphs at South Devon Steam Railway

Wednesday 15 June Club Night at the Star Inn Liverton

1 – 3 July TriumFest UK at Santa Pod Raceway
9/10 July Powderham Historic Vehicle Gathering.

Sae & John

DEVON NORTH

Tel. 07806 351499

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

Meeting: Thursday 5th May 2016.

Venue: Crealock Arms, Littleham. EX39 5HN.

May's club night was a bit special for a couple of reasons, firstly it was the 1st Anniversary of the North Devon Area and secondly I received my award for TSSC member of the Year, a lot of

TSSC AREA NEWS

effort goes into visiting the pub, eating, drinking and talking cars....on a serious note, I am very honoured to receive the award, especially when there are plenty of hard working members equally as deserving. We should also mention that Sue & John also won a special award for all their hard work in promoting all things TSSC & Triumph, well done to you both.

I'm not sure it was the warm, sunny weather or the fact it was our 1st Anniversary meeting but it was one of our best attended evenings for some time. Michele joined me in the Herald along with our Stag owning friend Max, as we pulled into the car park



there was already a selection of Triumphs on display. Dave & Sue Whitehead's TR8, along with Alan & Janet Brace's MK3 Spit and one car I was keen to see that being John Bonnet's GT4 Lightweight. The last time I saw this car was Powderham last year when it was still in bare metal, now freshly painted in French Blue it really did look the part. If you don't know the story of this car, just do a search on the TSSC or Club Triumph Forum, all will be revealed. Sorry John, I forgot to ask your wife's name, so she shall have to remain nameless in this report!

It's always lovely to see John & Sue when they make the trip up from the South and was good to hear about their recent Isle of Wight weekend, sounds like a great event, with bookings already starting for next year. Also up from the South was regular attendee Mike Hadley and his friend Hugh.

Andy Luckhurst arrived in his VW camper, closely followed by Malcolm & Mandy Huxtable in separate cars. We initially thought that Mandy had refused to ride in the Triumph, or that Malcolm was so worried about breaking down he felt he needed a support vehicle, but no it was so Mandy could leave earlier....so when they left at the same time we were all a bit confused!

One new face to the meeting was Dave Bounby from Torrington, known by Alan & Janet who had recommended he attended after bumping into each other at the Merton show the previous week. Dave has a Spitfire 1500 and is looking to join the TSSC.

It was great to see the TR guys back at a club night, we haven't see much of them during the winter months but they were out in force. Steve Williams, Andrew Willmott (and Son) and Paul Gibson with a fine selection 4 cars from TR3 to TR6.

Drive It Day - Sunday 24th April

Well what a great run we had on Drive it Day. Some great cars and beautiful sunny (but cold) weather ensured that the first North Devon event outside the monthly meetings was a great success. The run started near my home in Milton Damerel, we had 6 cars at the start point, Reg & Liz Prescott first to arrive in their Spitfire, closely followed by me & Michele in the Herald, David Whitehead in his TR8, Mike Hadley all the way up from Brixham in his Spitfire, Max & Si Whenmouth in their Stag along with their friend Matt and finally Andy Luckhurst, his Aunt Phyll and his 2 children in their VW Camper.

I led the way up through Stibb Cross, Langtree and Taddipport making our first stop at the car park at Torrington, where we met Alan & Janet Brace in their Spitfire 1500 and his son Dan in the MKIII. Then along the A386 for a quick stop in Bideford to regroup before setting off again, taking us up through Instow, Yelland, Fremington & Bickington and onto Barnstaple where we were due to meet Pete & Bianca Robinson in his Vitesse Estate.

Things didn't look promising as we pulled up alongside Pete as both the bonnet and tailgate were open and he was leaning over the engine. The car had been running badly that morning to the meeting point and when surrounded by a group of Triumph 'experts', it then wouldn't start at all. In true Top Gear fashion we

all left Pete by the roadside and set off for the next stop, safe in the knowledge the AA were on the way. David kindly offered to drop Bianca in Braunton on the way through and pickup the convoy as we passed by. We carried on out of Braunton, past Saunton Sands for one more stop at Downend Car Park in Croyde, where we managed to get all the cars in a long line looking out towards the beautiful sandy beaches.

After a quick comfort break and to admire the cars and views, we set off on our final leg, the short drive up to The Kings Arms in Georgeham for a much needed lunch. Steve Cave (owner of the Kings Arms) joined us in his Vitesse, guiding us up to the bus stop for some dedicated Triumph (and VW Camper) parking. Parking is a little tight in Georgeham, but the buses don't run on Sunday's so this proved to be an excellent opportunity to get all the cars lined up nicely. As we were admiring the cars I then received a text from Pete to say his Vitesse was up & running, turned out to be a condenser failure, surprisingly the AA guys had one on board and fixed the problem quickly. Pete then joined us a little later for a celebratory beer.

Steve had provided us with a room of our own and a 'special' Triumph Specials board, a great selection of roasts and other dishes for a very reasonable price. The food and venue were excellent, Steve & the rest of the staff on duty looked after us really well and it was a fitting destination after an enjoyable drive across North Devon.

A special mention must go again to Mike Hadley who clocked up 184 miles on the day, that's more than some do all year in their classics! Well done Mike!

Date of next meeting: Thursday 2nd June 2016

Darren

ESSEX

Tel. 01375 672072

www./sites.google.com/site/tsscessexarea/

A big report this month as we have been out and about plus we have not one but two prize winners to shout about in this Courier. I don't want to spoil the surprise but it is a good month for Essex members and their cars.

My Office - not too much this month as I have been using the cars but had a small petrol leak on Tallulah I had to replace the front carburettor jet as the pipe from the bolt to the jet had a small split in it after replacing the sealing washers and it still leaked I looked closely and found the pipe split, ordered up new ones and 24 hours later all was fixed.

April club day - by Marian Smith (as we were at the TSSC AGM) A very good turn out today, lovely to see members old and new. We had 2 Heralds 1 Stag, Lightning and 3 Spitfires, thirteen in all, those with soft tops had them down.

TSSC AGM - Good trip up in the MX5 as we were doing this in a day and not stopping over like we sometimes do. Far too much going on at home at the moment. It was 12 hours door to door with 5 hours driving for Allan but the MX5 had the top down all the way there and back which was as always great fun. There was the usual AO meeting in the morning which is always interesting. In the afternoon a few more joined us for lunch and the AGM, which will be reported on in the Courier. There was one surprise which will be told later on.

New Forest Run - This weekend saw 14 of the Essex crew in various locations in the new forest gather on the Sunday for the new forest run. We went down on Saturday in the Spitfire via Brooklands with Brian and Jean in Lightning followed by a visit to the tea rooms in Ringwood which is owned by their nephew and his wife. After a quick trip round the shops we met up with Steve and Janet in their Spitfire Mk 4 at the Premier Inn, followed by the usual siesta and an evening meal in the pub next door.

The next day saw us gather in the car park, meeting up with Kirk, Maisey, in the Toledo, Ian and Cheryl in the Spitfire, Lesley and Ray in the Stag, and Jed with Vera in the 2.5. Everyone had been staying elsewhere or camping for a few days. We met in Ringwood, there was 167 triumphs of all shapes and sizes. There was a lunch time stop then on to Highcliffe castle for prize giving etc. We had a number of new forest ponies trying to join the run this kept the average speed down, but they were very pretty. Highcliffe faces out to sea and Janet spotted the Isle of Wight with the needles in the distance. We had scones and jam with coffee. We met up with James Prince from Bournemouth who was taking photos of the cars.



Essex Continues

The big event was that Kirk Baker received his award a week late that he should have been presented with at the AGM. This was for outstanding achievement from the TSSC Committee for his work last year at Donington with the gathering of Toledo's. Well done Kirk.

Kirk was suitably surprised and it took a bit of persuading him to stand still for photos.

About 4pm people were driving away so we headed for home with Steve and Janet rounding off with a coffee stop and a bit to eat. The others were mostly staying an extra night but work called in the morning for us. The sun was setting in the rear view mirror as we pulled up on the drive. Great weekend well recommended for next year.

Drive it day to Brooklands - We met up at 9am for a leisurely drive down to Brooklands for the second week running. We met up with Mike and Marian, in Spitfire and Mike and Sue in their GT6 we were in the Toledo as that hadn't been out for a run in a couple of weeks, we met at the services. We had intended on meeting up with the Isle of Wight on route and had a place planned but they let us know the ferry was late and there was road works on the road up and this had slowed them down, so we agreed to meet inside. This time we ended up in the wrong car park and had to get directions to the other side of the site. We arrived eventually about 10.30 Angie and Graham were not far behind us so a quick coffee while we waited. We set off with them for a walk round, heading out to book tickets for the go on Concorde which was booking up really quickly. So we booked for after lunch. We headed out in different directions. Angie and Janet had a go in the pilot's seat of an Arabian jet, there are photos to prove it, we all went on a trip round in a red double Decker London bus and met up with Mike and Marian for lunch behind the car (food there was very expensive). We headed out for Concorde, very nice tour and a fake ride in the seats. We all got a certificate to keep for the event. Then we headed back to coffee shop. Angie led Janet astray and then ended up in the children's play area on the racing machines which were free. There is a video on face book to prove it. The day ended again at about 4pm we said our goodbyes but not for long as we were off to the Isle of Wight the next Friday. 3 trips on the same bit of road to junction 10 in 3 weeks. Isle of Wight weekend - A very big thank you to Elaine and Tracey for all there hard work and a fantastic weekend once again. Several of us have already rebooked with Appuldurcombe for next year. The Friday started with meeting Mike and Marian at the services, the children were running a bit late and they were in a modern car so they decided to catch us up on route. We left at 8am and headed out to the little chef ready for coffee a natter and to wait for Bronwen, Stuart, Jack and Poppy. They soon caught us up and we headed out for the ferry. Unfortunately we being two small spitfires were put on the back of the 11.30 and the children were on the 12 noon the one we had booked. So we met up in Godshall for lunch. The holiday had started. We headed to Appuldurcombe site, lovely as always, and had the same caravan so Jack was happy he knew which bed he would have. We quickly unpacked and headed down to the steamer for dinner followed by the amusements and a trip to the bar when we got back. We picked up our packs and found that Saturday was Black Gang Chine and Sunday was the military museum for the runs out. This pleased Jack very much.

We had a glass of bubbly back at Mike and Marian's caravan as Tricia, Jon and Bethany had arrived and it was Tricia's 40th birthday too Marian had organised a cake and balloons for the caravan Tricia was surprised. We left them too it after a quick hello as it was getting late. The following morning it was fun and games on the field as every one drove each others cars, Jack went for a ride as a passenger and then both he and Poppy had a ride. It was all great fun, and soon we were on the run to Black gang. Reduced rate entry lovely, and then Jack was running from place to place it rained a bit towards the end so then it was time to go have a quick change and back to the steamer. In the bar in the evening there was live music which was great and a natter was had by everyone.

The following day Sunday the same routine and we had a bbq



at the military museum with 40's singers which Poppy loved, she was up the front dancing.

Then it was on to the donkey sanctuary for us just down the road from the caravan at which we were put in with the classic cars that were on show, it would have been rude not too. An ice-cream and a walk round later saw us heading back to the caravan, a meal out and then the games evening. We won a couple of things but not overall winners. The big news was though on arriving at the club house that Mike and Marian's spitfire had been awarded the Appuldurcombe cup for car most likely to take home by the staff at the site. Well done Mike and Marian.

Monday saw a trip to Arretton Barns, not our favourite so we said goodbye to everyone and then we headed out to the Chequers pub for lunch as Bronwen, Stuart and the children were heading home as was Tricia, Jon and Bethany a bit later on.

So we went to the pub as it was recommended with a play area to wear the children out before they went home. That just left us and Mike and Marian from Essex so we went for something to eat (a theme here)

Mike and Marian went home on Tuesday but we had booked for the week to make it a holiday and we had beautiful weather all week, we bombed around in the Spitfire with the roof down most of the time. We met up with Angie and Graham for dinner and chatted all evening and were the last ones to leave the pub. We did have one incident when we think someone tried to get into our car, we came back to the car park just in time, this time the roof was up but we did see a shifty looking character round by our car and the passenger door had definitely been pulled at as the lock is now not right and there was door gap that had not been there before. A lucky escape we think. We came home well rested and tired ready for club day on Sunday.

MAY CLUB DAY - What a fantastic lunch time meet. With a big surprise from Mark and Joanna another Triumph to the fold, a 1500 SE dolomite. Great to see another car still on the road one of 11 left on the road too. They kept it a secret until club day.

Today we had 5 Spitfires, 1 Stag, 1 Toledo, 1 Dolomite, 1 2.5 and 1 Vitesse. With 19 of us in all.

We sat and had lunch inside and then decamped to the terrace where it was cooler for coffees and cold drinks and cakes. Mike and Marian had the cup with them that Primrose won on the Isle of Wight. We all had a good look round Mark and Joanne's SE very nice original car. A few forms for shows were handed out so get them off ASAP. 50/50 winner was Rodney who pulled his own ticket out. We now have enough money for the banners and I will get on to chasing the draft from the designer. We had the first ice creams of the season on club day. Isle of Wight weekend was discussed and after seeing the fun we had, there might be a few more Essex members there next year. All the local roads were busy due to the hot weather and people heading down to Southend seafront, once there was a lull in traffic we all set off for home. Good day was had by all, see you next time and all those who had them, had their tops down.

UP AND COMING

Saturday 11th June Run to the Ace Café
Sunday 12th June Club Day at Passing Thyme Café, View Garden Centre, A1245 old Chelmsford Road SS11 8SJ

July

1st, 2nd and 3rd TriumFest UK and Retro event, Santa Pod
Saturday 9th Hodderston

Sunday 10th Club day at Passing Thyme Café, View Garden Centre, A1245 old Chelmsford Road SS11 8SJ

Wednesday 13th Classics on the Common at Galleywood
evening meet/picnic

Sunday 17th Super Dooper 70's weekend Wroxham Norfolk

A very happy birthday to Jean on the 14th June. Wes on the 19th June and Janet on the 20th June, Mags Todd on the 23rd June. Welcome to New Members Daniel and Jon Burnham hope to see you at club sometime.

Allan & Janet

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

Hi folks lets see if I can let you know what our little troupe have been up to this month.

First up was the beginning of our summer mid month pub runs. A select few of us tipped in to the Fox & Elm in Gloucester for a natter, classics were thin on the ground but the faithful moderns ferried a few along to enjoy.

The area meeting was packed again (always good) with regulars and new visitors too Sean has moved into the area and having bought one of Paul's old cars (who hasn't) came along to join in, the other gent whose name eludes me has just purchased a tr6

HERTS & BEDS ISLE OF WIGHT . . . WEST KENT

and came along, we look forward to seeing it when he's taken delivery, welcome to you both we hope to see more of you.

Will also turned up (another previously owned by Paul) in his very nicely resprayed Mk3 Spitfire and lovely it looks too! the work was done by Retro marques in Malvern, Jane has just had some work done on her blue Mk1 too and that look just as good. With them doing Paul Hanson's Mk2 as well we should perhaps try to negotiate a group rate.

Five brave souls set off to take part in the TSSC's five point tour and did we have fun, no really did we? It was great fun, the two cars performed faultlessly and we gobbled up nearly 1700 miles in the 48 hours. Keep a lookout in the courier for the full story.

Next trip was over the water to the Isle of Wight camping weekend, well for us it's caravanning but potato potaato.

A great weekend even with Gareth, Laura and Rhys having a few problems on the way to the ferry, a temporary repair got us all on the boat just in time and the weekend commenced at a full on pace.

Laura said she was quite surprised when Gareth started jacking the Herald up with her and Rhys still sitting in it but I think they have spoken about that since.

Tracey and Elaine did a great job and the whole weekend was full of fun and laughs.

There's so much going on Jane went to SEM and scorched in the fabulous sunshine along with lots of others, there was a great turnout.

There's to Laon but the copy deadline is upon me so more on that next time, come and join us at the meeting or a pub run there are lots to choose from or come and do them all, see you out and about soon.

Andy

HERTS & BEDS Tel. 01582 750943
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Well after a cold and windy April the season's beginning to open up, all locals should have our print at home calendar of events, some of this will get moved about to suit weather and who's not on holiday.

Pub nights are getting more busy, if this trend continues we will need the village hall!!! Drive it day had 10 cars and 16 for lunch at Darlington's restaurant all cosy and warm. Our May run is past and next will be **Luton festival of Transport - June 12th. Falcon Fish and Chip run - July 1st or 8th TBA, Kimbolton Charity Classic - July 10th.**

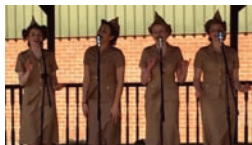
July 19th is our run to see XM655 Avro Vulcan do its fast taxi runs, this is pre bookable with a run to Wellesbourne (Oxon).

Not much tinkering just now, a quick check on Ashley's 2000 tracking before he did the 5 points tour and new discs on Pete H Herald, Stuart's new engine rebuild knocks like an oldie and we hope to have helped him decide to hang the rebuild out to dry. Christine has done the first of many (hopefully) raffles and Jo and Derek have moved and settled in. Have to say after many years I pulled my own raffle ticket on the first draw and decided to actually take a prize, that's a first, strange night for the Odds, out of only 5 yellow tickets, Barry drew two of the 5it was then put it back, pull another evening, (tickets that is) thanks to all who contribute, it does keep the funds buoyant, See you all soon

Pete

ISLE OF WIGHT
e-mail: tssciow@hotmail.com
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Oh we do like to be beside the seaside! Thank you to everyone that made the trip to the Isle of Wight for our 27th Triumph weekend. We have had such amazing feedback, from the selfies at Blackgang Chine, have a look at our Isle



TSSC AREA NEWS

of Wight Triumph Sports Six Club Facebook page and see for yourself, to the music from Company B and the barbecue at the Military Museum and then the madness of the games evening, it seems like everybody enjoyed themselves and some have even booked their caravans for next year already.

The brunch runs are well attended so far this year and we had a record turnout at Besty and Spinky's in Ventnor where we were well looked after.

TriumFest UK and Le Mans Classic are getting ever closer, time to check over the camping equipment and decide which cars to take on their holidays.

The next brunch runs for your diaries are 26th June and 24th July, although we are likely to do something in addition, we will email you all to let you know.

Happy motoring.

Elaine and Tracy

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Few bits this month starting with drive it day. Damp arrival at the Cock Horse but the sky's soon cleared. Before long there was Me, Andrew, Jim, Alan, Colin, Pete, and Peter arrived with partners, so 13 in total. The plan was for Dungeness with a break at Sissinghurst Castle on the way where we were meeting up with Phil Willson. General feeling was that may be enough as Colin, Andrew Phil and Peter were on short days, and preferred the ambience of the castle. Me, Jim, Pete and Alan all decided to do the full run, so after half hour off we went. Well worth the effort. Not a kind road on the bearings but a great place and pub on arrival. Wander about, great fish menu and head on our ways, good day for all.

Good meeting, not the usual arrangement as we were sharing with a wine tasting evening so rather than a wander about chatting meeting it was a sit round a big table, so not quite the social



event it normally is. Rogers GT6 still ironing out the final bits so still waiting to see at a meeting and seems John has acquired many more cars for spares. So if you need GT6 bits, he's the man. Very pleased to see Kristian, a Maidstone member who can't normally make Tuesdays, so I must get down to sorting out the Maidstone group. So 9 members all together.

Gets to the end of the meeting, where's me jacket? Gawn complete with car keys. Nooo, so wife has to drive 45mins with spare to the rescue. Landlady very kind and helpful, and it turns up a few days later, accident.

Eastbourne Magnificent Motors was a 2 day show, about 350 cars, but only 3 Spittys and mine the only mk3, but proudly flying our new club banner flag. Few of the Sussex crew came to say hello, and we drank the Harvey's bar dry. So the next big thing now is **Bromley Pageant**. We have an 8 car stand so that will be a great day. After that it's **TriumFest**. I'm heading up in Dolly with cracking new gearbox (thanks Andy) so hopefully see some of you there. Else **Buds of May** on the **10th July**. There will be a **Monday evening at Polhill Nursery** as usual, and as usual they haven't given a date yet. But we will run up there. Lastly the mid-week runs out. Roger is organising some throughout the summer so will email you all with details as soon as possible.

PS Great SEM Leatherhead, I picked up best Spitfire and Roger picked up reserve GT6. More next month.

Colin



LANCASHIRE . . . LEICS & RUTLAND LIVERPOOL . . . M25 EAST

TSSC AREA NEWS

LANCASHIRE

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Hi All. The season is starting up this month with the classic car 'drive-it-day' where seven of us joined in with the Pilling car clubs route planned out by Paul Wilson, all in all there were twenty odd cars raising £120 for the air ambulance.

The weather for the day wasn't brilliant (we are still in April!!!) nonetheless the hoods were off most of the cars. Starting off from the Booths car park in Garstang the route was to around 105 miles with a 'short-cut' if required. We (TSSC Lot) were short of co-drivers and lost Iain with the GT6 early doors as he missed us all turning right, but talking to him afterwards he had a fine time driving around solo. Unusually there were a few road closures which messed up the route mileages but we made it as far as the lunch halt in Dent where we headed for the George and Dragon for something to eat and a pint. Whilst in the pub Andy Mac who lives near Southport bumped into his Auntie and uncle who live in 'Scotland' and rarely come into England.....how weird.

We decided to end the day at that point and drive back home.

The April meeting at the Canberra Club was a decent turn out people but not that many Triumphs on the car park perhaps next month will be better for that. But we had a good catch-up, and discussed next year's Lancashire weekend away.....probably at the 'fat lamb'. I'll be sending out emails about this.....

That's all for now....

Kev

LEICS & RUTLAND Tel. 07530 307371

Hi all, the pace is hotting up now on events and shows, just a pity the weather seems to be doing the opposite!

Drive it day was a bit of a mixed bag. 4 cars went to the National Memorial at Alrewas and joined a group of around 200 cars on display there.

Gary took his Vitesse, I took the Stag, Dave Parrot took his Dolly and Chris took his newly restored Mk2 GT6. What a stunner! It wasn't a bad car before the restoration but now it's something else! Some of our gang went on the Stilton Cheese Run and others just went out solo to various places. The weather was a little off-putting for some but generally it wasn't too bad.

The same weekend was of course the 5 Point Tour! Mike Mayfield took his Dolly with John Edwards as co-pilot from Meridan to the first 2 points of the tour. He did home to home in 22 hours with 16.5 hours driving, 832 miles giving an average speed of over 50 mph and returned 35.5 mpg. Well done lads.

We have 4 cars going to the Isle-of-Wight this weekend, me in the Stag, John Edwards in the Spit, Chris in the GT6 and John and Jan in the Vitesse. We are all staying on the island for the week to eat and drink ourselves silly. Then it's back for 6 days and off to Laon in France for the Laon Historique. We have 6 cars going on this trip, Andy and John in the Vitesse, Chris in the GT6, John Edwards in the Spit, Howard in his TR6, Mike in the Dolly and me in the Stag. This will probably be the last trip I make in the Stag as I will be selling it soon. I am also selling my 2000 and they will both be sorely missed but I need to concentrate on my Pi and 2500S plus I am still working on my sons Dolly and Metro.

The lawn mower needs a service too!

Keep running on 4/6/8

Neil

LIVERPOOL

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Well, we had a great Drive It Day, thanks to Stuart for planning the route. We had 6 Triumphs in total taking part, Stuart in his

Vitesse powered 13/60 convertible (more of that later), a 2000 Mk2 saloon, 3 Spitfires (Mk3/4/1500) and a Herald 1200. We also had Ted and Donald following in their modern classics, a Jag & Rover 75. We took a circuitous route of Liverpool, with the idea of showing our cars to the locals. Starting from St. George's Hall, through the City and south to Speke, we stopped for a quick coffee before a photo opportunity at the site of the old Speke plant. We then headed north to Crosby Beach, where we found excuses for further refreshments, and then back into Liverpool where we ended our run at the Pier Head. A quick cheeky chance for more photos, and we were done.

All in all it was a great success, so we're planning more of the same in addition to our show attendance. Concerning which, we'll be attending (as usual) 2 shows which are organised by our buddies at North West Casual Classics. If you would like to attend, you have to register as an individual on their website -

www.northwestcasualclassics.com. We can then meet and attend together. In a similar vein, you should have had an email from me regarding shows, there are one or two I'm still waiting for definite numbers for, so if you could let me know I'll sort everything out. Plans are afoot for this year's 4-Area meet, so thanks to Henry for once again bringing this together.

So, a quick update on our cars? Ted's Herald is painted and looks great, it should be on the road by the time this is in print. Stu has completed his Herald/Vitesse hybrid and it's fantastic! Richard's Spit is coming along and Dave has paint for his Vitesse which is probably on by now!

That's all, see you next time,

Alex

M25 EAST

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Hi all, yes it's me again and I've left it really late this month to do the write up. It's actually deadline day today to get it in this month's Courier, so, without further ado - here's this month's Area News.

First of all I must mention 'Donna's Darts, Curry and Booze Night' - what a great night we all had, plenty of drunken shenanigans, Lucy and Granddad apparently won the darts competition and I somehow ended up in fancy dress ?? The wall in the front room didn't come off too badly, only a couple of wayward darts left their mark. Oh yeah, and not forgetting some drunken guitar playing in the early hours which I'm sure the neighbours loved ha ha. A deffo for next year !!



The shows are now coming through thick and fast and although still early in the year we've been out and about. There was a good turnout for the 'Lancelot Capability Run', a bit chilly with only the brave ones going topless (no we wasn't brave). An excellent event finishing at the beautiful Audley End House. It was just warm enough to be able to sit with the cars and have a cuppa. Duxford Spring Car Show was next on the list and this is a really great event - I reckon well over a thousand cars were on display, of all shapes and sizes. 5 of our cars were there and out of all the cars I think we were the only Triumphs. And not forgetting all of the Duxford Museum to look around too. And plenty of planes flying including a couple of Spitfires, Mustang and the usual Dragon Rapide giving pleasure flights.

The weather was really hotting up by the time we went to the show in Dartford, the smell of suncream was in the air - happy days !! It was the first time we've done this one and it won't be the last. It's a really lovely show, held in Dartford's Central Park. A bit of everything was on show, cars, bikes, commercial and Steam. It was nice to see Paul Neville out again as we've not seen him for a while and Phil was debuting his newly acquired Stag, a very nice example in Mimosa Yellow. Phil and myself thought it would be a good idea to sell some bits of toot we have acquired over the years and we had a very nice array of wonderful things for sale, all spread out very professionally on a blanket in front of the car. At the end

MANCHESTER . . . NEWBURY



TSSC AREA NEWS

of the day we had made a grand total of £2 and one sale of a badge. What a waste of time ha ha.

We then took our usual trip down to Leatherhead for the SEM.

A beautiful sunny day with good points and bad points...Brian's Vitesse threw its toys out of the pram and had a breakdown a couple of miles from the show and entered the field on the end of a tow rope, but was soon sorted ready for the journey home. The good points were that most of us had our valuations done and the results were very pleasing and oh yeah I suppose I had better mention it ha ha....Vince and Amanda's Vitesse won a trophy – wahoo, well done you's. Another trophy winning car for M25 EAST !! As I'm writing this it's less than a week till we embark on our trip to Laon, there's lots of camping equipment starting to appear in various piles around the house – I'll let you know next month whether it all fitted in the car ha ha.



That's all for now – cheers

John

June Events –
Sunday 5th – The Great Bucket and Spade Run
Saturday 11th/Sunday 12th – Aldham Old Time Rally
Saturday 18th – St Peters Car Show
Sunday 19th – Marsh Farm Motorfest
Sunday 26th – The Hanworth Classic

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

Hi all, another good turnout at our May meeting with 25 members attending with 5 triumphs in the car park which is welcome improvement, so thanks to those who came in the classics, hopefully we can build on this and get a few more out over the coming months.

It was the first meeting at our new temporary meeting venue at **The Ye Olde Red Lion, 516 Manchester Road, Warrington, WA3 6JT**. They made us feel very welcome and the food was excellent, congratulations to them as it was a brand new menu.



We were going to try another venue for the June meeting, however as the area organisers will be setting off on their epic Benidorm or Bust trip the day after the meeting think it would be best just to leave changing the venue for a couple of months, therefore we can discuss possible venues at the June & July meetings.

We had a great trip out, first of the year for us lot, on National Drive it Day we had a lovely trip out through the countryside via Sheffield through to Castleton, thanks to Neil & Gary for arranging, hopefully they will arrange another trip soon, but please if anyone else want a go at planning a day out, please feel free to do so. We had a few last minute car niggles which meant a few Triumphs couldn't be used, worst one been a Stag which had a small oil leak, which has since been looked at and has had the gearbox taken out to be fixed. We had all types of weather, even snow (in May!) and we all made it safely down the infamous Wynnats Pass. We spotted a few other car clubs out on the roads, some other Triumphs and about 20 little Austin 7s tootling around the local roads. We had a fab Sunday lunch meal at the Bulls Head in Castleton before bidding farewell and heading home.



Bill has made progress with his project TR6, it now has the body

back on and has newly painted panels on it and has removed the door gap braces and is happy to report no movement when they came off. We have now shifted our area news from our own Manchester area web site to the main TSSC web site, the link to that is shown below, a redirect link will be put on the Manchester site so people can find the news from which ever angle they try.

Unfortunately our Manchester area sci fi themed weekend has had to be cancelled for this year due to clashing dates, but rest-assured it will be re-scheduled for next year, a date to be set soon. We will now be having our area **BBQ on 3rd & 4th September** instead.

Neil has put an idea for a social night out on our Facebook page shown below, various bands play outside at the Arden Arms in Stockport, a list of gigs has been listed if you can comment on there and hopefully we can all agree on a band and a date. Passes have arrived for the **Tatton Park classic car show on 3rd – 5th June** and there are still a few of us fettling with our cars trying to get them ready in time.

The following week some of our members are off on our previously mentioned **Benidorm or Bust banger rally**, so next month will post a couple of pictures to show our exploits.

Our next meeting is **Monday 6th June 2016**, a day earlier as the area organisers start on their **Benidorm or Bust trip on Tuesday 7th June 2016** therefore we have had to hold the meeting day earlier.

Please check out our website news section for updates on our forthcoming events and trips on www.tssc.org.uk/tssc/area-news.asp

Also please look at our Facebook page: www.facebook.com/groups/tsscmanchesterarea updates from our June meeting will be in the next issue.

That's all from me and the gang, regards

Mark K

NEWBURY Tel. 01635 255159
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So the big event of the month which I'm sure you will all be talking about was the TSSC South of England meet at Leatherhead, and what a fantastic day. Mary & Dave brought the Vitesse, Ollie & Rebecca with their Spitfire, Andy with his Vitesse, as the Bond's exhaust manifolds gasket had gone again! and my Spitfire. Myself and Ollie were pleased with our club valuations and I took the opportunity to get the trunnions oiled and ... tuned up.

The weather could not have been better, wall to wall sunshine, I even had to buy yet another Triumph cap to protect my head! You'd think I would have one packed in the car by now but I seemed woefully unprepared this being the first big meet of the year that I was able to get to. No Cap, no chair & no book... Book not usually required unless you have a four hour wait for the AA to arrive with the flat bed truck because you've broken down on the way home. It was an eventful return trip... We all got as far as Farnham when my Spitfire stalled and decided it had gone far enough. At least I had the TSSC Newbury branch on hand to figure out what the problem was. After much road side investigation it was discovered to be the fuel pump again. I had only replaced it a year ago having broken down in Newbury. Nevertheless it was an AA call out. At least I'm getting the most from my membership.

Not to be out done Ollie's Spitfire also decided it had gone far enough and needed a jump start. When it went over 3000rpm there was fuel starvation from the hot engine but the temperature gauge was just under half so he assumed it was the carbs being hot from when we had stopped but the boiling noise when he got into the garage suggests otherwise and to add to the fun the bonnet catch is stuck and no amount of wiggling or force will open it.

Other news for the month: The Cottage Inn Classic Car meet with 5 cars in attendance. Popham Classic Car Show which unfortunately I wasn't able to get to but we were represented by Andy, Roy, Dave & Mary. And of course our regular club meets at the Berkshire Arms. Well that's it for this month and no room for my Adder handling or new trapping adventures...

Lloyd



NORFOLK . . . NORTH EAST NORTHANTS

TSSC AREA NEWS

NORFOLK

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There was a great turnout for the April meet at the Oak Tree, not quite matching the TR Register numbers but we are certainly making our mark on the joint meetings. It was good to see Tracey a non member turn up in her lovely Triumph 13/60 convertible that was her daily driver until a short while back. It's now thoroughly sorted with a great paint job new bespoke hood that has some interesting adaptations to keep the weather out and all the current mechanical gremlins sorted including a new diff. Unfortunately as with all classics if you don't have the ability to keep them on the road yourself then you have to resort to classic friendly garages and hope that they know the marque or rely on marque specialists and as we all know the costs can mount up. Tracey is considering selling the car and we in the club are trying to persuade her to keep it and join the TSSC, I will let you know the outcome in a future report.

We were fortunate enough to host the most easterly point stop at Ness Point, Lowestoft on the TSSC Five Point tour on Sat 23rd April. There was a magnificent turnout by our members who enjoyed the discounted breakfast at the Martello Restaurant after marshalling the cars into the car park. A massive thanks must go to all who helped and turned out to cheer on the participants especially our young marshal's Harrison and Noah Horner who did a splendid job. I myself undertook the event with Tom Hartley and Andrew Coventon and everything was going well until the engine overheated on the M4. I don't think that the speeds that we were maintaining were conducive with nursing a Vitesse around the various stops and although the car made it back to Lowestoft under its own but much reduced steam, Chippenham was as far as we got. After nursing the car back to Cambridge for an overnight stop at Tom Hartley's one of my co drivers we travelled to TSSC HQ at Lubenham to welcome the finishers on the Sunday afternoon. A great event that was well organised and one I look forward to undertaking in the future once the bottom end of the Vitesse has been rebuilt.

Joe Craske our AO for many years was eighty on 27th April and a few members sent their wishes.

Sue Craske said that although he had little idea what all the fuss was about he had one of his better days so many thanks to all who sent cards and best wishes.

Some local TSSC events for your diaries.

Monthly Area meet the second Monday of each month at The Oak Tree, 59 Ipswich Rd, Norwich NR4 6LA at 20:00.

Cromer Fish and Chip Run Friday 22nd July.

Broads Run Friday 12th August.

Totally Triumph 23,24,25th September.

Over eighty cars attended last year making it one of the bigger events on the calendar. This year is going to be even bigger with lots more planned. Come and join us for fun and games, lovely food, good company with old and new friends, the cars and of course our lovely site right on the beach in usually sunny Norfolk. checkout the website www.totallytriumph.org for further details. TBA - A trip to a Classic Car Workshop.

Keep your eye out for updates on the TSSC main website and in the newsletters that I send out to local members. If I don't have your email address or are not receiving newsletters and wish to then drop me an email at mike.carroll01@btinternet.com.

Don't forget **TriumFest UK Goes Retro at Santa Pod Raceway on 2nd & 3rd July 2016**. It's going to be a great event and as costs associated with holding our yearly TSSC get together are much reduced it's another great attempt by the TSSC COM to put the club in a good position to deliver all members needs well into the future.

Enjoy these warm summer months in your Triumph.

Mike.

IMPORTANT NOTE

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

NORTH EAST

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May started with a thump, it was wet, but since then, and up to writing this it has been nice and warm, just the right time to get those important jobs done that we have all been putting off due to the cold and damp. Kevans list was drastically shortened the first week of May, due to the fact he was taking his TR6 to Belgium on the 8th, up to the 6th it was still in the garage getting sorted, confirmation if we got there in next months news.

Those of you who new Graham Bostock from Darlington, Graham has moved out of the area to Wiltshire, he sent me an Email to let me know he had moved, and sent his best wishes to all who knew him, hope his Spitfire made it safely down to his new home.

James Jordan is still having issues, he lifted his boot floor to check his spare tyre, what he found was quite amazing, his petrol tank has been leaking into the spare wheel well, and it had totally eaten away at the tyre, so that would explain the poor fuel consumption and smell of petrol, it must have been leaking for ages and James never twigged.

May's meeting was a noisy affair, as the Travelers Rest put a live band on in the pub because it was a bank holiday weekend, if any our meetings fall on a bank holiday weekend we might have to move to a different weekend to avoid this happening again, even though it was noisy we still had a good turn out even if it was difficult talk.

Must end here as its 8.00 o'clock on Saturday night and I am off to Belgium in the morning and still need to pack the GT and then pack myself, hope I can get a rest next week and not spend too much time under the bonnet of Kevan's TR.

See you all in June

Geoff

NORTHANTS

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Hi all, yes we have an area report this month, and the reason for not writing one last month. Well frankly there wasn't much if anything to write about. This month however is a different story. Firstly our club night went a bit pear shaped, we had intended to run a beetle drive to make a change from the usual quiz we have each month but when I walked past our normal room to the bar I saw the MG owners in there I realised something was wrong. It transpired that their room had been booked out for a Land Rover club AGM without checking the diary so we landed up sharing our room. The beetle drive has now been moved back a month so we will see what happens next month.

It was good to help Dave Richardson celebrate his 60th birthday many happy returns Dave, I'm still not sure why you were dressed as Mrs Brown but whatever turns you on.

Pat and John went to represent us at the Derwent Valley bowl and did a great job and came last (it saves us the problem of trying to find a home for the toilet). Well done both of you.

Drive it day was organised for us by Rob who arranged another enjoyable run out which finished at Rockingham Castle, in keeping with the FBHVM theme of stately homes. Thanks Rob shame about the service in the tea shop but at least it gave us time to chat.

This months Car and Bike meet at Earls Barton was well attended, now that the weather decided to improve, over 1000 cars were there from Minis to Aston Martins although my car of the show was a lovely Standard Vanguard. This is a show well worth the £3 entry fee.

When you receive this magazine it is only a few days before our camping weekend at Wicksteed Park, if you would like to join us please contact me to book in. If you wish to attend on Sunday only all you need to do is turn up and pay at one of the machines in the park. Campers need to book in advance to get the passes sorted before arrival.

Our next meeting will be 8.30 on June 8th at Overstone Manor, Sywell NN6 0BB See You soon

Nigel

NORTHERN IRELAND

TSSC AREA NEWS



Well you lucky people, you've got me this month. April's attendance was a tad short on members but never mind. The meeting was a bit disastrous as the MG Owners were in our room as were the Land Rover? members at their AGM. To say noisy would be an understatement (but then, MGs and Land Rovers are). So we settled for a social evening, and no entertainment. Never mind, soon the MGs will be rusted away and the Landies.

The first major event of the year was SEM. I obviously attended with loads of bits and pieces to sell to unsuspecting Triumph people. Actually for the first time recently the weather was brilliant, hot and sunny all day. The Club stand was busy all day with over 60 valuations. Garth, Bernard, Nigel & Jane worked tirelessly! Our new Club Apprentice, Chloe worked with Angie on the stall and were also busy, busy, busy.

My own little stall did very well indeed taking well over 3k! Not bad! Time came for prize giving and car of the show etc. The nut-polishers had been very busy and some of the trunnion bolts shone so much that you needed sunglasses to look at them.

All good things come to an end though and as soon as the prizes were presented, as usual, the field emptied leaving the usual packing up, marquees down, van packing to be done by the 'faithful'. Thanks to Mickey and his crew for a very enjoyable weekend indeed.

Pat and myself packed up tidily and quickly and then popped over to help on the Club stand. The new van was marvellous, gobbled up all the gear and large marquee with room to spare. Now, a change of subject. YOB was given a recon gearbox AND another engine, this engine has a slight knock as well so I have bitten the bullet and purchased a rebuilt engine from Ivor Searle. The other engine is usable but I would like to get my new one in for The Peak District Camping Weekend. Anyroad, see you all at the next meeting, remember though, if you don't support your local area it will fade away!

John.

NORTHERN IRELAND

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I have been asked to do the report this month as a favour, so apologies in advance, but I hope Alan (F) likes the surprise on the front cover of the Courier! The area has been quite busy since the last report with the trunnion oiling at Carrickfergus on 23rd April, then the Argory for the show there on the 30th. Some of us then attended the Shanes Castle Steam Traction Rally over the bank holiday weekend - so it's been all go.

The trunnion oiling and light lunch, organised by Frank, Edward and Barbara was reasonably well attended at the front of Carrickfergus Castle, even if it was a bit windy - thanks go to the Bell family. This is a good spot as it gives the numerous visitors to the area the opportunity to see, and photograph, our cars in the flesh. Once again we had Alan (F), supported by Laurence, doing the needful with the oiling as well as passing on some useful information on the matter to those who weren't in the know. I even had my brake light switch sorted whilst the GT6 was there and I might now be able to do the trunnions on the TR6 on my own. It was good to see Alasdair (R) in his tidy Spitfire with the unusual upholstery and Phil (B) all the way from Donegal - what a good supporter of this event. - year in and year out. Hopefully we will met up with him on our May run to County Donegal! I must say though it was a very worthwhile visit for him as I understand that he was able to source, I believe, a bonnet, from Alan (H), and a boot lid for his 1968 Vitesse! Once again I was unfortunate to be parked beside Alan (F) and his TR3 Sports TS. I think I end up beside his TR to convince myself that it is worthwhile spending all the money that I do on the two 6's to try and keep up! I

must say that he's nearly as bad as Frank at pointing out the costs and new additional parts and equipment to Heather! John(G) and Billy were there as well in John's Spitfire keeping us all in good craic throughout the morning along with Michael (K) making it a trio



of Spitfires at the oiling. Bert (G) was there too having a good look around as he comes near to the end of his completion of his GT6. Looking forward to seeing it in the coming months.

Speaking of trios I missed the Dungannon Amigos at Carrickfergus but more on that later! Sat 30th saw us attending the Argory at Dungannon. This is always a very friendly and homey show with a good collection of vehicles and this year proved to be no exception. Bit of a change for the entry fee this year, £5.50, a very unusual amount for change purposes, although I understand that there was the odd white Vitesse convertible that paid £5 and drove on through. Don't worry Pam I paid £6 to take the bad look off it! We had the usual members there with the addition of Nathan, and his co driver Peter, along with the "new" group of Three Amigos from Dungannon who were able to park beside our grouping and area flag. In fairness to them they had been on their way to attend the trunnion oiling but they developed fuel problems near Carrickfergus and, discretion being the better part of valour, they took the sensible option of returning home when they could.

They were there in two 1300's and a big 2000 - all looking well as usual. For once Alan (For's) TR was not parked on stand, but nearby looking immaculate, and so my TR6 didn't look too bad to the extent that I had to talk to a number of interested people about it. Of course as you would know I can talk the talk but cannot put it into practice. Well, I do have to try and keep some people in a job in these hard times! I'm sure we all enjoyed the day, the burgers and breakfast baps were good and so was the afternoon tea and tray bakes in the cafe. Believe it or not the weather was good other than the really heavy hail showers in the afternoon. Would I change anything at the show - yes - the finishers award. I must admit they looked cheap.

I suppose we are spoilt at Totally Triumph and this year will be no exception - hope you were there and agree. The May bank holiday Mon saw a

number of us at the Steam Traction Rally at Shane's Castle, Antrim although this time we were all over the arena with just a small number grouped together. Quite a number of non club Triumphs were there at the rally and it would be nice to invite them to our 2017 show at Lisburn. Nathan appeared to have a good time passing on his knowledge of the A35 judging by the number of people who stopped to have a chat and an explanation of what was under the bonnet and, no doubt, how it all worked. A reasonably good day with some very interesting stalls, although not too much left, again, once Barbara had her pick! I don't know how they make money at this show as for the price of a £5 donation you have lunch for two AND a finishers award. There must be some reasonable sponsorship and support from the local council - glad to see it though.

Hopefully by the time you read this report Totally Triumph and our weekend in County Donegal went well for all concerned and was up to your expectations. A good turnout for the May monthly meeting at Nortel with a discussion on the show, GT6's and bad paintwork and what to do about it. It was good to see Colin and Heather (L) there all the way from South Down!

Now a few dates for your diary that the club will be attending in the coming months - Kilbroney 18th June, (club stand available) and Mount Stewart 19 th June, Father's Day as well as the Sperrins Run on 23 rd July. Don't forget the monthly meeting on the first Wednesday of each month at Nortel Social Club. I was



just wondering before I finish - did the dog choose the right vehicle? I'll leave it up to you - answers on a postcard to Alan

(For). Only joking Alan - I think!

Douglas.



NOTTS . . . PETERBOROUGH

TSSC AREA NEWS

NOTTS

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Drive it Day

For drive it day this year, we embarked on a drive to Oil Can Cafe in the party was Notts, Derwent Valley and South Yorkshire members plus a few invited classics. We had an enjoy able run through the country side and had a short stop off at the strines a welcome drink had by all. Then we carried on to Holmeifirth village where some of us visited the Cafe where the last of summer wine series was filmed. After a small stay we carried on to the Oil Can Cafe to go on our tour of the restoration garage and listen to some of the stories about the cars.

We all found our tables for our meal which was meat & potatoes pie (home made) with mushy peas and gravy which went down a treat, with plenty to drink. We arrived home about 7pm so was a great day. While we were on our drive it day Nigel and Di were on the TSSC 5 point tour which you will hear about else where in the magazine sometime.

Thoresby Hall Car show.

Bank holiday Monday saw a few of us die hards brave the elements for the Thoresby Hall Classic car show. Unusually for this show it was poorly attended by cars and traders alike. Questions will be asked if worth supporting next year. Now the summer is upon us our meetings are becoming well attended, alternating between runs out and quiz nights. Hope to see you.

Laon Classic

For the first time Julie and myself decided to sample an overseas event choosing the 25th Laon Circuit Historique weekend. Accompanying Nigel & Di in their Acclaim we set off late Friday bound for Dover both cars ran like a dream, making Dover in good time. So much so we managed to catch a much earlier ferry. The run down to Laon was largely uneventful with both cars performing perfectly, arriving early we managed to inspect the old part of Laon before checking in to our chalet at the campsite. Up early next morning to register for the Historique Classic Run, we were amazed by the scale of the event. Upon parking up, all we could see was Classic Cars of every description.

There were 1050+ cars registered for the run. After receiving our free gifts and rally plaque, we proceeded to head for the starting point, this was to be an 55 mile run to a half way point, which was in a small village where free food and drink awaited us. Afterwards was a 60 mile run to the champagne reception finish. The local participation was over whelming waving us on, cheering clapping and giving cars trinkets at certain check points. This really gave the whole event a special atmosphere. They really seemed to enjoy our presence.

On the Sunday early start again. The organisers had organised 4 sperate meeting venues for the classics to check in while the town had been transformed into a street circuit blocking off roads and areas from normal traffic. At 2 o'clock we were asked to meet back at our cars where we were ushered onto the circuit. Being encouraged to proceed at speed round the circuit with locals all cheering and waving flags. This was allowed til 5.30 where any classics could park up at the side of the circuit at any one given time to spectate or get refreshments.

Again there was a special atmosphere to the day and all classic owners were warmly welcomed. We would recommend this event to anyone wanting a change from the UK events.

*Adrian & Nigel
+ Girls*

IMPORTANT NOTE

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

PETERBOROUGH

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After two glorious days of sunshine and warmth it was a little disappointing to see the cloud building just before the start of our May meeting. Nevertheless, it was still quite warm and so it was top down for my first trip to a club meeting in the Vitesse for a very long time. I am pleased to say my coil burning problem appears to have been solved. My thanks go to Oliver Wimbold and his team at 'The Splined Hub' in Oundle for sorting it out. I can thoroughly recommend them for their enthusiasm, professionalism and all-round automotive knowledge - plus they always have some lovely cars in the workshop so it is worth a trip just to see what they are restoring!

Back to our May meeting and whilst we may not have had record numbers we certainly had a fine display of cars in the car park. Dave Beardsley was on hand with his camera early whilst it was still light and got some nice shots of the display. There was even a MG Midget in the middle of all the



Triumphs. Apparently the owner was out for a drive with his wife, saw what looked like a nice pub and decided to stop for a quick drink. I wonder if he felt intimidated parking amongst a dozen or so Triumphs?

We also had another couple of new faces this month, who by coincidence happened to turn up on the same night.

So a big welcome to Neville and Charlie and their cars, a Herald 13/60 Convertible and a Spitfire 1500 respectively. Both have been members of the TSSC for some years so it really nice to see them at our meeting and I hope they will both come again! Neville's Herald is not one you will forget in a hurry. Adorned with rally plates it is a presented in shocking pink with black contrast stripe. Neville is currently trying to research whether the car was ever actually rallied so if anyone recognises the scheme he'd appreciate any information.

In the absence of Tina Doug gave a brief report on the successful trip to Foxton Locks. I was very frustrated to miss this trip due to work commitments and it sounds like a really interesting day was had. In fact, the only real grumbles were from Doug. Firstly, he wished he had not been too tight to pay to go into the Locks museum as he later found it to be a fascinating piece of engineering and would have liked to have found out more. Secondly he felt that the pub food at lunchtime was great value and great quality but just too much to eat! So next time Doug order less for lunch and spend the money you save on a ticket for the museum - Simple!!

As summer approaches there are plenty of events on the horizon. In particular, 'TriumFest' at Santa Pod is one to try to support. It takes place over the weekend of 2nd/3rd July and please be aware that only tickets ordered in advance will help the TSSC as they get a proportion of the cost of these. Sadly, 'TriumFest' clashes with a local show, **The Baston Classic Car Show which Doug is heavily involved with. It takes place on Sun 3rd of July** so my suggestion would be to make that weekend an all-Triumph affair and visit Santa Pod on Saturday and Baston on Sunday! (says he who will, probably not make either due to work commitments).

The following weekend (**Sun July 10th**) is the **Sporting Bears Charity Classic at Kimbolton Castle**. I will get some tickets sorted for this. It is always a great day out with plenty to see and do and Peterborough Area has always supported this very good cause since I have been a club member. Tickets at the June meeting I hope.

Looking further forward to local shows it appears that the **Stamford Classic Car Show** which takes place over the **August Bank holiday weekend** has already had to stop accepting entries.

SCOTLAND CENTRAL & WEST SOMERSET

I think they can accommodate 500 vehicles and they are already fully booked. Apparently the Porsche Owners Club wanted to bring 50 cars and the organisers have had to refuse them! As someone mentioned, perhaps they should contact Doug and bring them to Baston instead! It would be quite a sight!!

One further date for your diaries is **Sunday September 25th**. This is the date for **Tina's Peterborough Area BBQ**. It will be at the Montague Arms Pub in Barnwell, near to Oundle. More details to come but worth a note in the diary.

That's about all for now. Hopefully the weather next month will be even better as we start to get into summer properly. I hope we will see an even

better display of club cars than in May. **Monday 13th June is the date, and The Golden Pheasant at Etton** is the venue, any time from around 8pm. Pop along for a natter, nibble and noggin. You'll be very welcome!

Cheers

Paul

SCOTLAND CENTRAL WEST

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The May meeting was attended by 14 members. There was a major tuning event featuring Martin's Herald Estate. It now has an electronic distributor which required timing. Thanks to Mark and team the car is now running very quietly. With the weather better now we can spend more time with the cars outside. We had a selection of club cars Stag, Herald, Spitfire, Dolly, Vitesse and Spitford. Once all mechanics duties were over we went inside as the early spring midges were out. Matters arising were gone over so we will have a Club stand at two forthcoming shows. Bridge of Allan and Hamilton.

Drive It Day and the Five Point Tour turned out to be an epic adventure. The weekend started out meeting at Harthill services with 2 Vitesse, 1 Herald plus teardrop caravan, 1 Spitfire plus teardrop caravan, and Mr Bond of course. We formed a sort of convoy and made our way to the Ord Country House campsite where some of us were glamping! In very cosy shacks in the woods. The teardrops had their own pitches, very posh, Karen and Dave brought their own rig later on. Two more cars and we had all present at an absolutely fantastic campsite. A feed later



and we were at Maccy D's for the Checkpoint. 11pm was our arrival, banner and flag up, a quick chat with the locals, Fast and Furious brigade and we were set. It was a bit cold and the first car was early. 11.15pm. This was followed by another 17 Triumphs of various shapes and sizes. We were joined by some of the locals who had never seen so many old cars, especially running. 1am dawned and all timecards were signed and drivers and navigators fed with Scottish tablet bars and caramel logs courtesy of the Scottish Area. So all sugared up they sped off into the distance. Many, many, thanks to all the Scottish members who helped out. A great welcome and send off for the Tour. Back to the huts in the woods and some sleep.

Saturday after breakfast we decided to go to Lindsifarne on The Holy Island via the causeway that floods twice a day. Now you all will be expecting something to happen. No we all made it across and back safely and had a great time and look round the ancient ruins and the island. After lunch was a tour of Berwick Upon Tweed. A great little walled town. Evening saw us in the excellent on site bar and restaurant. Drive It Day dawned and we were packed up to go by 11. A quick convoy blast up the A1 saw us at The Museum Of Flight, East Fortune. This has been totally redone and is a really good day out with lots to see and hangars to walk about. Before we went there was a photoshoot under the Vulcan

TSSC AREA NEWS



Bomber, kindly allowed by the museum staff. Now here is a fact for all you older members. About 25 years ago I took the same photo of Triumphs under the Vulcan bomber when we had a weekend event there. So there I was again taking a photo, same plane, different Triumphs. Can't really describe the feeling. After the weekend's activities it was all back home. Well almost, Brian.



His Herald developed a clunk on the way to join us on the Sunday and almost made it home. At least it made it to the Museum of Flight. Something inside the diff let go. So that was our Drive It Day weekend. A great success. Thanks to Karen for Cooking and Dave for use of awning etc. thanks to all for manning the checkpoint and leading the convoy at various points. This may turn into an annual Drive It Day Weekend event.

Events coming up.

**July: TriumFest UK will be at Santa Pod (1, 2, 3 July) with the Retro Car Show.
Le Mans (8, 9, 10 July) and the Silverstone Classic (29, 30, 31 July).**

We will hear all about them later in the year.

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** as is The Ignition Festival of Motoring at the SECC in Glasgow. It is on the same weekend but **Fri, Sat, Sun, 5th, 6th, 7th August**. I am told that there will be closed road demo runs. This is a first for Glasgow so support it if you can, it may lead to other things. See the 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**. There will be discussions at the next few meetings.

The new website for the area <http://tsscscot.freemove.com/> 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, but may clash with some shows. You are welcome to stay as long as you want as there is space set aside inside, and a large car park.

There will be the usual donation of at least £2 at each meeting to help with Area finances.

NEXT MEETING will be on Thursday 2nd June 2016 at Lochinch which has been pre-booked. And Sunday 19th June (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.

The season has started with a great Drive It Day so long may it continue.

Gregor G.

SOMERSET

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Hi all. It's official the Somerset area has been voted TSSC Area of the Year for 2016!

We both want to thank all Somerset members for making this possible. Without your help and encouragement this would not have been possible! It does not matter whether you supplied a car for a specific show, or helped on a Somerset stand, or attended an

Somerset Continues

organised show, or even was the only TSSC car at a show, you all played a part in promoting the ownership of a TRIUMPH. Thanks and well done!

The April meet saw a good turnout again and it was nice to see Maggie and her partner DEREK turn up for their first club meet. Hope you both come back again often!

We would like to welcome new member Chris Bottomley, who will hopefully join us at the Fox and Goose very soon.

Martin attended the club AGM on 10th April and was duly accepted as a Director on the C O M (council of management) Well done to him and hopefully the South West and Somerset in particular will have a greater say in what direction the club takes in the future!

As most of you will know (you do get Martins e-mails don't you?) the area visited Morwhellam Quay for Drive it Day on April 24th. Seven cars met at Taunton Services for the convoy. They were as FOLLOWS:- Jane & Mark - Stag, Eric - Spitfire, John & Jo - Herald 1200, Pete & Rob - Mk 1 2000, Steve & Kieron - GT6, Jane & Austin - Vitesse and Mandy, Charlie and Martin - 13/60. For the drive home some cars took the scenic route up over Dartmoor. Overall most cars covered around 200 miles. All agreed a great day was had by everyone! Well done Martin for negotiating a great deal of reduced entry AND a CREAM TEA!!

Now time for a reminder of events for the next 2 months!

June 2016,

**Sunday 12th, Trains & Triumphs
south Devon Steam Railway,
Buckfastleigh TQ11 0DZ.**

**Tuesday 14th, Club meet Fox and Goose TA9 4HH,
from 8pm.**

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

**Saturday/Sunday 18th-19th, Town Square W-S-M In con-
junction with Weston Air Days. From 10am.**

July 2016,

Sunday 3rd, Town Square W-S-M from 9-30am.

**Sunday 10th, Powderham Castle, Now fully booked.
Meet Taunton Dene 8am.**

**Tuesday 12th, Club meet Fox and Goose TA9 4HH,
from 8pm.**

**Sunday 24th, Paignton Green, Now fully booked.
Meet Taunton Dene 8am.**

And finally after an exploratory bi-opsy it is still not certain Derek has a brain or not, the jury is still out on that!! Hope to see you on all/any of the above dates!

Cheers for now,

Martin & Derek...

SOUTHERN

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

Hi all, April and May have been quite busy, so the first report is from Vanessa.

Wessex New Forest Run - A fantastic well organised scenic run through the New Forest

On Sunday 17th April we got the kids up early and made our way over to Mike and Barbara's, where Dave was waiting ready for

the off. Within minutes Wendy arrived so our little convoy made our way initially on the A31. As always, Mike led us through some lovely country roads to end up at the car park at Ringwood in plenty of time to register for the run. After putting the rally plaques on the car, we met Peter Harper and Robin and Ann. After finding the cafe for bacon rolls (very nice they were) we loaded the kids back in the car (luckily leaving the tree that Adam had found and was playing with behind). The run itself is so well organised with a route instruction booklet and supporting map.

At most junctions, a hi-vis jacketed steward can be seen to assist you on your way.

Beautiful countryside with over 160 other Triumphs, it was a lovely day. The first part of the run was 25 miles, followed by a coffee and biscuits before continuing another 20 miles to Highcliffe Castle, with views to the sea. Once at the castle, the judging takes place with all entrants judging their favourite cars and of course the serious business of picnicking and for those who wanted to a look around the castle! Southern area were lucky enough to again win some prizes with Sue and Simon and Robin and Ann, both winning best in class for their GT6 and Stag, Dave the Spit 6 and myself both winning runner up for the TR6 and 2500s. Our friends from the Surrey area, Con and Liz, also getting best in class for Liz's Herald.

This run just gets bigger every year and next year celebrates its 25th year. A very BIG thank you to Trevor and his friends for the warm welcome and for all the hard work that's put in to make it such an enjoyable day for us all.



The next big event was of course Drive it day; we had nine cars out for a jolly to meet up for coffee at the cafe at the Devils punch-bowl. Our route took us from the Seven Stars, into Petersfield and into West Sussex. Uphill and down small country lanes and up into Surry. Eventually meeting for a brew at the cafe where the Locksheath Classic Car Club arrived. We set off on the second leg of the trail but got separated quite soon as Peter had to top up with fuel, which meant I had to earn my ride. Again down small lanes we eventually turned up at the junction at Froxfield and the Pub With No Name. I must confess we did cheat here and turned right, then left and arrived at the Angel before anyone else. Hats off and a big thank you to Neil F for another great Drive It Day run and to Peter H for the ride out in the Stag.

Our regular meet, again was well attended with fourteen club cars in the car park, fifty per cent of them being Stags. We also welcomed three newbies turn up two of them with cars, a 13/60 Herald and a Stag. We hope to be seeing them on a regular basis. Sunday 8th of May was of course the SEM at Leatherhead. Dave Moore picked me up and we had a good run up. Robin had camped overnight and to our surprise so had Wendy (fair play to her). A gorgeous sunny day had really brought the Triumphs out and was the best attended SEM I have seen for many years. Dave got his GT6 valued and so did Wendy, both were pleased with the valuations their cars received. Simon, one of our newbies brought his 13/60 along and got it tuned and the trunnions oiled and I think he was pleased with the results and the show.

Big thanks to Micky and Julie and the TSSC support for a great show.

The only downside for Dave and me was that we broke down in Merrow just outside Guildford. The GT6 had sprung a fuel leak from the front carb and we had to call the AA. They did get it fixed and we did get home without any further incident, but we did get quite a few funny looks from other drivers as we sat on deck chair at the side of the road drinking coffee in a town.

The clouds of doom and despondency have now lifted, as I have now got the TR7 running again and also replace the front shocks



NORTH STAFFS SUFFOLK . . . SURREY

and springs. Just a couple more little jobs to do and by the time you read this I will hopefully be back on the road.

Up and coming events

June

4th Beale Park

5th SHVPS Show, Queen Elizabeth Country Park

7th Regular Meeting, Seven Stars, GU32 3PG

11th Bishops Waltham

16th roaming meet, The Chair makers, Denmead PO7 4QX

24th-26th Cornwall Camping Weekend

July

1st - 3rd Triumphfest, Santa pod

5th Regular meeting, Seven Stars, GU32 3PG

10th Bognor, Clandon

16th, Kingsley Steam

21st Roaming meet, The Flower Pots, Cheriton SO24 0QQ

23rd Ripley Event

24th Amberly Classic Picnic

That's all for now Take care

Mark

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Spring is yet to unwind with temperatures still in single figures, it has not been a go start to the season. With shows cancelled and those that have not, have been a bit of an endurance in the cold and wet, and here we are half way through the year.

Still looking on the bright side it can only get better, at least one local show at the Foxfield railway had a bit of sunshine as the frost cleared and the temperature rose to a decent height, the cars kept turning up filling the parking area with a good variety of cars.

One that was of particular interest was a special built on a Triumph Herald chassis belonging to David who was from Derby. David had driven his car over 4000 miles around Europe and over to Corfu raising money for Help the Heroes, not without problems which lead to an interesting journey, too much to tell here. The car was a 1969 Herald bought as scrap in 2009, the chassis was stripped down to bare essentials and repaired where necessary. Wheel bearings, seals, brake cylinders, pipes and brake shoes were renewed, new wheels and tyre's fitted then the work started, building a new shell. The body was constructed out of aluminum on plywood and formed over plastic pipes all panels being hand cut. (see photo's)

The last meeting was down on numbers, due to various reasons, as were the numbers for our planned Drive it Day trip to the Blists Hill museum, so at the last minute we joined the Cheshire area for the run in the Peak District starting from our usual place in Leek.

The day started well with hoods down and some sunshine, but as we go closer to our first designated stop the clouds started gathering and as we pulled into the car park the rain started and hoods were raised.

A stroll around Castleton was enjoyed with some lunch, then we set off towards Buxton with some heading for the Poole's Cavern, other's going onto Buxton, we chose the latter as the Cheshire group were then going on for dinner somewhere back in the depths of Macclesfield forest.

The rest of us had a walk around Buxton stopping for coffee in the pavilion gardens out of the rain showers, we then drove onto Ashbourne for a meal at the Steeping stones inn.



TSSC AREA NEWS



I hear that Tom's GT6 is going for an MOT as I write, it then just needs fitting out, so should see it on the road for the summer, my progress as been limited as work on the other car which may be changed from a claw, to a hoof has taken priority.

Hoping to have more progress in the coming months if the rain ever stops and work can be done outside, but the pigs are still doing the flying stunts so will have to wait and see what happens, as holidays will be taking up a good part of the coming months.

Some events that will also be taking up working time, Smallwood Capesthorpe Hall, Etruria Canal festival, Wharf Classic Taton Park, CVR Bus Rally, Trentham Gardens, CVR Any Thing Goes Gala and Lichfield Cars in the Park.

Enjoy the sunshine whenever (or if ever) you see it.

Dave

SUFFOLK

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After last months bumper issue of two monthly reports, now for a slimmer version. Nine owners braved the dry weather to travel to the Sorrel Horse in their Triumphs. Russell was in the USA and Colin was enjoying his wedding anniversary otherwise it would have been 11 cars. I don't know about other areas, but here in Suffolk the monthly meeting has an equivalent number of, or even more, Stags and TRs attending than the traditional TSSC cars.

The Ipswich to Felixstowe run had been held a couple of days previously, organised by Ipswich Transport Museum. Six of the clubs cars attended that I know of. However it was not without some drama. Chris was having clutch problems making engaging 1st gear difficult, 2nd gear difficult... etc.; Brian's Stag stopped occasionally (engine not the brakes); and Colin's TR6 lost a cylinder on the run and, in his words, "the resultant back firing and flames were quite spectacular".

Mike has bought some new panels for his Vitesse, collecting them from Fitchetts as he was up that way. He may decide to get someone to do the back of car, time pressures etc. He came in his Herald Estate which was sporting a deformed front valence / bumper after it had had an argument with a tree stump. It did not appear too bad, but was certainly noticeable.

Rodney has had his seats recovered and re-built with new foams. They looked very smart with their red piping. Just so he does not run out of jobs to do on the car, it has developed an intermittent misfire. Rodney has not been well recently so hoping that progress continues to be positive.

Because I was looking in the rear view mirror too much, making sure that Brian, who had not come on this route with us before, saw where to turn, I missed the first entrance to the Sorrel Horse. I continued to the second entrance and I am happy to say that only one other person, who shall be unnamed, followed me in to that entrance. So at least some were paying attention.

On Drive-It-Day, Sunday 24th April, several of us drove to a classic car event at Kersey Mill, near Hadleigh. This was the first time this event had been held and there was tremendous support with many different marques of cars attending. There was a strong showing of Triumphs, Porsches and Jaguars to name a few, plus 8 stunning Daimler Darts. The mill was also open for visitors to look around. Lets hope this becomes a regular event.

The next meeting is **Tuesday 7th June at 8:00pm at the Sorrel Horse, Barham**. With the more summer weather now showing, hope to see you there with your cars.

Peter

SURREY

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Hi all, our annual trip to the Isle of White was a success, although I will not forget walking across ice crispy grass to my tent and getting into a ice laden tomb. I do not think I have ever been so cold, anyway the Fuddlededum helped. The days were fine and we had a good drive out to Blackgang Chine on onwards across the Island. Luckily for William the minor damage sustained to his



TSSC AREA NEWS

SURREY SUSSEX . . . THAMES

Surrey Continues

valve gear did not nobuffe Adam and compressed air allowed new coppers to be slipped over duff spring holders. Jeremy and I sampled fish and chips on two occasions, both something of an experience. The war museum was a treat as pre cursor for possible blown up engine, turned out to be exhaust manifold gasket - so soon fixed.

Now have new clutch and smooth spiggots, resolved at Leatherhead SEM. More sun for that event and more recently the Westerham hill climb with Bob which was exciting, especially the white vintage Jag that refused to go around corners and consequently looks a little battered at the front - oops.

Next meet end of May and hopefully we can at last sit out in the garden and chew the fat over a pint.

All the best, roll on Le Mans.

Cliff.

SUSSEX

Tel. 01444 450941

Meeting Wed 4th May

A very good turnout on a beautiful warm spring evening, and a car park full of Triumphs mine included which is rare I know but I do make an effort when the weather is nice.

Clive has got the Toledo with the sprint engine back on the road, only to be faced with water pump problems, it is quite a common problem with these engines, but I know it will be sorted soon.

Also this week a very strange thing happened to Martin . He is getting his Giffré ready to sell on, as he now has the Stag, anyway he was out in his garage cleaning up the wheels when he said there was an almighty bang and one of the door glasses had exploded and he said both car doors were closed and windows wound up, so what caused it is a bit of a mystery.

Gordon is still looking for an overdrive gearbox for his MkIII GT6, if anyone knows of one.

Last weekend three of us had cars on show at the Lawns at Eastbourne, weather was not bad and the crowd turnout was huge, there was wide variety of cars on display which makes it a very enjoyable day out. I for one will be going again next year.

Five of us are going to Leatherhead this Sunday and hope it's a nice day.

Next meeting is **Wed June 1st** so hope to see you all there
Regards

lan

THAMES

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Greetings all! What a great time we had on the IoW camping weekend a little break before SEM. Which has been taking up a lot of our time and all seems to be falling into place, we collected the Marquee & other equipment on drive it day (shame it was in the Transit, although it is getting on a bit). We also had a good time at Farnham show all which you can read about below.

SOCIAL EVENING AT THE GEORGE INN ON APRIL 21st.

We had a lovely trip to the George Inn, in the Vitesse. Once there we found the car park quiet busy but managed to park up OK. In side we are shown to a table in the busy bar (hopefully it's because the Queen is having one of her birthdays). We have the pleasure of Jay & Sam, Tony H, Bob, George B, Graeme C & Doug. Triumphs in the car park were: - Doug's GT6 Mk3, Tony's Stag, George's Vitesse Mk1 convertible and our MK2 convertible. Work on our Triumph's has been:- Doug has been oiling his trunnion's with a new TSSC shop oil gun. Jay has removed his Spitfire 1500 head ready for skimming and unleaded conversion. Graeme's TR6 now has 4 new tyres, a rebuilt clutch master cylinder welded up cracks on the suspension mounts, a new speedo cable, a service and fresh MoT. George's Vitesse has had its oil seals &

sump gasket renewed and a new MoT. Tony's Stag had it over fueling sorted out. My Vitesse got a good wash and polish. Our raffie winners tonight were:- Tony won the bottle of Wine, Doug won the WD40. Graeme won the Applicator pads & Jay won the Wash pads and Swarfega. A great night even if it was busy.

SHOWS & EVENTS

FARNHAM SHOW 10TH APRIL.

We (Julie & I) headed to Farnham in the Vitesse and claimed a spot in the car park & waited to see who would join us. As it turned out just Martin & Cynthia in their 1500 Spitfire & Mike in his VVV Golf from Thames Area & from Southern Area, Mike & Barbara in their Stag, Mike & Karen in their Healey 3000, David H in his TR6, Wendy in her Mk3 Spitfire. Other Triumphs there were an Acclaim (Peter from Woking), two TR3's Four Stag's, a GT6, a Vitesse, a TR4 a Spitfire Mk2, a Burlington, a Standard 8 and a Standard Vanguard among the 180 classic's on show. A nice sunny day but chilly in the shade, a lovely show and day out.

IOW CAMPING WEEKEND 29TH APRIL to 2ND MAY. 3.

Julie and I take a relaxing trip to Southampton to catch the Red Funnel ferry to E. Cowes. As we drive up the ramp (and many times over the years without a problem) our exhaust is ripped off damaging the flexy middle strap. I jump out and remove the last fixing point, before noisily driving on. We spent the best part of the trip refitting the exhaust. Once at E. Cowes we gingerly drove off the ferry ramp but it was only a short time until it came off again, so with the exhaust poking out over the back seat we headed for the nearest garage to get them to re-attach it to the Vitesse. Although they had no exhaust strap so we popped off to Halfords to get a couple (spare one for next time) while they had other outstanding cars to work on. On our return they were waiting for us and the work was soon completed. We were soon at the campsite and moving into our weekend home. After a supply run to the supermarket and a visit to the chip shop we had our tea and headed into the bar to meet up with friends and fellow Triumph nuts. Other Thames area members there were Martin, Caroline & little Eddie, in their Mk2 2000 saloon. Chris C & Brother Phil, in his Spitfire Mk3. George B and Chris in his Mk1 Vitesse convertible.

John P's Mk1 Vitesse

Convertible piloted by Mark, Sam & little Charlie (with a guest appearance of John & Phillipa P in their MX5 checking up on his Vitesse...maybe).

Saturday morning saw the regular line up ready to convoy to (this year) Black Gang Chine. We had a lovely sunny day and great run out to the amusement park, where we spent the best part of the day. That evening Chris C had booked us into the Buddle Inn at Niton. We followed Chris & Phil in his Spitfire, Martin, Caroline & Eddie in their 2000 saloon, Mark, Sam & Charlie in their Vitesse, in our Vitesse to the 600 year old smuggler's Inn. We had a good meal there before heading back to the campsite for some more drinks and sleep.

Sunday morning's convoy was to the Wight Military and Heritage Museum. Once there we were parked along the four edges of the car park, a great show of Triumphs very nearly completing a whole square! We had a good butchers around the exhibits (well I do like this sort of stuff). A nice cuppa before joining the BBQ line. While in the queue for food a quartet of WW2 young lady singers (Company B... UK) sang to us all and they were very good indeed. Later on we headed into Cowes and other favorite haunts before returning to the caravan for a power nap. We awoke at 8pm hungry and headed out for food, we ended up at the Steamer Inn at Shanklin and enjoyed a smashing meal. This meant we missed the start for the evening fun and games. But what we saw was great fun.

Monday's farewell trip was to the Dairyman's Daughter at Arretton Barns. We had a look around the shops before saying our good-byes and heading to the ferry at E. Cowes. This time we got onto the lower deck to save our exhaust any more stress. Back on the mainland we took the Back roads home as the motorway was manic. A fabulous weekend, many thanks to all involved and see you next year.

Our next meetings at 8 pm is at the GEORGE INN Wraybury in June on the 16th and in July on the 21st. Also on the 16th in June on the 2nd at THE NEW INN, Send road, Send Surrey GU23 7EN & in July on the 7th at the FAIRMILE HOTEL in Cobham on Portsmouth Road.

Please come and join us for a warm welcome or call me on 07773623807.

NORTH WALES

Coming events. 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
- JULY
- 2nd/3rd TriumFest UK 2016 Santa Pod
- 3rd Heathrow Classic Vehicle Show Middlesex
- 8th/ 10th Classic Le Mans France
- 10th Clondan Park classic show West Clondan
- 10th Darling Buds Classic Show Ashford Kent
- 17th Uxbridge Autoshow Middlesex
- 23rd Ripley Event Ripley
- 24th Retrojumble & Classic Car Show Brooklands
- 29th/ 31st Silverstone Classic Silverstone

Mickey & Julie

NORTH WALES Tel. 01691 600215
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The pic. attached is from Drive-It Day, taken in front of Hatton Grange.

Hi, everyone. The month started off with our meeting on Tuesday 5th April, and again this was very well attended. Roger had to stay at home due to lambing, so Helena went along on her own and, together with M.G. Richard, went over the forthcoming events. M.G. Sam and Joan could not attend, due to Sam's ongoing treatment, so the forms that Sam had left with Helena for three of the future shows had to be completed on the night, these being the Classic Wings & Wheels at Sleep Airfield, Gawsworth Hall and the Welshpool Air Show. Thanks goes to Spitfire Sam, who was a great help in getting these forms checked and sorted out. It was smashing to see Bob Whiting at the meeting, he is looking very well indeed. The raffle was, once again, very interesting, with some really good prizes. Another enjoyable night, with lots of laughter.

Sunday 10th April was the TSSC A.G.M., but unfortunately neither of us could attend due to the lambing period, and the lack of sleep that goes with same!

Saturday 23rd April was the Classic Wings & Wheels at Sleep Airfield, and Roger went along to this event. He met others of our group, plus some Jaguar Club members, at Ellesmere, to depart at 9.30 a.m. There was a great assortment of vehicles and classic aircraft at this show, and the weather was sunny and dry, but cold:- these airfields are nearly always on the cooler side, being so open to the elements. Another good day.

Sunday 24th April was Drive-It Day, and it was Helena's turn to have a day out. She had arranged to meet Brenda at Chirk, who would act as navigator, and it is always nice to have company. Twenty-nine of our group met at the Mytton and Mermaid Pub in Atcham at 10.30 a.m. for a natter and coffee, before setting off on a very eventful run. Some went the correct route, others did not, but nevertheless we all seemed to get back together again, and then the fun really began! The R.A.C. route took us up some of the narrowest roads that must exist in Shropshire, and walled on both sides:- Malcolm and Joan in their Jaguar XJS got stuck at one point, and although they did get through eventually, the car had a scrape on it. Helena had taken our Jaguar XK8, so decided at this point that there was no way she could proceed, so turned around and went back the way they had come. Sam was in his MGB and, being on his own, decided to go by his sat-nav:- he



TSSC AREA NEWS

arrived before anyone else, although not the same route as the rest of us, and not without event, as a partially obscured speed bump made for a quite "exciting" sideways manoeuvre! However, everyone got to our destination, this being Hatton Grange, Shifnal, and were greeted by the present generation owner, Rupert Kenyon-Slaney Esq. After a really good lunch in the old cricket pavilion, and a talk about the history of the house, we were split into two groups, this enabling half of us to have a tour of the house, while others toured the gardens, and then swopping over. Hatton Grange is such a lovely house, dating back to the 17th century, so as with all of these houses, there is a lot of history. The gardens are also very beautiful:- we can certainly recommend this venue. Another great day, enjoyed by all, and very interesting in places!

On 30th April all who had applied to attend Gawsworth Hall show on Monday 2nd May got an e-mail to say that the show had been cancelled due to the waterlogged ground. Credit to the organisers who assessed the situation and let everybody know in plenty of time.

Sam's Spitfire has been out of commission for a while, so here is the story so far:- "After having the Spitfire on the road for around six years after the original restoration, the engine was now showing signs of a head gasket failure, so the decision was made to change the cylinder head as after some research I had found it to be a low compression head, so a new original spec. high compression head was sourced and unleaded valve seats fitted. Once the old cylinder head was stripped off, we found a large score and chunk had been taken out of the bore, so the engine has been stripped and bored out. The engine is now ready to be re-built with new pistons and cylinder head, and we will also be adding a new pair of Weber carburettors. The bonnet was also showing it's age after being repaired in the past, so a new heritage front end has been ordered ready to be painted and fitted".

That about wraps it up for now. So remember, our meetings are held at The Trevor Arms inn Marford on the first Tuesday of the month at 8.00 p.m., and there is a meeting at The Plough in St. Asaph on the third Wednesday of the month, again at 8.00 p.m. Come along and meet us, all classic enthusiasts welcome.

There is also a 4 Areas Meet on Monday 20th June at the Trevor Arms, Marford, 8.00 p.m. onwards:- postcode LL12 8TA. Look forward to seeing you all.

Forthcoming events:- JUNE

- 4th - 5th June:- Classic Car Show, Tatton Park.
- 4th - 5th June:- Coventry Motofest Festival Weekend.
- 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.
- 20th June:- 4 Area Meet, The Trevor Arms, Marford Hill, Marford, Wrexham LL12 8TA - 8.00 p.m. onwards.
- 21st - 22nd June:- Cheshire Steam Show:- Tel:- 01565-757825.
- 25th - 26th June:- Kelsall Steam Rally:- (for cars pre-1972).
- 24th June - 3rd July:- Spanish Trip.
- 28th June:- OFFAL.

JULY

- 2nd - 3rd July:- Llangollen Railway Classic Transport Weekend:- Tel:- 07725-052659.
- 5th July:- Monthly meeting at the Trevor Arms, Marford.
- 9th - 10th July:- Cheshire Steam Fair, Daresbury, nr. Warrington, WA4 4AG.
- 9th - 10th July:- Family Fun Day, Brymbo:- Contact Stuart Clarke:- 07830-226399.
- 10th July:- Caerwys Show.
- 16th July:- Ironworks Show, Oswestry.
- 16th - 17th July:- Manchester Airport Aviation and Transport Festival.
- 17th July:- Wem Vehicles of Interest Show.
- 20th July:- Meeting at the Plough Inn, St. Asaph.
- 23rd - 24th July:- Llangollen 60's Weekend.



NORTH WALES SOUTH WALES . . . WESSEX

TSSC AREA NEWS

North Wales Continues

26th July:- OFFAL.
31st July:- Classics at the Castle, Bodelwyddan.
31st July:- Audlem Show, The White Lion, Hankelow
Green, Cheshire, CW3 0JA. Tel:- 01270-811211.
(Parade starts at 11.30 a.m.).

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

www.triumphwales.moonfruit.com

e-mail: gwyndjevans@dolomite1300.plus.com

The July runs are –
TRIUMFEST – 1st 2nd & 3rd
St. Fagans show – 17th
Silverstone – 23rd & 24th
August runs are –
Porthcawl show – 6th
Brecon show – 7th
Pontypridd show – 13th
Skewen show – 14th
Tewkesbury show – 21st
Tredegar show – 27th
Ponty Welsh Gits together – 29th

PAUL & DOTTY G'S NATIONAL DRIVE IT DAY RUN APRIL
24th 2006

Paul G had volunteered to organise this year's National Drive it Day Run, so we knew we were in for a good day out.



Al and I arrived at the first meeting point at Cardiff Gate services in my TR4A and were soon joined by Young Eddie and even Younger Mo (13/60 Saloon), a few minutes later Rob & Pete arrived (13/60 Shooting Brake), then Action Man, The Hammer & Mals (13/60 Red Tardis) appeared hot on their tails. As the weather forecast was not too clever our AO had brought along 2 spicy chicken pizza's which we sacrificed to ensure a dry day and as we were jumping into our cars Crazy George & St. Elaine turned up in their SAAB (George had fallen head first into his fish pond during the week, nearly drowned and had forgotten to mot his 13/60, I kid you not!).

We then left for the next meeting point at Magor services where, Paul & Dotty G (TR6), Mikey J (GT6), Monmouth John (Acclaim), Monmouth Mike (Acclaim) were waiting, then shortly afterwards



Tim (Spit 1500), Gwyn & Babs (Dolly) and Tim & John (GT6) turned up. It was great to welcome Tim & John on their first run with their newly acquired beautiful GT6 and we hope that this was the first of many runs that they will join us on.

Paul G organised us into 3 groups of 4 cars and we travelled to Bourton on the Water along a typically well planned and thought

out Paul G route Fantastic, in the beautiful sunshine Fantastic! There was only one small hiccup when Paul & Dotty's TR6 started to bellow steam from under the bonnet, but Paul quickly diagnosed a leaking water heater valve which when switched in the opposite mode sealed and behaved itself for the rest of the day after a top up of coolant.

On our arrival in Bourton we parked in the British Legion car park as previously arranged by Paul FANTASTIC, and then strolled into the centre of the town to visit the Car museum and various eating houses, the atmosphere was great with loads of classic cars in attendance.

We had decided to meet back at the car park at 2:30pm to take a leisurely drive home and back in the car park we met up with the Avon group, Sue the AO had been in touch previously to ask if they could join us at Bourton so it was nice to put faces to names, nice one Sue!

Again Paul G organised us into groups of 4 and we had a great drive home again in the lovely sunshine, the sound of our Triumphs reverberating off the cottages as we drove through various villages getting waves from pedestrians as we went past. Then all too soon we were back on the M4 with cars turning off at their exits, I think Al summed up the day nicely when he said "well, what we had in large numbers was surpassed by the quality of those who attended". I couldn't have put it better myself I thought.

A big thanks to Paul & Dotty G for organising this day out and also a big thanks for those who were able to support the run.

Cheers

Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com

or Martin Berry: berry223@btinternet.com

The New Forest Run was blessed with good weather and going by all the emails we received, an enjoyable day was had by all. The response to our questionnaire about what to do for our 25th run next year has been good, but opinions on what we should do has been very divided! So we will think long and hard and our decision will be decided on practicality and the overall problem of how to accommodate more entrants. If we can find suitable venues, we could top 200 cars!

May was the Basingstoke, show where we put on a display with the TR Drivers, also, the Beaulieu Spring Auto Jumble, where we had a stand & stall.

Onto other events coming up:- **The Hardy Classic, 5th June.** - **The Bristol Classic at Shepton Mallet, 18/19th June.** - **Le Mans Classic, 8/10th July**, I know some of you are booked for that! - **BPPC Transport Show, Pilsford, 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. Also that weekend is the **Purbeck Rally**, it was always one of our favourites for many years, it's just been unfortunate that it clashes with so many other things! - **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. Last up is **Swanage Railway, 9/11th Sept**, which for any train buffs is a must! After all that, if there is a free Sunday or two, Alan is going to organise one of his lunch time runs which usually starts about midday, with a drive of about an hour or so, finishing up at some local hostelry (a pub to you & me!) for lunch, these 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! Trevor has issued a more comprehensive list, which he handed out at the April meeting, but I have only reported on ones that I know an interest has been shown. More information as and when we get it, either in next months report or via the Wessex Triumph group email.

No decision was made at our last meeting about going roaming for the summer, especially as our current haunt is very suitable, if a bit pricey for drinks!

Next meeting will be at the Tyrrells Ford, Thursday 30th June.

Martin

WIRRAL WORCESTER

WIRRAL

Tel. 0151 625 3172

Hi all. Wow, sun sun sun has come to the Wirral. Picture a shiny GT6, sunroof open, the picnic is packed and we're on our way, cruising the hidden back roads of unparalleled driving pleasure that is North Wales. Yes... picture is all I can do too. It's Monday, the hottest day of the year, I'm stuck in my office and the car's in pieces in the Garage. I have managed a sandwich in the Garden. :-). Oh to be retired (which incidentally most of the Wirral enthusiasts on my table at club night have been for around 25 years). The mortgage has a lot to answer for.. Note to prospective members – some members are quite young also and some even go to work.

This month the weather has been a little up and down but on April 24th the rain held off and 20 of us or so assembled at the Tudor Rose for an adventure into rural Wales – heading for what must surely be our favourite destination, Llangollen. With around 12 cars, mainly triumphs, supported by Greg, sorry Don and Janet Greig in their Caterham and Ken and his partner Elisabeth, in his early (and very tidy) VW Golf, we listened intently to Dave's detailed instructions, then ignored them completely. Andy in his GT6 was to lead the 2nd convoy, which turned out to comprise Don only. Of course Don was the only person other than Dave who knew where we were going. Best made plans...

Anyway, we headed out, me riding shotgun in Dave's trusty TR5, towards the Horseshoe pass, first stop Prospect Garden tea room. At the Ponderosa Café, we snuck around the back and onto a lane taking us along the other side of the pass and up and down and round, enjoying the beauty of our surroundings, including some stunning panoramas. In fact, I had to remind Dave once or twice to keep his eyes on the road – and once just after a sign to Worlds End! (true). On route we passed a small convoy of Triumphs, particularly TR's as I recall, going the other way (was this you?) which was great to see. Then, after the now customary altercation with at least one cyclist "slow down", we eventually reached the café where we had a very satisfying cuppa and cake (not me, honest). We stayed for around 30 minutes and headed off for Lunch at the Britannia Inn, but this time I travelled with Andy in his GT6.

As others pulled into the Inn, Andy continued on, taking me on a 'thrilling' ride around part of the Horseshoe Pass – but of course I didn't see much as I had my eyes closed (only kidding Andy). Being in a GT6 (first time in 15 years?) makes me all the more determined to get on and sort mine! What a pleasure.

At the Britannia Inn we settled down for a very pleasant lunch and chit chat before some of us headed off to a favourite haunt, the Llangollen Motor Museum where we had heard that some other clubs may visit. As it turned out we'd missed most of the activity but as always, what a treasure trove and a wonderful way to spend an hour. Please go there if you haven't already, Anne, Geoff and Barbara are a mine of information (www.llangollenmotor-museum.co.uk) and the museum is standout. From there we wheeled our way home. A great day was had by all and great to see so many other club cars, of all denominations, taking part in drive it day.

This Tuesday past (3rd May), we met as usual at the Cottage Loaf. We are just reaching a point where we can stand and ponder in the car park at each other's pleasure (so to speak) which is great.

In the pub there were probably around 20 enthusiasts present and amongst the beer, chips (and celery - Tracey), much good natured conversation was held, and a fair bit of mickey taking.

By now, members will have attended the Wirral Classic Car Club show – which I will endeavour to report on next month.

Coming up a full diary for June: **Burton Village Fete (Sat 11th June)**; **Pageant of Power Choldomondely Castle (Fri/Sun 10-12 June)**; **Caerwys Agricultural Show (Sat 11th June)**; **Thornton Hough Manor Classic Car Show (Sun 19th June)**; **Kelsall Classic Vehicle Show Sat/Sun 25/26th June**. Call me and I can point you to the right contact.

Also, just organised: **4 Area Meet - at the Trevor Arms, Marford, Wrexham from 8:00pm. This is an opportunity to meet up with 3 other areas. Plenty of parking, good to get to. Please come if you can.**

That's it. All the best for June

Richard

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

As promised last time I actually have a couple of things to write about other than breakfast meets!

First up, the inaugural Five Point Tour, Jane and Andy from Gloucester Area let me make up a three man team in 'The Magic Eye'. For those who have never seen this remarkable car just let your mind go back to the 1990's when those squiggly pictures were all the rage and if you stared at them long enough you would see herds of wildebeest striding thru' the Savannah - nope I never saw it either. Then transfer those squiggles into paint and you have the exterior of this particular Bond Equipe.

We turned up at The Bulls Head in Meriden (the centre of England) for a light bite before our 6:30pm start time and a quick squint at the British Isles map conveniently painted on the walls of the pub, we realised what we were taking on - gulp! After a quick motivational talk by Chris Gunby we collected our packs, signed on to say we had left, and left. First stop Berwick upon Tweed, and after a scenic detour due to an A1 closure (well I'm guessing it was scenic as it was dark) we went thru' the Tyne tunnel, past the turning for Lindisfarne (really must go there sometime) and slid into Berwick at midnight.

We were made very welcome by the Scottish contingent of the club and after we'd had our compulsory rest stop, they waved us off with Tunnocks caramel wafers and an energy cake for the next leg of our journey. Back thru' the Tyne tunnel and onto Lowestoft. A lot of this was done in the dark but about 4:30am dawn started to break and we followed a rain cloud (we were in sunshine) into Lowestoft. Breakfast was very welcome, the café did us proud with a full English and cups of tea to set us up for the day. Fully fortified we went to Lowestoft Ness, stood on the compass to say we were the furthest East (without dropping into the sea), got our card marked and went on our way.

After a bit of discussion we went round the top of the M25, picked up the M3 and used the A303 for the run into Devon / Cornwall. Driving past Stonehenge (another place I must go back to) we had a quick lunch stop and onwards to the Lizard. Here we were met by Mike Crewes who signed us in and after the obligatory photos of the lighthouse and signs it was off to the hotel for our Saturday night rest stop. Here we had an excellent meal, were driven out by their entertainment (it was loud and not just because I'm getting older!) and we all slept very soundly - well until about 4:30am when the seagulls started up. After another hearty breakfast it was onto Lands End where all the cars lined up for their photograph and we were led out by Mike for a fantastic run round some glorious coastline in the sunshine - what a fantastic way to spend a Sunday morning. With a couple of lay by stops to say hello to Cornwall then Devon areas, it was onwards to club HQ to enjoy a BBQ and drink.

To summarise, 36 hours, 24 counties, 1550 miles, two full English breakfasts and so many hours of laughter I lost count, we did a trip that we could've done in 40 miles - but where's the fun in that?

A huge thanks to Chris and his gang for sorting this out, all the areas that helped along the way and Bern and HQ staff who supplied a most welcome end of run BBQ.

Second trip out was only a weekend later to the Isle of Wight. This is the first big camping weekend of my year (and I think most others) and it didn't disappoint. We had roof down weather for most of the time, Tracey and Elaine keep us entertained with two great trips out, one to BlackGang Chine (did I mention I love water slides) and the other to the new Military museum. Our evenings were catered for with live music on Saturday and games on Sunday. However they did slip up slightly with two of the party games - how they thought any other area would get a look in where food was involved is a mystery to me - in this I have to put Worcester with Gloucester as it was a joint effort for the Malteser game (me drop a Malteser - you have to be kidding!!) and Laura did Gloucester proud with the After Eights. All in all another fabulous start to the season - thank you Isle of Wight.

At the moment it has been a bit quiet for Worcester Area as I'm in the middle of moving but give me a month and I'll hopefully get a couple of pub runs on the calendar, the fish 'n' chip run booked and a treasure hunt planned out (can't promise the weather tho!) - any suggestions gratefully received and if you know of a good pub let me know and we'll do a visit. TTFN

Vicky



Leicestershire and Rutland Area Triumph Sports Six Club



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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.triump@hotmail.co.uk

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SUNDAY September 18th 2016

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