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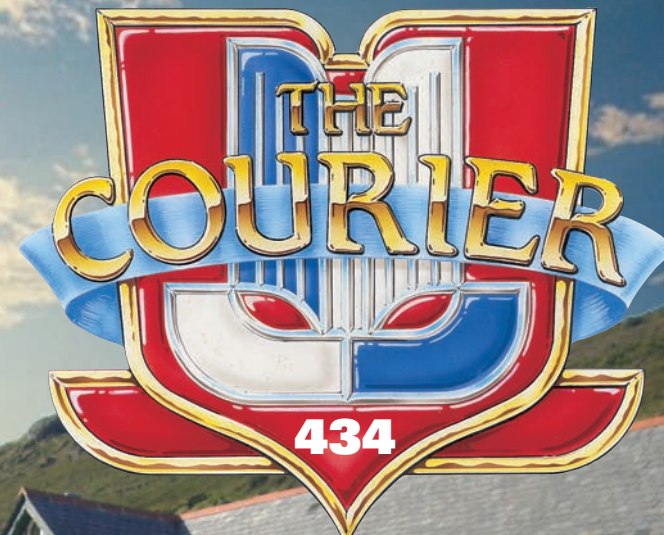
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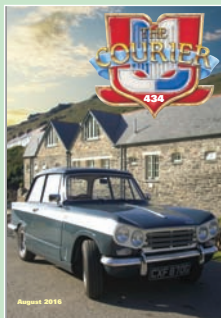
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 information, the Editor and the Council of the TSSC do
 not necessarily agree with all the views expressed
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LAST OF THE
 SUMMER....
Time?

TAKEN AT BOSCASTLE
 CORNWALL

PICTURE FROM
 ROHAN RANASINGHE

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T.S.S.C. Events Calendar

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SUN 3 SEPTEMBER 2016

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CoMment

Busy TSSC Events Month

BY CHRIS GUNBY
TSSC CHAIRMAN

Having just returned from probably the busiest period of TSSC activity, it's a good time to reflect on our three premier events of 2016.

TSSC TriumFest UK Santa Pod was the first time we have tagged our National event to another show, this being the Retro Show 2016, I feel it worked really well. Friday eve and Saturday we had most of the site to ourselves then on Saturday eve and Sunday the place was packed with other car enthusiasts.

The TSSC had a fantastic turn out of cars and members and we were the biggest club in attendance by a long way, on the Saturday we managed a total of 67 GT6's for the 50th birthday celebrations display.

The thing I love about our events is the fact that they are inclusive of everyone from families bringing children to their first event to old friends meeting up for the yearly get together. We have a com meeting mid August where we will discuss Santa Pod and what worked and what didn't, I am sure that with a few tweaks this event could be even better in the future .

The following week myself and the TSSC team set off for the Le Mans Classic, over seven hundred members made the pilgrimage down to what surely has to be the Mecca in the motor racing calendar, fantastic weather and a great site with hospitality tents and great showers makes the TSSC Tertre Rouge Campsite the best area by far, around this world famous track.

All weekend people arrived to comment that our facilities are far better than they are getting on other sites, but once again the thing that makes the event is the people, whether people arrived on their own or as an area everyone was on top form enjoying each other's company.



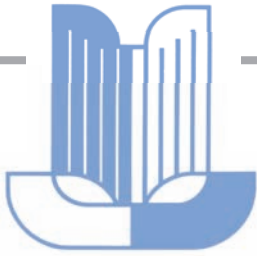
"Living the Dream" at Le Mans!

The stand out crowd has to be the Gloucester area with a party of 45 attending, all camping together and one night feeding 62 people from a barbecue, this was quite a sight.

Surely this is what this Club is all about, having fun with like minded people and enjoying the events and opportunities that we ALL can get involved with.

Finally having just returned from the Standard Triumph Marque Day at the TR Register weekend in Lincoln it was fantastic to see all the Triumph clubs working together, how it should be done. Looking forward to next year I am glad to tell you all that the Standard Triumph Marque Day will be incorporated along side of our own national event and I look forward to welcoming ALL the Triumph clubs to what will be a great weekend.

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature



Footman James Shortlisted for UK Broker Awards

One of the UK's leading classic vehicle insurance brokers and TSSC Insurance partner has been shortlisted for the UK Broker Awards.

Footman James has been shortlisted for the prestigious UK Broker Awards. The classic car insurance firm has reached the final of the Schemes Broker of the Year category. The winners will be announced at The Brewery in London on Friday, September 16 where Footman James will face competition from four other finalists in this category.

What are the UK Broker Awards?

They began in 1994 and are widely regarded as the insurance broker industry's premier awards. Winning an award is thought to demonstrate that insurance brokers are well regarded in the sector.

What Footman James is required to do?

It will need to prove to the judging panel that it is committed to bringing a high level of service in all aspects of its operations. The judges will also be looking for the winner to have a successful track record in the industry and be set for growth in new markets as well as existing ones. Employee training, successful niche audience targeting and profitable insurer partnership programmes are also expected.

Should Footman James win, it will automatically go forward to the Insurance

Broker of the Year section.

The 12-strong judging panel includes British Insurance Brokers' Association (BIBA) executive director Graeme Trudgill and Emmanuel Kenning, the Insurance Age editor.

Plus factors

Footman James hopes to win over judges with its trailblazing FJ+ scheme. This has helped to underpin a raft of personalised micro-schemes, 15 of which have been set up with classic car owners' clubs. These micro-schemes have surpassed Footman James's already healthy overall performance.

Conversions for the Vintage Japanese Motorcycle Club and Morris Minor Owners' Club (MMOC) hit 58% and 55% respectively.

The results follow a change of policy at the end of 2013, when Footman James decided that it wanted to stand out from the competition. This meant specialising in classic bikes and motors and it chose to offer bespoke products within these areas. Dialogues with the MMOC identified a gap in the market, with the result that Footman James started covering Morris Minor drivers with provisional licences under its "Young Enthusiast" initiative.

It also recognised that many owners of classics do not use the cars as their primary vehicle. This has been reflected in rates for members of Lotus and Jaguar drivers clubs. The new approach followed extensive consultation with over 10,000 customers.

In this time Footman James has acquired a trio of new partners which share its vision - Chubb for private clients, NIG, and Ageas for personal lines. The MMOC and Mazda MX5 Owners' Club have written testimonials recommending Footman James.

Now it's over to the judges...



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Council of Management Meetings

NEXT MEETINGS AUG 21ST 2016 & OCT 9TH 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.
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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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Dave Rumens

TriumFest & Plastic Bottles

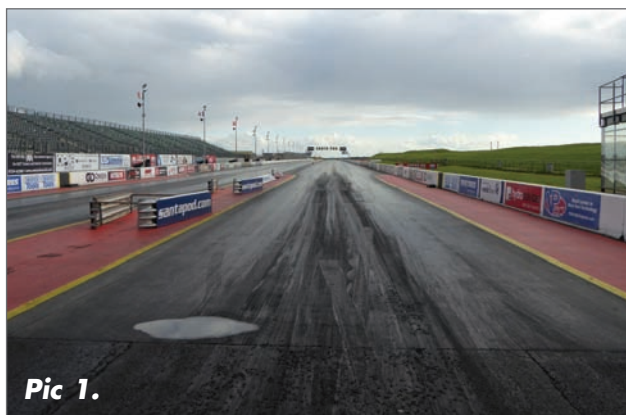
H

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

after this year's TriumFest UK at Santa Pod, [Picture 1](#). As it was the 50th celebration of the launch of the GT6 there was an excellent turnout of GT's but I won't spoil Andy Cook's (The GT6 Register Secretary) thunder, so read Andy's report for the more details.

Back to the Vitesse. I must admit to coming in a TR7 as my own Vitesse has been in use for the couple of months I needed to divide the mileage over all of my Triumphs. I needn't have worried about the number of Vitesse's turning up, as though this year's TriumFest was to celebrate 50 years of the GT6 we still had a good turn out of

Vitesse's with all three variants present, [Pictures 2, 3 and 4](#). It was also good to see a number of Vitesse's on the drag strip, all putting up respectable times and making that superb exhaust sounds that only the Triumph Straight



Pic 1.



Pic 2.

Six can. In my view it's good to change the venue of the TSSC major event to a site where activities are different from the last. This should keep the interest up. Thanks must go to all those involved in putting on TSSC TriumFest.



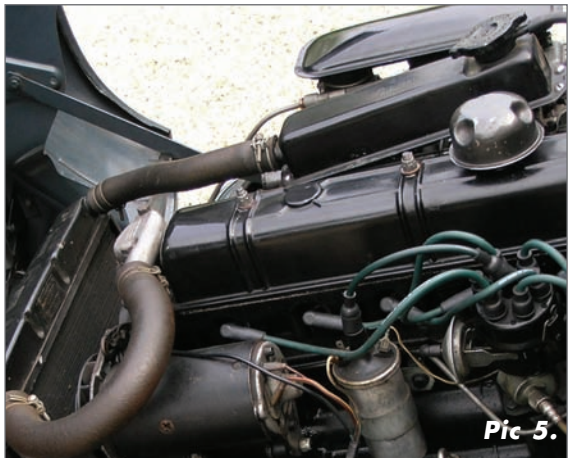
Pic 3.



Pic 4.

Moving on to what's under the bonnet under your Vitesse. I was asked the other day *"When was the radiator overflow/expansion bottle introduced to the Vitesse"*. This may sound an odd question but early Vitesses had an expansion tank and the later cars have a bottle so a good question. Firstly we need to look at what happens to the cooling system when a classic car is used. If the car has been used in hot weather after turning off the engine the coolant will momentarily increase in temperature and expand. In classic cars without an expansion tank (bottle) the coolant will be expelled from the radiator through the overflow pipe. This of course results in a puddle under the car and once the engine has cooled down the radiator will have to be topped up. These

were the normal joys of owning a car before the introduction of coolant expansion tanks. I guess it's a bit like tending to an animal in some ways.

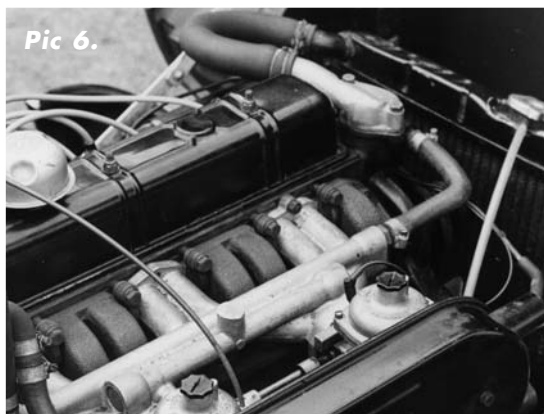


Pic 5.

When the Vitesse was first introduced in May 1962 to allow for the coolant expansion it was fitted with a Header tank. The coolant filler cap was fitted to the Header tank and not the radiator. The tank was mounted on the inlet manifold, [Picture 5](#) ([On previous page](#)). The overflow/expansion bottle was introduced around July 1965 at commission number HB26150 along with a radiator with the more traditional filler cap. At this stage the Solex carburettors were retained. The Solex inlet manifold still retained mounting points for the Header tank though one wasn't fitted.

But at commission number HB27986 the Solex had been replaced by Stromberg type. The

Picture 6, which of course was carried over to the 2 Litre models, [Picture 7](#). No doubt as the bottle was made of plastic and the Header tank was made of brass the former was a lot cheaper, but you had to remember to check the fluid levels in both the bottle and the radiator to make it work effectively. This maybe why the new 1970's Triumph models (1500, Toledo, Dolomite and TR7) were reverting back to the Header tank. [Picture 8](#) shows the engine bay of a 1980 TR7 with a Header tank and no filler



Pic 6.

mounting points weren't present on the Stromberg inlet manifold. So during the last year of the production of the Vitesse 6 was fitted with the overflow/expansion bottle,



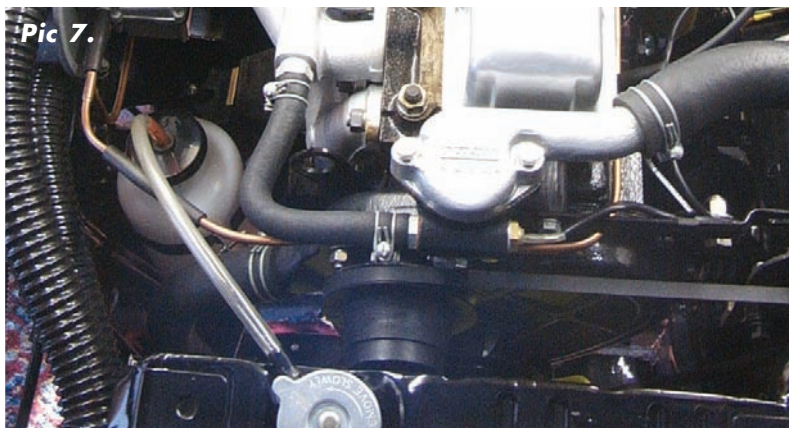
Pic 8.

cap on the radiator. It looks like things have gone full circle in one of the last Triumph models.

That's it for this month, I will get my anorak and go!

Safe Driving and keep them running on all six.

Dave.



Pic 7.

Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Jago Livingstone	Berkshire
Edward Layton	Berkshire
David Cole	Berkshire
Michael Weeden	Caithness
Stuart Chapman	Cambs
Mark Fyfe	Cambs
John Clark	Cumbria
Jem Freiesleben	Cumbria
Rob Shaddick	Devon
Simon Rines	Devon
Robin Burchett	Devon
Peter Welsh	Devon
Stevan Monkley-Poole	East Sussex
Thomas Naggs	Essex
Anthony Gray	Flintshire
Andy Wakefield	Glos
John Windsor	Hants
Paul Fryer	Jersey
Anthony Wilson	Kent
Michael Harragan	Kent
Damian Jenkins	Kent
Graham Woodard	Kent
Stephen Jacobs	Kent
Dr Anthony Hammond	Kent
Gilliant Kitchener	Kent
Jonathan Hart	Kent
Philip Stanley	Kent
Michael Pelmore	Kent
David John Wheeler	Kent
Kevin White	London

William Need	Merseyside
John Tipper	Merseyside
Peter Dunne	Merseyside
Paul Wieckowski	West Mids
Stephen Parkin	West Mids
Adrian Shepherd	Norfolk
Paul Snape & Assoc	Northern Ireland
Kurt Muggleton	Nottingham
Barry White	Oxon
Timothy Buchanan-Morris	Shrops
Dave Bullen	Somerset
Clive Suffield-Thompson	Somerset
Noel Huggett	Somerset
Kenneth Sharp	Somerset
Peter Grant S	Somerset
Ross Mackay	Stirlingshire
Stephen Coles	East Sussex
Robert Bogin	West Sussex
John Harbottle	West Yorks
Iain Tucker	Wiltshire
Kit Stallard	Wiltshire
Tim McNicholas	Worcs
Michael Todd	Worcs
Peter Sutton	Worcs
Simon Knowles	France
Barry Connally	USA

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

GT6 Mk I - II - III Register



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



Andy Cook

50th Anniversary Display

The GT6 50th anniversary year is in full swing with a successful attendance in the line up at TriumFest. I counted 62 Triumph's in the line up on the Saturday which ended up being the busiest day of the Triumph show but I was reliably



1.



2.

informed that there were 67 at one point, it was difficult to count as cars were coming and going for runs up the strip. There were also a



3.



4.

Some pictures of the impressive line up.
Pictures 1 - 5

few still parked at the campsite so I think we did have at least 70 GT6s at TriumFest, an amazing turn out for the anniversary.



5.

GT6 Mk I - II - III Register



Netherlands



Netherlands

Despite the recent Brexit vote we also had some cars that had visited from the EU and continent! Cars from Netherlands, Germany, Southern Ireland and even from afar as Switzerland.



Ireland



Switzerland



Germany



Germany



GT6 anniversary Born in Le Mans sticker produced by Ron

Ron Veerlan from Holland had some nice GT6 anniversary stickers made up on the "Born in Le Mans" theme, even though the GT6 prototype was actually before the Le Mans cars it's often referred to as "**Born in Le Mans**" as it's when the Le Mans Spitfires raced there that the iconic shape probably first got noticed by the public! Here are a few of the other cars that were on display, I took lots of other pictures but I don't want to fill up too many pages of the Courier!



Marcus' well Modified MK3



**Ian Cottam's Volvo T4
Turbo Engine MK3**



**George Ralph's GT6 MK1 Hill Climb
Racer, love the Roundel with the 50
years writing!**



**From the TSSC Museum, ex
Autoglym Concours winning MK3
restored by Andrew and Angela
McGowan. I was privileged to drive
this round from the campsite to the
line up, like a brand new car so
quiet and smooth!**





Lovely Mk1



Equally nice MK2



**Battle of the White GT6s!
Roy Lacey's MK1 up against
Shawn Hindon's MK2**



**Jane Rowleys MK1 which
unfortunately sheared a half shaft
on the way home, hope you've
got it fixed Jane...**

The best thing about holding TriumFest at Santa Pod was the chance to see Triumphs in action on the strip and there were plenty of GT6s being given the beans!



**MK3s in action, yellow car driven
by Chris Hollingsworth**



**George Ralphs MK1 racer in action,
beating Peter Fern's MX5
engined Herald**



**Ian Cottam's Volvo Turbo GT6
in action.**

All in all an excellent weekend and a really top venue. Well done to the organising team, hoping for a return next year.

50 years ago

Continuing the fun from last month here are a few more facts from 1966 in cele-

bration of our cars 50th anniversary. This time based around Music and Entertainment

Top 10 Singles in 66

1. Jim Reeves - Distant Drums
2. Frank Sinatra - Strangers In The Night
3. The Beatles - Yellow Submarine / Eleanor Rigby
4. The Four Tops - Reach Out I'll Be There
5. Nancy Sinatra - These Boots Are Made For Walkin'
6. The Walker Brothers - The Sun Ain't Gonna Shine Anymore
7. Tom Jones - Green Green Grass Of Home
8. The Kinks - Sunny Afternoon
9. Troggs - With A Girl Like You
10. Manfred Mann - Pretty Flamingo

Top 10 Albums

1. The Beatles - Revolver
2. The Beach Boys - Pet Sounds
3. Bob Dylan - Blonde On Blonde
4. Maurice Jarre - Doctor Zhivago
5. The Rolling Stones - Aftermath
6. Herb Alpert - Going Places
7. Herb Alpert - What Now My Love
8. Herb Alpert - Whipped Cream & Other Delights
9. Simon & Garfunkel - Parsley, Sage, Rosemary & Thyme
10. Simon & Garfunkel - Sounds Of Silence

Top 10 British Films

1. After the Fox (Peter Sellers, Britt Ekland)
2. Alfie (Michael Caine, Shelley Winters, Millicent Martin)
3. Alice in Wonderland (Peter Sellers)
4. Blowup (David Hemmings, Vanessa Redgrave, Sarah Miles)
5. The Blue Max (George Peppard, Ursula Andress)
6. Born Free (Virginia McKenna, Bill Travers)
7. The Brides of Fu Manchu (Christopher Lee, Douglas Wilmer)
8. Carry On Screaming! (Jim Dale, Harry H. Corbett)

9. Cul-de-sac (Donald Pleasence, Françoise Dorléac, Lionel Stander)
10. Daleks – Invasion Earth: 2150 A.D. (Peter Cushing, Bernard Cribbins)

Top 10 British TV Programmes

1. Miss World 1966 (BBC)
2. Mrs Thursday (ITV)
3. A Royal Gala (ITV)
4. Secombe and Friends (ITV)
5. The London Palladium (ITV)
6. Coronation Street (ITV)
7. Double Your Money (ITV)
8. Take Your Pick (ITV)
9. The Rat Catchers (ITV)
10. No Hiding Place (ITV)

GT6s out and about

Back in June was the annual Ace Café Triumph Day. I really love the Ace as a Venue, plenty of nostalgia and history, a "Petrol Heads" Mecca. The food is great too. There were a few GT6s to mull around amongst the other Triumphs



An Arty Shot with My MK3.



Mark Smiths lovely MK3 in Wedgewood Blue



John's MK3 owned by him for 40 years



Chris Hollingsworths MK3 which has graced these pages a few times and is also shown in action at the "Pod" earlier in this article.

How Many GT6s are there left?

A question that keeps being asked and one which was interesting this anniversary year to gauge how much of the GT6 population turned up at TriumFest!

The "How Many Left" website pulls data from the DVLA, however, like all statistics it depends how you cut them. Recently I saw a GT6 MK1 advertised trying to make out there are only 11 left in the UK, where as I know for certain that there are loads more than that!

Anyway, if you view GT6s Taxed and Sorned by year registered on the "How Many Left" website I think that gives about

the most accurate view. Here are the results broken down by year:-

	1967	1968	1969	1970	1971	1972	1973	1974	1975-1978	1979	1980-1998	1999	2000-2001	2002	2003-2007	2008	Year Unknown	Total
Licensed	67	48	68	65	136	165	244	63	0	1	0	0	0	1	0	0	31	889
SORN	46	32	48	54	96	147	233	71	0	0	0	1	0	0	0	1	36	765
																		1654

So about 1600 GT6s left that are registered as on the Road or SORN with the DVLA.

A Few late registrations which are probably mainly re-imports.

There are no details by MK1, 2 and 3 as such but knowing the manufacture dates I've done a bit of estimation and rough numbers are as follows in my opinion:-

MK1s about 180 remaining of which around 100 are taxed.

MK2s about 240 remaining of which about 150 are taxed.

MK3s about 1150 remaining of which around 600 are taxed.

These numbers are for UK (inc Northern Ireland) cars only. Apart from the large number left, the bigger surprise for me is how many MK2s are left, I thought they would be rarer than MK1s now!

From Cookie's Archives

This month's photo from my Archives. Following on from the pictures of our continental visitors to TriumFest, here's a photo taken on one of my visits to the

continent in my GT6. This is a really nice MK1 from Switzerland, picture taken at the International Spitfire Weekend, Klein Vik, Arcen, NL around 1989/1990.



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Colin Lindsay



The Car, or the Star?

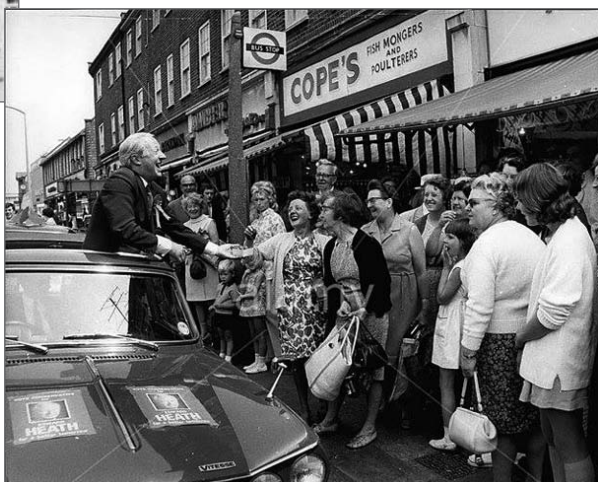
Whether or not you voted for in, out, or shake it all about, the hokey-cokey election is now very much in the headlines. My thanks therefore to **Ben Caswell** for sending me an entirely apt photo of **Edward 'Ted' Heath** campaigning on a street in what I believe is Bexley Heath, London, in 1966. Ben reckons the car was supplied by the local Triumph dealership, **W T Richards**. From the

means that not only would red tape bar him from standing through car sunroofs, it would also severely regulate the car industry and probably label his ties as a health hazard.



sole photo I've found of the dealership, no-one was going to drive past and miss it....

The car appears to be a 12/50 saloon – two-tone paintwork, small sidelights, Herald lettering, uprated grille and of course the all-important Webasto sliding sunroof for the canvassing opportunity. A second photo supplied by Ben shows that four years later Mr Heath has moved up to a Mk2 Vitesse... and two years after that he took us into Europe, which



Ted wasn't the only elected vehicle driver – if



you remember the **Quentin Wilson** series "The Car's The Star" the Herald episode featured **Eugenie Hartley, Baroness Howe of Idlicote**, wife of the former Conservative MP and later Baron Aberavon, **Sir Geoffrey Howe**. Whilst it was 'er Ladyship that bought the Herald – Sir Geoffrey had a Jaguar – it's not unreasonable to suppose that he tried out a few runs in what was a very fashionable and desirable car of the time.

21 years after the episode was filmed she still owns the Herald that featured in the series; a Primrose and white 1200 coupe with additional sunvisor. She mentions in the video that the sunvisor was an optional extra back in 1959, but the coupe sports

years later on. That aftermarket rear screen demister brings back a lot of memories; I remember fitting my first one and the smell of the methylated spirits that I used to clean the rear screen....

With Euro 2016 in full swing I may as well mention at least one footballer (no, not **George Best**, who's famous quote appeared in the papers again recently: *"If you'd have given me the choice of going out and beating four men and smashing a goal in against Liverpool from thirty yards or going to bed with Miss World it would have been a difficult choice. Luckily, I had both..."*)

Anyway this is a photo from a more moderate age when footballers earned realistic sums of



money and drove realistic cars – here's Crystal Palace and England player **Johnny Byrne** in his Herald saloon – not even a convertible for this down to earth player. Note the silver-painted wheels, a topic of debate on more than one restoration forum. This one was photographed in 1961 so the car may be a 948 or more likely a brand new early 1200, which was released in April of that year, and well within the reach of even the modest pay footballers received in those days. Johnny moved to South Africa in 1969 where he died in 1999; I can't find the registration number of the car to see if it has survived.



short headlamp cowls and a ribbed coupe roof and seems to date from two or three



Brian Epstein on the day that he passed his driving test in 1965... which he crashed on the way to a recording session and then tried to cover up. Honestly! All together now: *"Imagine there's no damage... it's easy if you try..."* It's amazing how many classified adverts, especially in the USA, sell Triumph Heralds as "the same make and model that John Lennon once owned."

Other stars in Heralds included **Katie Boyle** who drove this early 1960s car with bonnet handle, Herald lettering and long-

George Best famously likened himself to being the 'fifth Beatle' and I've posted this picture before of **John Lennon** posing in a Herald convertible; apparently he loved his Herald, which is strange given that he never owned one himself but posed in this one owned by

peak headlamps.

The registration number reflects the more formal "Catherine Boyle" although this is nowhere nearly as formal as her original name of **Caterina Irene Elena Maria Imperiali di Francavilla**. Katie was known as a television



presenter on shows such as 'What's My Line' and even the Eurovision Song Contest, where for many years I thought the full official title of our country was "United Kingdom Nil". Incidentally whilst researching this article I found an account of her death by suicide, which is strange given that she's still very much alive at the age of 90. I've no idea if the car, or the registration number, still exist.

This next photo is quite famous on the Internet and I've seen it entitled anything from '[The Black Sea in 1965](#)' to '[Iran before the fall of the Shah](#).' It's usually in black and white however



the colourised version that I was able to

find shows the car to be yellow – I'd guess Pale Yellow - which along with the long peak headlamps and lack of rubber bumpers date



the car to around 1959 or 1960. The number plate gives no clues either, unless you flip the photo upside down... so this makes it an Australian Herald taxed to 13th September...! I'd suspect that both the car, and the young lady, are long gone, or certainly in need of restoration.

And finally.... this last photo above is entitled: "**Sophisticated**".

Thankfully part of the car gets into the picture, which was taken 'by a lake'. Really? It looks more like a canal or river to me, but then the caption also refers to the white rubber bumpers and wooden laminate dashboard, neither of which appear in the photo either... anyway I trust you **DID** notice the car? Incidentally, did you also

notice the guy in the background trying to hitch a lift? No? He must have got one then.....

And on **THAT** note...

...See you next month

Colin

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Herald 1200 front wings	£170.00
Herald 13/60 front wings	£130.00
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Front floor mounting bracket fr 607548	£9.50
Front floor mounting bracket rear 607549/50	£9.50
Rear floor mounting bracket 607655	£10.50
B post mounting bracket 703625/6	£24.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£35.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£65.00
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extr	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£118.50
Rear overriders 703708/9	£60.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£175.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/16PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£60.00
Track rod ends	£9.50 each
Rear shock absorbers GSA385	£18.00
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Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£350.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£205.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£80.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKCS09	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange) £250.00	
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£300.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
Service exchange oil pump 215573	£35.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£400.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trims	£100.00 set

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E LH Only	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£65.00
Front trunnion 142377/8	£35.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£400.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPIRIT MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£65.00
Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£70.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£430.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Sincro (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50

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

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£55.00
Front wheel arch inner 909797/8	£60.00
Headlamp support panel assembly 818871/2	£49.00
Front quarter valance 815391/2	£97.50
Door skins	£70.00
Sills non original 903097/8	£58.00
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Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£28.50
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£160.00
A' post lower filler panel 706889/9	£27.00
Bonnet hinge pivot box RK362/3	£49.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£185.50
Rear wing front repair panel	£25.00
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£230.00
Rear valance 908970	£99.50
Boot floor	£169.00
Boot lid 911327	£570.00
Rear inner wheel arch 725563/4	£170.00
Rear outer wheel arch 909661/2	£99.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 911271/2	£82.50
Window regulator glazing channel	£75.00
Window outriggers 209398/9	£50.00
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£16.00
Late type water pump (viscous) UKC774	£40.00
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Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£10.50
Front shock absorber GSA364	£20.00
Front suspension vertical link	£108.00
Front suspension top ball joint GSJ155	£9.00
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Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	£320.00
Recon exchange J Type O/D 1500	£320.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

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

GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,300.00
Front wings Mk II 908113/4	£144.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£135.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£145.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
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Phil Willson

13/60s at TriumFest



I managed to get to the Santa Pod Raceway for the Saturday of TriumFest UK – and what a great day it was too. A little windy in the morning and occasionally wet in the afternoon, but it didn't dampen anyone's enthusiasm for the show. The display of GT6s was truly magnificent I thought.

A few brave souls took their cars onto the drag strip – I saw Spitfires, GT6s and Vitesse's strutting their stuff with varying degrees of success, and I'm sure the drivers had loads of fun. I didn't notice any Heralds having a go, but if yours did then please let me know how it got on.

There weren't all that many 13/60s there and I didn't spot any estates (guilty myself on



Photo 1: *What is it?*

that count as, due to family commitments (i.e. carrying 2 grandchildren and untold amounts of clobber), I had to use my 'modern'.

Still, I photographed the cars I found and present them here.

First up is what looks like a 12/50. It has the bonnet, grille and sunroof for that model as well as an appropriate paint scheme - 13/60s were only painted in a single colour at the factory.

On the other hand it has a 13/60 dashboard, interior and boot badging.

The bulkhead / windscreen section is also correct for an H-registered 13/60 as shown by the wider wiper spacing.

Of course, the registration is too



Photo 2: *JKX 796G*

new for a 12/50 unless it had been hanging around for two or three years before it was first registered. Unfortunately I didn't manage to catch the owner so I have no idea what is under the bonnet.

So, on balance, I would say it's a 13/60 with 12/50 appendages. The bottom line for me is that it looks really smart even if it isn't quite how it left the factory.

Photo 2 is next up and this very smart saloon belonging to **Julie Hazell**, wife of **Mickey Hazell**, TSSC Thames area organisers. Until recently it was the pride and joy of their friend Trevor and, if I understood correctly, it has a low mileage of around 40,000 and has only had three owners from new. I'm sure that Julie and Mickey will treasure it and give it the attention it truly deserves.



Photo 4: And first prize goes to...

awarding the **Best Herald** prize this year to **John and Donna Hill** (M25 East



Photo 3: TTV109H and FMM714J

Convertibles were represented by the pair shown in **photo 3**. There may have been others over on the campsite, but I concentrated on the display area where the Show and Shine judging was taking place.

Talking of judging, I had no hesitation in

Organisers) for their gorgeous convertible. This car, which also featured in last month's article, is always beautifully presented and has picked up quite a few prizes over the years. It also featured in the Herald edition of the second series of Car SOS. Runner up prize went to **948 Coupé 957BAB**.

Photo 5: Car of the Show??



Not to be left out is the wonderful saloon in photo 5. Why didn't I choose that for the Car of the Show award?

There is a very interesting new book available from **www.triumph-herald.com** called

'Trauma at Triumph' which covers the development and launch of the original Heralds in the period 1957-61. There are loads of interesting facts, figures and photos. It is a limited edition

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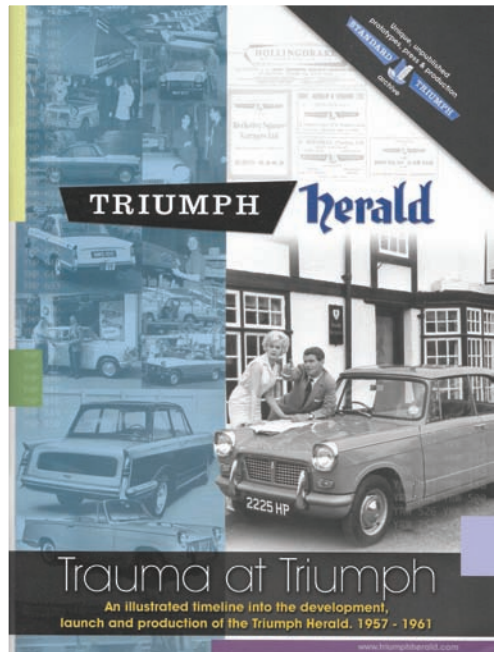
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of just 948 individually numbered copies. Mine is #123. If you are interested in the early history of our cars then I thoroughly recommend this book at £24.95 including UK postage.

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Suzie Singleton



Get you home tips

I've been quite lucky recently receiving a few snippets Triumph and Spitfire related for inclusion in these pages. As ever though, these few items won't last me too long so do please keep your eyes open wherever you are, and particularly when you're away on holiday.



so thought I'd share a few with you. With shows and events coming thick and fast at this time of year perhaps one or two may prove useful to someone.

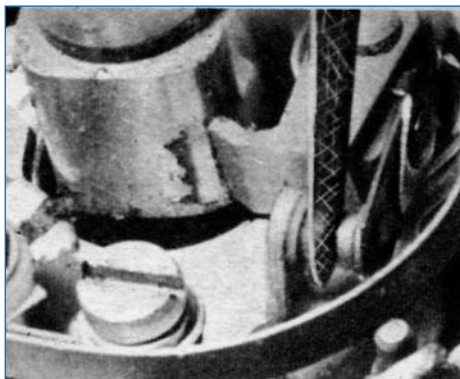
** A nail-file can sometimes be used as a screw-driver, with the small end often fitting*

Just to give you some ideas, **Kevin Lister** noticed this caravan while he was attending the Peak Run:

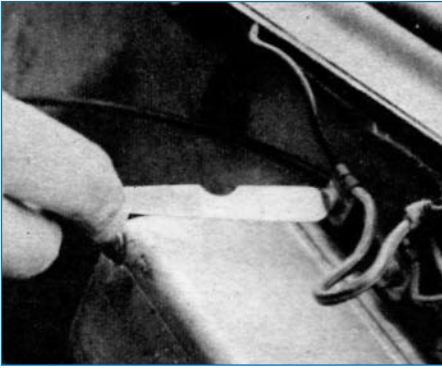


And **John Jay** spotted this wooden TR while visiting relatives in Japan.

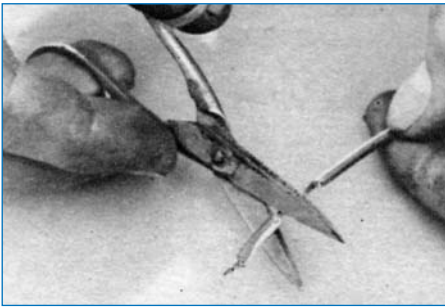
As many of you will know, I also love reading tips and hints in bygone magazines and a while back found an article in a 1966 issue of Car Mechanics which offered several 'get you home' type tips along the lines of the ones Guy has written about in his Bond article this month, 30



into small cross head screws and the larger end used for slot screws. It can also be used



to clean dirty or pitted points.



* Nail scissors can be used to strip the plastic covering off of wires.

* Lipstick can be used on a rear bulb if the glass falls off or inside the plastic lens if it is cracked or faded.

* A compact mirror may just about reflect headlamp light into the engine bay.

(Of course, the problem with some of those tips is that the contents of a modern handbag will likely vary somewhat from the typical contents of one 50 years ago, but some of those items may well be worth popping into the glove-box or tool bag.)

* Chewing gum will set hard when applied to a small hole in a fuel tank,

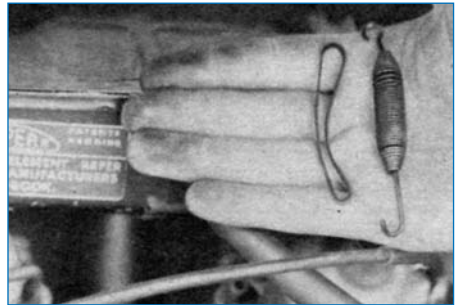
* A lighter or matches can be used to warm the end of a polythene tube to fit over a larger pipe, and in an emergency washer or radiator pipes may be used to replace a damaged petrol pipe.

* Ensure you carry some plastic insulating tape in the car as it can come in useful for various purposes including sealing a leaking top hose - at least long enough to get you

home, Another tip if the top hose does go and you make a similar repair is to remove the radiator cap as this will reduce the water pressure and, with a bit of topping up, from the washer bottle if necessary, may get you to somewhere that you can get help.



* If a wiper motor breaks then a long loop of string used to link both wipers and then fed through the quarter-lights can be used to clear the windscreen in a downpour just enough to get you home, (And I have heard not so long ago of someone doing just that).



Elastic bands may replace a throttle return spring temporarily (and one was used for that purpose on Baby Blue for many months before I got around to replacing it.)

Also in this issue of the magazine was a tip in the reader's letters noting that the writer had seen a friend repair a large gap in his Aston Martin radiator by adding 1oz of cayenne pepper! That one does sound strange to me, can anyone shed any light on how that could have worked?!?

So, the moral is, carry a nail file, nail scissors, lipstick, insulating tape, string, elastic bands and cayenne pepper and, with a bit of ingenuity, you will be able to get yourself out of trouble and home again in case of a breakdown.

Alternately, at the very least make sure you carry a basic tool-kit including cable ties (which repaired the Bond Equipe's bonnet hinges when we were doing the Round Britain Reliability Run a few years ago), keep your mobile phone charged and have the number of your breakdown company in your contacts, whether it is the AA, RAC or whichever version you have as part of your classic car insurance,



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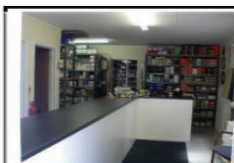
LÄHITAPIOLA

insurance and other adverts in the Courier and other classic car magazines, I was interested to see this advert from a Finnish motoring magazine, "Mobilisti", using a Spitfire to advertise classic car insurance. Thanks to Robin Gregory who, knowing my interest in all things Spitfire, sent me this item.

Do any of our members in Scandinavia, or elsewhere, know anything about this somewhat modified Spitfire?

And, finally for this month, **Chris Tickner** (above) was very pleased to win both the **TSSC's Show and Shine Best Spitfire** award at **TriumFest** as well as the **Best pre-70s vehicle** at **the Santa Pod Retro Show, Show and Shine** on the Sunday.

Talking of classic car insurance, after seeing Sybil repeatedly flaunting herself in various



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by Garth Jupp

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Steve Payne



Hood Poppers

After just over a month overseas I'm back in the country, but still very busy so I was very grateful to have received your words of advise and restoration stories to share with other readers this month. The first is advise on replacing hood poppers (on my list of things to do, so I was very interested to read this) and the second a restoration project on a MKIV. Thanks to both.

A Popper Solution



Fig 1.

If like me you own a convertible, at some point you may have had to replace the Hood



Fig 2.

Poppers. Fortunately for me I live near Leacy Classics so it's very convenient for me to just POP over to buy spares for my Spitfire. (Excuse the pun) They sell the Black Poppers

as fitted to my Car and the mating female part is made of plastic. (Fig 1 and 2)

This is certainly correct for the hood stowage



Fig 3.

cover I have, but not for the actual hood itself, as the female part is metal. The problem I found with the plastic type is that they are very tight to use with the existing fastenings on the car and therefore break frequently.

I decided to buy a metal version of the same thing (Fig 1).

These usually go with the stainless steel looking Poppers and don't really fit properly to the black ones as they are thinner and the hole is wider (Fig 3).

Nevertheless I thought I'd give it a go using a fitting tool which comprised of a Punch and a base. The tool worked OK'ish, with the plastic mating part, but was totally useless with the metal ones.

This caused all sorts of misshaped stems with the Poppers and was quite frankly a bit of a disaster. There was also another issue. I could take the Hood stowage cover to the vice, but

how would I be able use this tool on the hood without removing it.

I did some research and found a great portable tool, but it was from Ebay (USA) and was very expensive. I also saw a cheaper tool on Ebay (USA) and this is was just a pair of Molegrips with a Punch and Base welded to it. So I decided to try and copy that idea. Initially I was going to use the tool I had but unfortunately I had lost one part and damaged the other. So I asked a talented friend of mine Tony, to help me bring the concept to life.

I used my own Mole grips and Tony used a lathe to create a shape very similar to the punch, but slightly modified with more of a radius. This helped to swage the end out more



Fig 4.

so I could use the metal fasteners.

He also turned the mating dished part.

He then welded the bits onto the Mole grips and Hey Presto! a very usable inexpensive Portable tool (Fig 4).



It works really well and I found that just increasing the pressure in stages works best.

The Poppers are nice and tight and also fit on and off with ease now

I would just like to thank Tony for helping me out again and I'm sure I will think of something else for him to make soon!

1972 Spitfire MKIV



Hi, Here is my 1972 Spitfire MKIV, bought 12 months ago as a rolling project, having owned a 1979 1500 a few years back I knew what to look out for when buying this one but in the end I ended up letting my heart rule my head and fell in love with it and did the deal more or less straight away, it came with no history other than a couple of MOT certificates but part of the deal was that the seller had it MOTd prior to the sale. It also came with a decent hard top and virtually a full car's worth of spares including a dismantled engine, gearbox and a propshaft.

First job I did was tune the carbs as they were further out than Buck Rogers and convert it to electronic ignition then soon after making the mistake of ignoring a noisy alternator and breaking down in Southport in a torrential downpour, a replacement was soon ordered. Over the last 12 months I have done several jobs including sourcing a twin sports stainless steel exhaust which sounds awesome, I took it to my mechanic mate who replaced a front wheel bearing, timing chain, pulleys and water pump along with carrying out a full service and fixing an oil leak coming from the crank case, he also pointed out that one drive shaft is longer on one side than the other and it just so happens that I have a pair exactly the same with the parts I got with the car, so that along with a sagging leaf spring are next on the list.

I had to get rid of some awful clubman style

bucket seats which were ready for impaling my posterior thanks to some pretty bad fabrication on the seat runners involving some angle iron and 10 mm threaded bar, I sourced some very cheap Mazda MX5 seats and some Spitfire runners which I adapted (properly and safely) to fit, next job was the bodywork and respray, I sourced a decent passenger door which needed a slight welding repair along the bottom edge but it fitted a hell of a lot better



days of rubbing down were required, eventually 5 coats of 2k primer were applied, sills were stone chipped and flatted back along



than the one I removed and I did some small welding repairs on the bonnet mainly the top right hand corner where it meets



the top of the door, it was all filler and mastik! Anyway I spent nearly 2 months of weekends and evenings after work prepping the body for paint thinking that flattening it back with 400 grit would be enough to provide a good key for paint...no! To my horror I took it to the paint shop only to discover the previous owner had resprayed it in cellulose which would have to be taken off down to the original paint to prevent the 2k from splitting so another 2 full

with 3 coats of Rover red, 2 weeks and a lot of hard work later, the car is now back home.

Next jobs on the list are the aforementioned driveshafts and leaf spring along with a leaking diff and then next year once my wallet has recovered the next items on the list will be rechromed bumpers, a new hood and maybe a set of Minilites. Sometimes I wish I had just saved up a bit more cash and bought one that was already well sorted but then where's the fun in that?

Well that's what I try to tell myself....

Sid Bennett

I'm hoping to take a few days off very soon and enlist my 16 year old sons help to assist me fitting the rear bumper and various other 'two-man' jobs that I keep using as excuses for not finishing my own 1500 project.

Who knows, I may have an MOT and road legal car the next time I write. Fingers crossed.

Steve.



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Chris Gunby

Avon TT Acclaim

1

983 seems along time ago now but if you had money burning a hole in your pocket and a Triumph Acclaim CD was not enough then it was off to Avon coach works for what

must have been a very unusual conversion even for the Eighties!

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The Avon factory was hoping to make about four conversions a week, this never happened, I cannot find any information that tells me that more than four cars where ever

made in total!

Two Gold ones with Brown roofs, one of these being the prototype on an X registration, one silver Triomatic on a Y registration that was scrapped in 2000, and the Red one that's on the Sales Brochure that has not been seen for many years.



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Modifications to the suspension include lowering the car and amending the front suspension geometry, uprating the springs which has improved the Acclaim's already surefooted handling and a change to 175/70 series Avon Turbosport tyres on attractive 51/2" rim aluminium Lunar 'moon' wheels gives better ride and grip.

With the mechanical modifications comes a major cosmetic package that transforms the standard car's appearance, Each car is painted by Avon Coachwork in a complimentary bottom half colour, with a colour keyed vinyl roof, the word 'Turbo' is phased along the bottom halves of both front and rear doors, twin coachlines run the length of the car, culminating in a "TT" logo on the boot lid, and there is an integral full-width front air darn as well as a black rear boot spoiler.



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3. Supply and fit 5 Lunar alloy wheels and Avon tyres.	
Modify boot floor . To include part exchange on new wheel tyre.	New car 317.00 Old car 377.00
4. Supply and fit front valence and paint in existing body colour	94.94
5. Paint bottom 1/3rd of car in secondary colour and front air dam. (No tapes)	101.27 28.89
6. Fit full length vinyl roof including fill in seams.	108.86
7. Fix Turbo side stripes in corresponding secondary colour, and coastlines, also 'Avon TT' transfer on rear boot lid. (Not possible without painting lower third).	139.24
8. Fix 'Avon Triumph Acclaim' badges on rear quarter panel and Union Jacks on front wings.	29.62

INTERIOR

9. Seats reshaped and retrimmed and the front seats fitted with lumbar supports.	349.68
10. Soundproofing.	84.18
11. Boot carpeting in black or grey.	43.04
12. Retrim dashtop in vinyl .	

OPTIONS AVAILABLE

1. Glass sunroof.	
2. Sports steering wheel.	
Avon T.T. complete Turbo package warranty available on new cars only.	85.00



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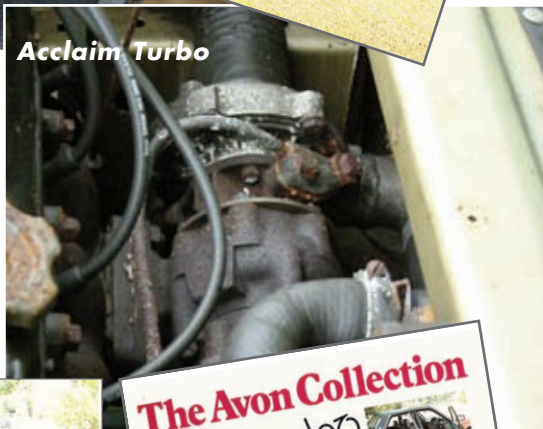
Mint interior

now been scrapped as well. Unless you know better it is very likely that only two TT Avon Acclaims still exist. I can only find one, even this has been off of the road since early 2016.

So if you see or hear of a Turbo Acclaim it really is a rare beast indeed.

Chris

Acclaim Turbo





e-mail.

specials@tssc.org.uk



Trevor Collett

A Brace of Midge

Writing about the Midge "build-from-plans" car as I have done recently has prompted the owners of two examples, both previously unknown to me, to get in touch. The first is VKR503J, owned by **Mike Bambridge**. Although we've not seen this car here its owner has featured in this esteemed publication before, as Mike reminds us in the email he sent me:

*Hello Trevor,
I thought it was about time I put finger to keyboard, so to speak, and sent you some words about my Midge. Oh no, not another one I hear you say.*

I realise that there seems to have been quite a lot of Midges featured lately, but at the risk of boring your Specials fans, here's my story.

Back in the late 90s I built my first Midge, which you kindly featured in your column, Courier No.233, November 1999. A couple of years later, in order to finance some home improvements, I reluctantly sold the Midge. I regretted that sale for many years, and so, when I eventually had the funds to buy another boy's

toy, I contacted the buyer of the Midge, only to find that after 12 years of ownership, she had sold it only two months previously. Curses!

So, there was no choice other than to build another. Unfortunately, in the intervening years the dreaded IVA had appeared, and to build a 1940s style car that would pass the test, would, in my view, completely ruin the period look that I really wanted. The answer was to find a Midge that was already registered as such, but

was a good candidate to rebuild exactly as I wanted. Subsequently a suitable car was found, having been laid up for 12 years, and in dire need of some TLC. Initially, a running restoration was my intention, but careful inspection ex-

posed rotten woodwork, badly corroded hydraulics, seized brakes, bent shocks, seized engine etc etc.

However, the chassis, a ladder frame replacement, was, at first inspection, in good condition. Much to my wife's dismay I decided to embark upon a complete rebuild. The car was totally stripped down to the bare chassis, which I then discovered was bent. I couldn't find any evidence of accident damage, so can only surmise that it was built that way. It must have had



some weird handling characteristics. Anyway, onwards and upwards as they say. The chassis was straightened, and all the running gear, which is Herald 13/60, was either reconditioned or renewed. I spent some time building a shot blasting cabinet, which saved hours usually spent with emery cloth and wire brushes, and then every component was painted with an epoxy chassis paint.

As per my first Midge, I built the body two inches wider than the plans dictated, in order to achieve a little more foot and elbow room, but of course this meant that I had to make a wind-screen frame, dash top and dashboard from scratch as the original ones no longer fitted. The engine was completely overhauled, including an unleaded conversion, and Spitfire twin carbs, tubular exhaust manifold and camshaft.

One feature that I felt would set my car off



Once the build was complete the carport was again turned into a spray booth, and the car topped off with a shiny new coat of Old English White cellulose. Unashamedly copying an MG design, a set of sidescreens were made, and a second hand industrial sewing machine bought in order to sew up a tonneau cover. Although I was quite pleased with the result, the time it took, and the problems I encountered, persuaded me to seek the skills of a professional when it came to making a hood. The whole build took four years, but I have to say that I'm really pleased with the end result. It has been on the road now for 18 months, has taken us to Jersey on holiday, taken part in several classic car runs, and has proved to be great fun and very reliable.



nicely was a Brooklands style steering wheel, so, replicas being several hundred pounds, I bent up and welded a rim, filed some stainless spacers, and joined rim to a boss with stainless rods. I then routed out some plywood rings that were bonded to the rim and shaped with rasps and sandpaper. The lot was finished off with many coats of rattle can black. The wings were moulded in fibreglass using some exceedingly rusty and holed MG TA wings, bought via E-bay for £27!



Thanks Mike; it's very good to hear from you again after all this time – and very much not bor-

ing at all.

I just love the look of your second Midge.

As if a Midge is not exclusive enough Mike has made some significant changes from the original John Cowperthwaite design. He mentions that he has made the body wider and from the pictures we can see that he's fitted full wings with running boards rather than the open cycle mud guards found on the vast majority of Triumph-based Midges.

It is also quite rare to see a Midge with, what looks like at least, a high quality driver and passenger weather protection system, aka hood and sidescreens. And as for that Bambridge-made steering wheel – that's just lovely; very well done. All in all a great looking car – I wonder if in another 17 years we'll hear about Mike's number three Midge?

This month's second Midge is **VFU532J**, similar to Mike's in at least two respects: it is white and it has a 1970/71 registration number. This car belongs to **Richard Breach**, a fellow Surrey resident. It is more of a "conventional" Midge, in that it has the open cycle-type wings front and rear and it is clearly of the standard width – thus necessitating a blister on the side of the engine bay to help let air into the single Stromberg. As blisters go the design here looks quite acceptable, in my honest opinion. This is the text of the letter (yes, that rarity these days, a handwritten letter on actual paper):

"Further to my phone call I am enclosing some photographs of my recently acquired Midge, which I bought as Triumph Special

The earliest MOT I can trace is 2010; I think she was built some time before that and I wondered if her registration appears on your register or the Triumph register in general. It is a pity we no longer use log books. According to the V5C form she has had seven owners since her launch as a Herald convertible in 1970.

The insurance company have insured her as Triumph Herald special and I intend to clarify this



when the insurance becomes due next year. Similarly, I will have a word with my garage when she next needs an MOT."

Richard is keen to know who originally built



this car; I cannot help him as it is not on the register of cars that I have collected over the years. If anyone reading this recognises the car and can fill in any part of its previous history please contact me and I will pass on to Richard.

The reason Richard mentions the next MOT is that during our conversation he mentioned that the car is still described as a Triumph Herald on the V5C – it is my understanding that it is an MOT requirement that the V5C accurately reflects what the car is – I hope this doesn't cause Richard a problem.

Trevor

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Guy Singleton



Using the Force!

How was TriumFest for you? We had a great time, although I did not brave the 1/4 mile with my convertible, the 3.27 diff takes the edge off the acceleration but is nice for cruising. Years ago my father had a 2 litre coupe with a 2.5 PI fitted - that was quick and great fun to drive, but not very reliable. There was not much



TriumFest (there were 4 Equipes and 5 Bonds), and I did not manage to take photos of them all or to get them in one place together, but good to see Bob who had driven his 2 Litre Coupe down from Scotland - part of the way with the gearlever dropping through the mounting due to the failure of the nylon ball which supports it. This is the second time this year that I have heard of someone having this problem, and

money available at the time to fix the faults - the fuel pump was not delivering enough pressure, we had to bump start it and the main bearings were shot - but as I said, great fun whilst it lasted.

Overall not a great number of Equipes at

am told that the replacement items do not last as well as the originals. Fortunately Bob managed to find a spare gear linkage in the autojumble which he fitted to get back home.

The fifth Bond was in disguise - a replica of Luke Skywalker's Landspeeder from the Star Wars films -



which were originally fitted with a MK 1 Spitfire Engine. The car had been purchased by the vendor when it was just 9 months old and enjoyed for many years. However, due to her husband's death, the owner had decided that it was time that the car found a new Bond-loving owner. The car was very original and would need some recommissioning as it had not been on the road for 4 years. I gather that it has now found a new owner in Dudley so we look forward to hearing more about its resurrection and to see it out and about sometime.



Moving onwards, with Suzie having an impromptu stop in Sybil, her MK1 Spitfire, on the way back from a local show and a friend, Frank Lockwood, with a MK 2 GT6 which will not drive more than about 10 miles before stopping, I thought I would go through some roadside checks

which was based on a Bond Bug chassis.

Bob Buckby (the Bond Owners Club Equipe Reg Sec) and I were recently asked to advise on the sale of an early 4s, one of the first ones

which might help you get going again - and members, if you have some more or better ideas or tips, please pass them on!

I will start with an easy check and in the case of Vitesse-engined cars or those with Lucas distributors a very common problem: if the car is not firing, take the centre lead out of the distributor cap and place it about 1/4 inch away from an earth point and turn the engine over on the key, if there is a good spark from here there is a good chance that the rotor arm has failed - this was the problem with Sybil, although like all the early Spitfires she has a Delco Remy distributor which I thought had a more reliable Rotor arm, but this is the second time in about 100 miles that this has happened - I now have some spares in the car!

If there is no spark from the centre lead as referred to above remove the distributor cap, and check if the points are



The final check is on the fuel side - is there fuel getting to the carburettors? The easiest way to check is to disconnect the feed pipe to the carbs and to pump the fuel pump primer or turn the engine over on the key - no fuel points towards a problem with the fuel pump.

Moving on to the GT6 I mentioned earlier, we went through the whole gamut of the above, taking the car for a 10 mile test after each change, we changed the points for electronic

Hoping you all get to your destination safely,
and that some of the above is useful if you have
a problem!

48





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e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



A TR4A at TriumFest

A quick check of the engine oil level, coolant, brake and clutch fluid and a top up of 3 in 1 oil for the carburettors the day before was the only preparation that my TR4A had for the trip, I am taking the car's reliability too much for granted and should have learnt a lesson from the flat battery on my 13/60 when I went to start it 10 minutes before being due at the meeting point for the previous weekend's Mike The Cake & Emma's event!.

whiskey – check, tin of beans – check. S. Wales area navigator Ant was coming in his van so I was depending on him to be taking the events shelter, tent, cooker, saucepans etc etc, at least I had everything to sustain me from Friday to Sunday.

I arrived at the first meeting point (only a mile from my home so no chance to check the overdrive was functioning) and joined up with the S. Wales Area. We then made our way East along the M4 to Magor Services, my TR's overdrive clicking in nicely. After the stop at Magor we continued along the M4, the 4A's engine on low revs as the cars kept to 60mph. Then we turned off onto A roads as we approached Oxford and made our way with a lunch stop to Santa Pod, a great run in the TR with the torquey wet cylinder engine delivering the great driving experience that I love about this car. The only downside was the heavy traffic for the last 35 miles, but the TR behaved impeccably over the total of 196 miles.

When we arrived Ant helped me erect the tent and the S. Wales members all assisted with erecting the event shelter under the watchful eye of Action Man & The Hammer.

As in previous years it was nice to have members who had been in touch with me over the years either to ask or give advice approach me and say hello, one poor fellow even forgave me for the sinking of his TR4A when he tried out my amphibious modifications (he actually used Toyota air bags not BMW, but like most people he was bigger than me so



At Cardiff Gate Services

However, my faithful TR's engine turned over slowly twice and fired up. I moved it onto the drive and loaded up my camping equipment, sleeping bag – check, collapsible camping bed – check, 24 cans of lager – check, bottle of

I didn't point out this error).

I was able to take images of the cars that will appear in the Courier, one whose owner I met and he promised to send me more images and information about his beautiful TR6.

I didn't use my TR over the weekend, but the journey home to Cardiff along the A roads and Cotswolds roads, flicking in and out of overdrive to negotiate the winding roads and hills in the sun was to coin our AO, FANTASTIC!

With no congestion even on the final leg which was 10 miles of M4.

With the car returning over 34 mpg I only had to re fuel once on the 400 mile trip, I love this car and unfortunately that's why it is tatty and in need of some work, I just don't want to take it off the road as I know that one job will lead to another and a total restoration will be the result, but my Vignale only took about 14 months and that was a total basket case so has anyone got a cheap TR4A out there that they want to go to a good home? I'll use it while I restore mine then restore it when mine is back on the road, I would even sell it back to you, just a thought!

Whether 6 cylinders or 4 a TR is more!

Bern

Again I must thank **John Williams** for sending me an article, what would I do without you John! So please if anyone has anything that they could share with other TR owners please let me know, over to John.

PROBLEM WITH TR4 WHEEL STUDS ON WIRE WHEEL HUBS

I recently had a bit of a shock. My well-sorted TR4 FAILED its MoT test in May. How dare it! MoT tester demonstrated a vertical road wheel movement of a couple of centimetres which he put down to wheel bearings. Back to my mate's garage for inspection. Cause was a bit scary - 3 of the wheel nuts holding the spinner plate to the hub had become slightly loose. Further investigation showed that one stud had rotated in the hub and had almost completely rounded off the splines in the stud hole. My mate managed to burn/chisel off the wheel nut on this stud and also managed to secure the stud itself in the hub. The spinner plate was re-secured and the car

passed the MoT later the same day. However, I determined to replace the stud as soon as possible. I should mention that the car had 5mm spacer plates on all hubs when I bought the car. On advice that it would mean less strain on the steering rack, I planned to remove the spacer plates on the front hubs. This meant that I needed to buy shorter wheel studs. This I did but to my horror the new stud would not fit tightly into the damaged hole in the offside front hub. To their credit, Rimmers supplied a next-day delivery on the Saturday so that a planned outing around Herefordshire two days later could go ahead. However, I thought at first that I was supplied the wrong hub!

The stud holes were round - no splines!

Steel hub.....how can that be correct?



After investigation, I learnt that you actually create the splines yourself by pulling the stud into the plain hole using a hexagonal 7/16 UNF nut and a spacer and with a 11/16 AF socket to take the force of the pull.

It works! In future, you hit out a stud with a copper mallet and repeat the exercise to pull the new stud into the hub, but taking care to ensure that you line up the splines!

THIS DOES NOT GET MENTIONED IN WORKSHOP MANUALS AS FAR AS I CAN SEE.



Wheel studs in position [inner view]

Now to the possible cause of the wheel nuts working loose. It is critical to ensure that once the special wheel nuts for wire wheel hubs are fully tightened on the studs that there is no excess thread showing beyond the outer edge of the nut. My car shows grooving where the ends of the studs have dug in as the wire wheel spinner is tightened. The risk is a road wheel is not securely tightened!!



Evidence of wheel studs digging into inner face of road wheel



Outer View with Disc attached



Cause of the damage - the studs are too long



Front wheels still extend beyond the arches despite losing 5mm each side!

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Paul Lewis



Bullet Run 2016

The 17-19th June 2016 saw the first **"Bullet Run"**, an event that's dedicated to driving around beautiful parts of the country with a Triumph theme. This year's theme was a slightly sad occasion as the main purpose of

the run was to commemorate the passing of Standard-Triumph's Chief Development Engineer, **Tony Lee**, who sadly died in September last year.

The famous TR7 prototype photos with Tony at Bwlch y Groes in Wales were the inspiration for this event and although these are the only known photos of Triumph development vehicles at the location it was a test route used regularly by management and senior staff. Known at the Canley factory as "Ride & Drive" it was a fairly thorough test with up to 300 miles along varied roads that culminated at the scenic Bwlch y Groes location.

near Stratford-Upon-Avon. After the evening meal the rally books and plaques were distributed. Saturday morning saw the inclement weather of late disperse and the cars left this primary starting point shortly after 9am in fine sunshine and headed on various cross country/motorway routes for the secondary



start at Oswestry A5 Services where the second batch of Triumphs driven by the Lee family members awaited them.

Oswestry is the gateway from the busy motorway network of the Midlands to the scenic driving roads of Wales and then the real driving began. Thirty miles into the drive



The Friday saw travellers rendezvous at our host hotel for the weekend the Ettington Chase



you are met by the fantastic views of Lake Vyrnwy



"Red Dragons" group. Leaving the pleasant enclosure of the café the cars traversed the southern side of the lake towards the single track roads of Snowdonia National Park towards Bala.

The sights and sounds of Triumphs made for some spectacular and unique photo opportunities.

Shortly before 7pm all the cars had arrived back at Ettington having covered over 200 miles. Around 60 participants sat down

at the base of Snowdonia National Park. Crossing the dam on the Eastern edge of Lake Vyrnwy the cars were guided into the car park of the Artisan Café where they were greeted by a plethora of Triumphs in the form of the **TR Drivers Club's**





Bwlch y Groes - a recreation

being interviewed in 2008 when he detailed the reasons for the "Ride & Drive" days to Bwlch y Groes. This acted as an introduction for the talk with **Gordon Birtwistle**.

The Sunday saw a shorter run to the Midland Air Museum where again we were met with additional Triumphs from the local

for dinner before it was time to head into our private function rooms to enjoy some rare and never-before-seen historic Triumph films before the highlight of the evening when **Gordon Birtwistle** – Triumph's own High Speed Development Engineer – was interviewed.

Gordon took us through his 21 year career at Triumph which took in every model from the Herald to the Acclaim. He worked for Tony Lee and the two became close friends so it was extremely fitting to welcome him as our guest speaker. We were also delighted to be joined by many from Tony Lee's family – his daughter Cate and son Kevin along with their spouses, children and grandchildren. It was quite an occasion and in preparation a short video was shown of Tony

area. Amongst the aircraft displays the cars paraded in line making a fantastic display of engineering achievements.



Midland Air Museum

The event was rounded off at midday with a closing speech thanking everyone for their participation in the first of a dedicated road event for Triumph enthusiasts.

The Bullet Run was a new type of event on the Triumph calendar and proved to provide Triumph drivers with a product they had waited so long for. The run itself was

very well received, so much so that I am looking to organise another Bullet Run in an equally spectacular location next year along with a Bullet Rally in the autumn following in the footsteps of the classic RAC events of the 1970's. **Dates for the 2017 Bullet Run/Rally will be announced at the Lancaster Insurance NEC Classic Car Show in November.**

Paul



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Bern Robinson

All Show Reports to the Editor please



TriumFest UK 2016 Show & Shine Results



Best Herald FMM 714J (John Hill)
13/60 Convertible



Runner up 957 BAB (Jez Philips)
948 Herald Coupé



Best Vitesse OCV 627G (Richard Gash)
Mk1 2litre Convertible



Best Spitfire RLM 504E (Chris Tickner)
Spitfire MKIII

Runner up (1) VWS 858K (Ian Walker)

Runner up (2) JHP 740V (John Edwards)

Best Stag **MHC 4C**

Best TR **LER 324G** (Tim Smith) TR5



Best Saloon **XLB 929G** (Ashley Mills) 2000

Runner up **ADA 854T** Dolomite Sprint



GT6 Anniversary Show & Shine Results



Best GT6 **ZH 201486** (Chris Allibone)
GT6 Mk 2

Runner up **RUT 513G** (Chris Edmonds)



Best Restoration **KLR 668K** (John Heath)



Best Modified **FDU 746L** (Ian Cottam)
GT6 MK 3

Car Of Show

GT6 MK1

JHP 297E - GT6 Mk1

Martin Bustard



Most Original **WYV 284H** (David Embery)
GT6 MK1



Laon Historique 2016

By Vicky Dredge (Worcs Area AO)

Having 'done' Laon in the past we know what a really fantastic event it is so when the club announced they were to support the campsite venue it would've been rude not to put our names down – especially as it was the 25th anniversary.

Scenic Car Tours put together an excellent package of return ferry, three nights camping, and event entry for £139, all I had to do was sort the Thursday night accommodation. This is always the first adventure for our group as I have a scattergun approach with my choices but this time I think it came good (even tho' Jane and I needed oxygen to get to our room at the top of the house the air was so thin – the plus side, the view was excellent!) as all we had to do was roll down the hill and we were at the ferry. A quick trip around the port (those trucks hide a multitude of signs) and we were straight on the ferry.

Rolling off at Calais we managed to re-group our four cars fairly quickly, set our sat-navs to avoid tolls and head out to Arras. We managed to lose a Stag by the third roundabout (I think John and James had their eye on a coffee and croissant) but we managed to pick them up about ten miles from Arras, along with Gary and Cousin Jim's Spitfire. Our quintet entered the Grand Place in Arras, which for the first time was part of the official weekend.

One of the local bistros supplied refreshments to help sustain us for the next leg of the trip but not before we had a good look at what goodies were parked up in the Grand Place and Place des Heros.

Back on the road in glorious sunshine we



headed towards Laon, a detour later due to a road closure which also took us into the one rain cloud in a twenty mile radius, we arrived at the campsite in time to help put up the beer



Laon Historique



tent – always good to get the priorities right!

At this point the Stag of John and Denise decided that enough was enough and wasn't going to move an inch more. A quick investigation showed a problem with the power steering so with a dis-connection here and an

get the registration packs.

This achieved we made our way to the town ramparts to collect the route books and start our magical mystery tour. As in previous years the route took us



empty washing up liquid bottle and some sticky backed plastic there, John could proceed with the weekend all be it with an upper arm workout that Arnie would be proud of. A quick trip to the supermarket and we had our supplies for a cracking evening meal (thanks Chef Andy), a few social drinks in the beer tent (thanks Bern and Angie) and then off to bed. At this point I found out that my brand new air mattress leaked and that the ground is a lot harder than I remembered when I was a kid. Saturday dawned dry and bright and after helping Angie do the campsite breakfasts (but leaving her to do the clearing up!) we set off to

amongst the scenic Picardie countryside, thru' enthusiastic villages and towards our lunch stop, this year at Parfondeval recently voted one of the prettiest villages in France. Our baguette and crepe was eaten under a blue sky that you tend to only see on picture postcards, the more daring amongst us used the village composting loos (remember you should always try and do something for the first time every day) and after being serenaded by the local band (!) we set off on the second leg of our tour. At this point I thought I'd try and get some dynamic shots of our group, so swapped cars to Andy's Herald as it has a back seat – there



was only one mishap when we nearly missed a straight on right turn but Matt was very gracious as I landed in his lap. An ice-cream stop later, where we managed to collect a few more cars, and we were on the home straight.

The tour finished at the old aerodrome (which is being turned into a race circuit having been bought by Jonathon Palmer) where we were



greeted by the traditional glass of champagne and a walk around the cars to see what we missed on the road.

This is always the marvel of Laon, there are

over 600 cars registered to do the tour but there can be miles of road where your group of four cars are the only ones to be seen. There's no-one in front, no-one behind, where are the

Laon Historique

other 596 plus cars?

Back to the campsite and another magnificent BBQ later (thanks again Chef Andy) and

Blighty which was very welcome.

All in all an excellent trip and one we shall



straight into the beer tent as the temperature had dropped quite alarmingly and it was quite warm in there – well that's my excuse and I'm sticking to it.

Sunday morning and it was off to our start point for the town circuit. This year because there were so many cars (1038 had registered) they had set three starting spots and hoped to send cars to the circuit at the same time from all three spots – things didn't go quite to plan but after an hour or so most people had got a circuit under their belt.

I was lucky as I got a ride from one of the circuit organisers on the back of his motorbike to my photographic corner so beating the rush. Giving the chef a well-earned night off we retired to a local restaurant in the town square for our evening meal, which was a resounding success I thought.

Monday was pack up day, which was done fairly swiftly (we've had a bit of practice), a route was plotted and we set off on a slightly overcast morning to catch our ferry. A lunch stop at Bethune meant we managed to re-group with John and James – we had left them at the petrol station in Laon thinking they had already gone, sorry chaps! We made good progress so managed to catch an earlier ferry back to

probably do again – next year it shouldn't be as cold as it's two weeks later, now there's a thought?



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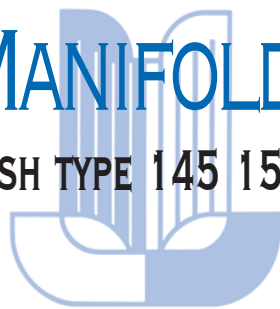
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GT6 CARBURETTOR MANIFOLD

MANIFOLD TYPE 311 749, THREADED BUSH TYPE 145 155

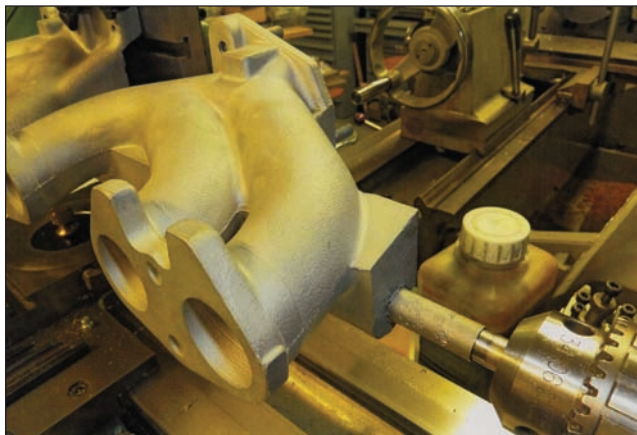
by Philip T. Bellamy



My GT6 is from 1971 and till recently still had not been changed to run on lead free petrol, so the decision was made to completely rebuild the engine, having done 120,000 km. One problem arose which concerned the carburettor manifold. On the inlet side there is a short piece of pipe at one end and a threaded bush at the other, which became impossible to remove, because the bush is made from steel, so had rusted in place. On trying to remove same by all possible means, the threaded bush broke loose where the cross holes are situated. I had no problem with obtaining a replacement threaded bush but there are no more new manifolds available as far as I could find out, only similar, damaged manifolds. So I was left no alternative, except to repair the old one.

Fortunately I have a very complete workshop, which includes a long bed Myford Super 7 lathe with all accessories. The first items to make were a round bar to go into the tail stock, machined to fit in the piece of pipe in the manifold, and another round bar to go into the broken bush. So that the manifold could be fixed between the head stock and the tail stock.

Next a Myford vertical slide was fitted to the rear of the standard cross slide, then the

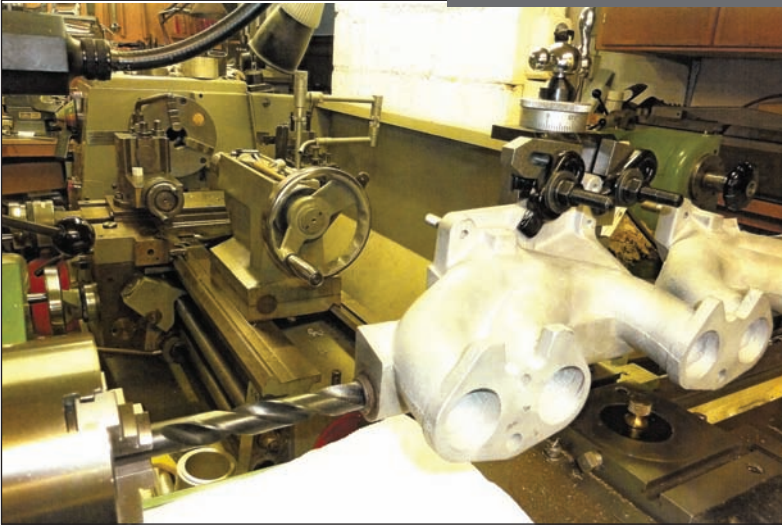


manifold was fastened with two bolts and brackets. Next the manifold was moved from the head stock in the direction of the tail stock and back again to check that all was in the correct alignment.



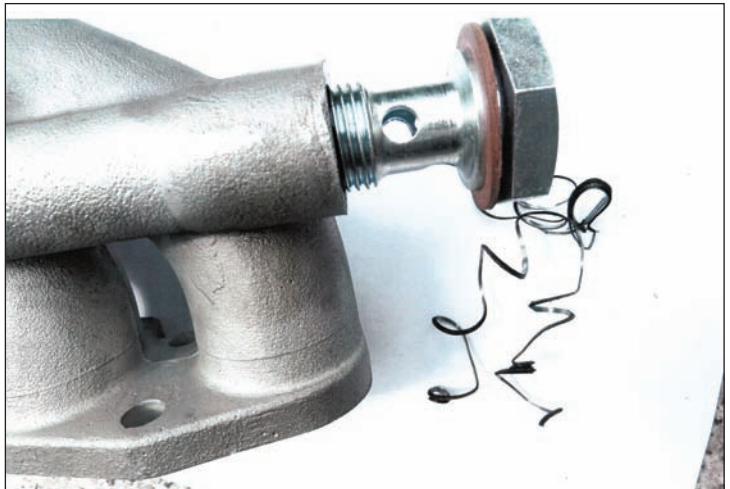
At first I thought that a micrometer boring head fitted to the head stock, would be best to bore out the remaining part of the threaded bush. However I then tried to increase the bore with a normal drill, with the minimum of cut, which

GT6 Carburettor Manifold Repair



So if you have this problem find a model engineer with a Myford Long Bed Super 7 lathe, supply these notes and all being well you will have a good manifold for your GT6!

worked very well. So I proceeded drilling with increased size drills, each being 0,5 mm larger. The last drill used was of similar size to that used for tapping an equivalent thread. The remaining steel in the manifold was therefore just a spiral of the original thread of the bush. With a pair of fine pliers I was able to twist this thread out of the hole, and so leave a good thread inside the manifold for further use.



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Readers Write

5 Point Tour The Early Call!

Chris Gunby is very generous in attributing the Marshalling at Lands End on the recent 5 Point Tour to me, but I cannot claim any praise for this work.

Long standing Cornish Member **Malcolm Quick** and his wife **Claire's** two sons, (potential young members) **Ross and Tom**, must take all the credit.

True, Malcolm was reluctant to get up so early on a Sunday and who can blame him, but Claire persuaded him that the 'boys' would love it, which they appeared to do. However, it must be noted that having volunteered her



family, Claire then stayed at home, presumably in bed!!!

So on behalf of everyone who took part in the 5 Point Tour, could I thank Malcolm, Ross and Tom, they did a tremendous job.

Next year boys?

Mike Crewes



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GT6



MKIII 1973. Full clean MOT (25 April 2016) British racing green. Overdrive. 28000 miles. Garaged. Much Money Spent. Contact for full details. £12,500 Nicholas Audoin (Surrey) 07881 345731.

Mk III PROJECT. 1972 with overdrive. Car complete starts & runs but clutch plate stuck on flywheel. Full restoration in 1993 and not used since 2002. £1200. Stephen Kiefer (Orpington, Kent) 07979 962614.

Vitesse



VITESSE 2L MK 1 1968. 2nd owner, purchased 1979. White with blue interior, overdrive, tow hitch, SS exhaust and manifold, electric fan, spax, 5.5j wheels. TSSC value £5000. Reluctant sale. £4200 ono. Adrian Ayres (Axminster, Devon) 01297 34393.

Herald



1200 HERALD CONVERTIBLE 1962. Same family owned for 40+ years. MOT til Sept. New hood and back box. Bodywork needs a bit of TLC but very solid. £3,500. Paul Roberts (Cardiff) 07432 090859

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SPITFIRE or TR for restoration Looking for a Triumph Spitfire or TR for easy restoration. Alessio Pola (Woking) 07437 17949.

HERALD CONVERTIBLE PROJECT. Herald Convertible wanted for project. Must have sound Chassis and Bodywork. 1200 or 12/50 bonnet. Powder blue paint scheme preferred. Andy Nisbet (Halesowen) 07854 945307

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TR6 TR5 TR250 LHD Accelerator pedal (new, see eBay item 391500899665), direct price £100. www.triumph-recycler.com (trade)

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PAIR STROMBERG CARBS. Looking for a pair of GT6 MK 2, Stromberg 150cd carburettors. Must be complete. \$150. Gary Catlin (Australia) 0243811259.

VITESSE 1600 PISTONS & PULLEY

WANTED. Need a set of standard or over-size Vitesse 1600 pistons / rings, consider a short block. Also need a harmonic pulley / damper. Consider a set of 1200 std pistons but would need 6! Ian Collett (Surrey) 07759 823561.

13/60 WINDOW WINDER. 13/60 Near side Window winder mechanism. John Thomas (Derby) 01332 735841.

ACCLAIM REAR BUMPER. Help, Triumph acclaim rear bumper required, must be

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TSSC

Area News Review

August 2016

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



Leicestershire and Rutland Area Triumph Sports Six Club



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2 nights inclusive £40.

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Neil 07530307371 tr6scimitar@yahoo.co.uk

Jan 07799804415 j.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk



AREA DIRECTORY

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

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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	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL Canberra Club (BAE systems) Balderstone BB2 7LF	1st Tues. 8pm. Last Tues. 8pm.
LIVERPOOL	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
LANCASHIRE	Richard Briscoe: 07766 354449	The White Swan - DEIGHTON YORK YO19 6HA	2nd Mon. 7.45pm
WIRRAL			
NORTH YORKS			
WEST YORKS	John Tailford: 07712 862556	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.
MIDLAND AREAS			
COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Bob Meller: 0777 357 8282 Roger Buck: 07970 619149	Smalley Common Ex- Servicemans Club ILKESTON DE7 6FY	1st Tues. 8.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 8.00pm
LINCOLNSHIRE	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
OXFORD	Thomas Cope: 07972 039532 Nick Morse: 01869 246543	Brewers Fayre, Oxford Rd, BICESTER. OX26 1BT	3rd Wed. 7.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 01952 371783 Simon Morgan: 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN.	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	Bill Bate: 01952 581391	
WEST MIDLANDS	Roger Hayward: 07969 024999 Chris Allen: 07505 110922	George & Dragon - MEAFORD Nr STONE ST15 0PX Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	Last Wed 8pm. 1st Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	May to Sept - Plume of Feathers, SOLIHULL. B90 3BW Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	3rd Wed. 7.30pm. 1st Mon. 7.30pm
WELSH AREAS			
NORTH WALES	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA The Plough Inn, St ASAPH	1st Tues. 8pm. 3rd Wed. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprenau - CARDIFF CF36YA	Last Tues. 7.15pm
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	4th Sun. 12 Noon
NORFOLK	Mike Carroll: 07828 103064	The Good Intent - HORNCHURCH	April to October
SUFFOLK	Colin Wake: 01206 250360	The Oak Tree Ipswich Rd NORWICH NR4 6LA Sorrel Horse - Barham IPSWICH. IP6 0PG	2nd Mon. 8pm. 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	Carol Coventry: 01726 824523	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 - LUMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
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		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
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NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Grote Sloot 78, 1754 JH - BURGERBRUG	
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SWEDEN	Odd Hedberg: 00 46 173 17131	president@tssc-norway.org www.tssc-norway.org	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Rua Dionisio S Matias 5G - 2270 Paco das Arcos	
	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT . . . ANDOVER INC NORTH WILTS SOUTH BUCKS . . . CAMBRIDGE

TSSC AREA NEWS

AREA LIAISON OFFICERS

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

What a fantastic July we had seeing so many faces at Santa pod and Le Mans France.

Thank you to every one who helped on these events and a huge thank you to the HQ team for the organisation of these events. Please give us your feedback on TriumFest UK. It was a amazing seeing the line up of GT6's, 67 to be precise, what an array of Triumphs and on the Sunday display of retro cars, took you back I think.

We saw many of you braving the quarter mile strip and beating moderns, our cars are still up there with the speed. We would like to welcome our two new area organisers in the Oxford area. So Hi to **Nick and Tom** they are both working together to revive this area, see Oxford area news for information on time and day they meet. So give your support to the new AO's of Oxford I'm sure they will appreciate your support.

Another successful Derwent Valley Peak Run in June, if you haven't experienced the DV antics, you don't know what your missing. Look out for next years event.

We know it takes a lot of organising for the camping weekends so all credit to you guys in making these events so entertaining and well ran.

Looking through the Courier and from the posts on Facebook and website everybody around the country have been giving it large.

We can't wait for next season.

A few camping and events still to look forward to so we hope we will get to see you all soon.



Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

We had an interesting run out to The Plough at Grateley in July, a pleasant dry evening so we took Baby Blue out for a spin. However, arriving at the pub it did all seem to be a bit dark, and driving around it to the car park and the rear it looked even darker. Frank had arrived before us and he and Guy investigating more closely decide that the anti-vandal bars on the doors did imply that the pub was closed. A passer-by confirmed that the new landlords had left quite suddenly just after we met there last month. Hope it wasn't anything we did!

OK, so on to Plan B. We'd had somewhere else in mind to try sometime and this seemed as good a time as any so we left a note taped to a traffic cone by the back door for any others who came along that night and toddled off through the back lanes to The Bell at Weyhill.

The Bell is a large carvery pub on the A342 at Weyhill, just about a mile west of the Chalkhill Blue where we were meeting earlier this year. The carvery is very inexpensive, Frank's dinner was only £6.95, but they do stop serving the carvery around 8pm/8.30pm depending on how busy we were so Frank was their last diner that evening.

There is ample room in the car park - and in the pub, it not being the busiest of places, so should work out ok, for now at least, as a meeting pub for us. We were pleased that not too long after we arrived so did Ed and then Burbage Bob, both having found our

cryptic note and followed the trail of breadcrumbs to join us at The Bell.

Our Bruce Arms meeting was also very quiet, we weren't sure if anyone else was going to make it and were thinking we should perhaps just head home early when John arrived so we stayed and had a very pleasant evening.

In your inhabit Facebook look out for a new Andover TSSC page Frank (or more accurately Frank has volunteered Kelly) has kindly offered to set up for us. We'll provide details next month or just search for Andover TSSC on Facebook.

August is a quieter month for events, nice for us to look forward to after having been out almost every weekend for the last 3 months. We have a Vintage Standard Rally to look forward to with Monty the 1929 Standard Teignmouth, hope he behaves, and then later in the month we'll be having a stand at the Retro Festival. We've not been to that event before but enjoyed the Retro Festival we attended at Stockton in June so hope this one will be as enjoyable.

We were sad to discover at TriumFest that Bruce had not made it - only managing 7 miles before stopping but Frank did manage to get him home without resorting to the yellow taxi this time, so they had to come in Kelly's Jaguar.

It was good to see Robin in the Stag, unfortunately he was not able to stay for the whole weekend.

A bit later Guy & Frank had half a day playing with Bruce - and he managed 10 miles without stopping, by which time it was too late for further trials, so we are awaiting news of Frank's next test run.

Next meetings:

11th Aug - Regular meeting at THE BELL, WEYHILL, SP11 0PN

12th - 14th Aug - Retro Festival at Newbury Showground, RG18 9QZ

17th Aug - Regular meeting at The Bruce Arms, SN9 5LR

Guy & Sazie

SOUTH BUCKS

Tel. 07818 052276

www.tssc.org.uk/southbucks

Hello all. A quiet month, caused mainly by the poor weather. Once again the 'second Tuesday' was rained off, so no Ace Café visit for the second month in a row. Our regular monthly meeting was also almost Triumph-free, with Phil's Hurricane (a Spitfire based car) the only car not built this century in the car park.

Being August there are many events happening, but two that caught my eye and that I plan to attend, with at least a few other members, are:

**Event Name: Classics on the Green
at Rickmansworth Herts**

Date: 03 August 2016 End Date: 03 August 2016

Which is a busy but varied show, unusual for being on a Wednesday evening. Always a good atmosphere and well worth a visit.

Event Name: Blenheim Festival of Transport

Date: 28 August 2016 End Date: 29 August 2016

Blenheim palace is one of my favourite places so a classic car show there just makes it better. You can take a look at some cars, and then go and look around the gardens and house itself.

Our August meeting will be on **Wednesday 17th from 8pm onwards at the Squirrel Pub in Penn Street**, see you, and the sunshine I hope, there!

Daniel.

CAMBRIDGE

Tel. 07795 436149

e-mail: cambridge@tssc.org.uk

We started July's meeting with the Balsham Bundle, a quick run through the countryside. The first four cars were at the carpark at the start for a while as a mixture of traffic issues held up a num-

TSSC AREA NEWS



ber of drivers. We zoomed out into the overcast Cambridgeshire and Suffolk country lanes and did our best to catch some 'air' on a couple of humpback bridges and strategically placed humps in



the road. Andy led in his immaculate Spitfire, followed by Rob, having enjoyed CT's Summer Scatter the day before, in his rather fly splattered GT6 mk3 and the rest of us while Mike brought up the rear in his TR6, watching out for any spare parts that might throw themselves from our cars on the way.

A relatively quiet month's meeting followed at the Plough, as some of the regular faces were away and the greyer (but thankfully dry) weather must have put off any new faces from joining us in July. So we missed out on Tim telling us quite how he managed to take home the best TR trophy from TriumFest or Christoph showing off the inlet valve he just pulled from his GT6's head with a neat quarter inch hole burnt through the edge of it. Those that were able to join us sat outside on a big table on the decking munching the delicious handmade burgers while the light slowly faded from the sky.

It was with a mixture of relief that we didn't have to have him much longer and gratitude for having kept the show alive and kicking that the group reacted to the news that Chris Evans had decided to leave Top Gear. Inevitably this moved us on to the Brexiteers all exiting stage left in a rather cowardly and predictable way but we managed to get the topic back onto cars. Vinnie's fifteen car hareem seem destined to drop in number as his Boss Hogg barge of a car, a massive white Cadillac Eldorado, is up for sale on Fleabay. Toby's car didn't explode on the Santa Pod run, despite a remarkably small Fiat wiping the floor with him, so perhaps this time his engine is actually going to stay in one piece. Meanwhile we rather leant on John to get one of his Heralds at, least started, if not back on the road.

The next meetings are **Monday August the 1st and September the 5th. The weekends of August the 5-7th is the Leics & Rutland Sunshine Rally and September the 2-4th the Lincolnshire Triumphs Weekend.**

I hope to see everyone out and about in their cars around Cambridge and at the next meeting

Tom

CHESHIRE

Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

Present: -	Henry	Heap the Vitesse
	Roger	Spitfire
	Paul	Bond
	Richard	Spitfire
	Tom	GT6

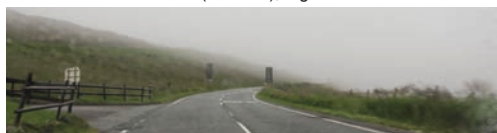
The 4 Area Meet was held on the 20th, at the Trevor Arms in Marton, which appears to be just over the border to Wales. I took my passport to appease border control, but when I explained that my mother was born in Rhosfelfain and grew up in Llwyngwril I was waved through without a second thought. As Heap the Vitesse was still incomplete I travelled in Hark the Herald. And a pleasant evening was had by all, talking about things Triumph (and ignoring the football).

Our next news is from S*agfordshire, where it has to be reported that the AO has at long last acquired a working Triumph. This

is believed to be a yellow S*ag, which was seen at Trentham Gardens by spy number 1 and spy number 3, but apparently remains hidden from spy number 2. An issue with the clutch (and the lack of a towbar) meant it didn't get to TriumFest, though.

Heap the Vitesse was all set to go to TriumFest, having got a new MOT (a bonnet is deemed a vital part by the MOT tester), been valued, and tested to Meaford and back (60 miles). But on the way out of Congleton on the Saturday morning, boot full of camping stuff, there was a bit of a misfire. This raised alarm bells as there had been a bit of a misfire going to the S*agfordshire meeting (Meaford) in the week, albeit with the right hand needle pointing at about 5500 rpm. One plug lead wasn't on fully but that didn't cure it and then the driver noted blue smoke coming out of the tailpipe and decided to turn round and head for home. The misfiring and the smoke got worse so one of those nice lorries came along and carried Heap back home in anticipation of investigation of the problem. The problem is now resolved. If you want to know what the problem was, it'll cost you some beer.

So we move to our monthly gathering. Every time I looked at the weather elf schedule it was different, but there was a recurring theme of wetness. And so, during the day and early evening, the wetness was delivered as promised. When I set off to the meeting, the wetness seemed to have stopped falling out of the sky, so the hood stayed down. There was a yellow Spitfire present when I arrived, which had received yellow Hammerite (a very good match for Inca, it seems) in places under the bonnet. However the previous owner of Hark the Herald seemed to have an influence here as the paint had also jumped onto the wiring loom and the front grille. Tom appeared in his GT6 (I think this is the first time we've seen this car) and as there seemed to be drizzle in the air, the hoods went up. Drizzle continued and as we climbed up towards the Cat & Fiddle (still shut), fog would be a more correct



description. My passenger took some photos of this, you can tell it was foggy by the lack of scenery more than 50 metres ahead. But we had no problems (apart from me missing the turn in Buxton) and arrived at the Swan and discussed coils and ballast resistors and Tatton and why Heap the Vitesse stopped when driving out of Congleton. A conversation was overheard along the lines of 'my wife used to live in the house you're in at the moment', which made little sense to me.

August events then. The Cheshire list has **Hoghton Tower on the 14th, Tatton on the 20th and 21st, and Capesborne on the 28th**. There's probably more if you're keen.

Our next meeting is on **Thursday 4th August at the Cock and Pheasant**. Third and Final run out of the year, so 7:30 for 8. The schedule indicates we'll be meandering to the Dog in Peover.

Henry

CORNWALL

Tel. 01726 824523

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

e-mail: cornwall@tssc.org.uk

Events well and truly started here in the South West. Club night 8th June, 4 TSSC Members in attendance with 2 Club Triumph Members and 3 others in non-clubs all came along in their cars, and that's what it's all about. Would be lovely to see more TSSC Members, we have around 60 in Cornwall, please do let me know if there is a problem with the club night or venue.

On Sunday 12th June, Four Cornwall contingency went along to join Devon at Buckfastleigh Southwest Steam Railway, for their annual Trains and Triumph event. A little damp start from Cornwall. Adrian left his bonnet up on his TR6 whilst going back to his garage for some supply of clutch fluid, only when he return

Cornwall Continues

the heavens opened and rain got in. It took a lot of drying out but eventually a V8 Land Rover came to the rescue. Well done Adrian. His friend Jay led the way in Adrian's 2000, Adrian in his drying out his TR6, followed by myself in my Spitfire and bringing up the rear was Mike and his Stag. A good trip up leading into better weather. 54 Triumphs in attendance in the sunshine only one short sharp rain fall and where was I, walking over the footbridge to go for a coffee! Well done Sue and John for organising the day, and a great job done by Martin Hughes and Mike Crewes for doing agreed valuations for 14 cars! And any others that helped make the day a great success. All four of us had a lovely trip back with three of us going top down travelling in the early evening sunshine.



On Father's Day, Mike Crewes entered the Truro & District Motor Club, Tour of Cornwall. This is a gentle tour of about 85 miles, with lunch and cream tea that is non-competitive, but with a mild Concours. John Hicks his Navigator couldn't go at the last minute and ringing around didn't work, but a very kind Marshal gave up his post to Navigate for Mike. The day dawned drizzly and by the time the cars assembled in Roche it was raining hard ... and didn't stop all day! (Mike's Marshal Navigator was pleased with his choice for the day!!!) After about 50 miles through the lanes around The Cornish Alps and along the south coast through Mevagissey the lunch stop was just to the west of St Austell. Time to regroup, have something to eat and chat with fellow 'Touers', then off north to Bodmin Moor for a further 35 miles, before returning to Roche for a cream tea and prize giving. Although the weather was a little unkind (last year it was fantastic), everyone had a good time and thoroughly enjoyed the event, which is to be recommended. Mike was not the only Triumph on tour, there was also a very nice TR3A and lots of Minis! A great way to spend a Sunday and 'do more with your Triumph'!

Many Thanks to all who attended our Cornwall Camping Weekend or should I say our Cornwall Caravaning and Carol Weekend as it was only me again in my tent!

A special thanks goes out to other regions joining us from Southern Area were Mark, Jackie, Mike Barbara, Mark Vanessa, Adam Louisa, Wendy, Dave, Robin and Ann. Thames Area we had Micky, Julie, John and Anthea. Scotland Area yes Scotland



we had Andy and Steph lovely to meet you and I hope you enjoyed your weekend with us all in Cornwall.

In total this year we had an attendance of 32 and 3 Dogs Mizzie, Ness and Bobby.

This year it was back to Pentire

Haven, Kilkhampton, a great site.

We all had really good pitches with plenty of room. By the time I arrived on Friday most people were already pitched and getting ready to go to the pub for some food and a few pints. Myself and a few others stayed back at the campsite to cook our own meals, but then we joined everyone else down at the pub, Good to have a natter and a few drinks.

Saturday morning arrived and a drive out was planned by Anthony and Sally-Ann. Fourteen cars took part but a detour was needed for our friend Mark to Holsworthy motor manufactures for a new radiator cap for his TR7. While we were all waiting my car

had to take sympathy its fan stopped working!

So a quick fix by the road side to wire it in directly and it worked a treat. Also Tony had a bit of a problem with his car, his accelerator cable broke, but again a quick fix and away we all went. A lovely drive with tops down for most of us to Launceston, arriving in time for a bit of lunch, a walk around the town and to take in the views of the castle.

All arrived safely back to the camp site to get ready for our BBQ. What a great evening the weather was even kind to us, rather windy at the start of the night so we all gathered up as many



wind breaks as we could manage to put around us all. Tables and chairs set out around the BBQ, it was just the case of sitting back and relaxing chatting to good friends. The wind dropped by the time it was ready for us all to eat and a lovely sunset was on the horizon. Robin and Ann brought along some home-grown strawberries and an assortment of cheesecake's and Helen provided us with some lovely cakes.

Into the night Robin's slow grin made an appearance but it disappeared too quickly, a very good tippie!

A huge thanks to all those that made this a very enjoyable evening, special thanks to Robin and Ann for their hospitality at the after party, enough said, found my way back to my tent ok around 2.30am! Sunday morning arrived too quickly for me, mine was a very leisurely pack up morning. Tent put away in the dry before the rain came. Lunch booked for 12.30 at The London Inn, Kilkhampton, with all of us having a good roast dinner. Sadly the weekend went by too quickly and it was time to say our good byes to good friends hopefully seeing you all again soon. Appreciation goes to Mike, Claudia, Sally-Ann and Anthony for organising this event, hopefully St Ives next year.

Forthcoming events:

August

- 7th Mount Edgcombe Car Show
- 11th Club Night at The Hawkins Arm Zelah 8pm
- 27th - 29th Morval Vintage Rally

September

- 8th Club Night at The Hawkins Arm Zelah 8pm
- 8th -13th Swanage Steam and Folk Festival Register and pay by entry form with The Bournemouth and Poole Preservation Society.

For more details contact Carol

- 18th 10am - 5pm Annual Route 38 Car Show in memory of Alan Clinch raising money for the Cornwall and Devon Air Ambulance at Tencreek Holiday Park Looe PL13 2JA

£3.00 on the gate no need to book

- 17th - 18th St Mawgan Steam and Vintage Rally

October

- 13th Club Night at The Hawkins Arm Zelah 8pm

And perhaps a Car Run, Skittles and Sunday Lunch out at the end of the month please come along to the club night for conformation of venue and date.

That's all the news for this month guys, look forward to seeing you out and about in your cars and do please let me know your adventures you do with your Triumphs, so I can add to our Cornwall Area news.

Safe driving everyone, take care.

Carol

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

June was quite a busy month starting with a washout at the Heart of England meet at Bedworth on Tuesday the 7th. The sun was shining in Coventry as we set out in the "Smiffy Spitty" but there were black clouds in the direction we were going so for a change we decided not to put the hood down and what a good decision that was, we had only travelled a mile when the heavens opened and before long it was torrential rain turning the roads into rivers,

TSSC AREA NEWS

flood across the road causing the water to splash up over the electrics and soon the "Smiffy Spitty" was on one and a half cylinders nearly cutting out, managed to get it onto 2 before proceeding, as we turned right at the end of Brinklow road up the hill to Shilton back on one & a half cylinders again and nearly cutting out, had to stop half way up the hill by bollards in middle of road, no hazard lights and nobody could pass us, by this time we could only just see the end of the bonnet it was raining that hard, cars building up quickly behind us just managed to get it firing on 2 again and slowly pulled up the hill when she cleared thank goodness so we decided to press on, just before Bulkington we were down to 10 mph in second gear, couldn't see the end of the bonnet it was like a monsoon so we pulled in to let the queue of traffic pass us. Off we went again until we reached the centre of Bulkington and we had to pull in again to let the storm pass over before we could continue. What a nightmare of a journey. When we arrived at the Griff the car park was flooded and we were one of only 3 cars to turn up. So it was into the bar to get wet inside as well.

The weekend of 18th & 19th a number of our members were at the Ashby Magna Vintage Gathering which was once again very well attended and the normal activities and stalls etc taking place making for a very good show. The "Smiffy Spitty" was hooked onto our 1984 Talbot Express Camper and off to the Derwent Valley Peak Run Weekend and what a fantastic weekend we had Saturday night party night which was superb (they are born entertainers) and the run on Sunday around the Peak District was fabulous, what a great way to spend our 45th Sapphire Wedding Anniversary and many thanks to the Derwent Area for the anniversary gift of free entry into next years event. What a great weekend. See you next year.



Sunday 26th we were off to the Banbury Rally at Bloxham which is a very big steam rally, although the classic cars numbers seemed a little down on last year there were lots of Traction Engines, Commercials, Motorcycles, models of all types on show and lots of stalls and other activities going on all day a very good show. The weather was a little windy but dry so another excellent day out.

Then next it was the second Heart of England meet of the month on Tuesday 28th. We don't know who has upset him up there but once again it was a washout, we went in our Omega, couldn't put the "Smiffy Spitty" through another nightmare, only 5 classics turned up, well done lads, most of our bunch turned up in their everyday cars so into the bar to put the word right again.



Next it was off to TriumFest for the weekend of the 1st-3rd July again the "Smiffy Spitty" on the back of the camper we were joined by Paul & Joan in their camper with the "Saffron Spitty" on the back, we were joined by Mike and Sam on the Saturday and Steve & Sharon on the Sunday. The weather for the weekend was very mixed, although we had a fair amount of sun it was very windy and also we had a thunder and hailstone storm to contend with. We started the weekend by going out for an excellent Italian meal in Rushden on the Friday night. The Saturday was a bit quite apart from the Drag Strip so in the afternoon we decided to go on the run around the local country side which had been planned for us and what a good job they did, it was an excellent route well done to who planned it.

Sunday was a lot busier with more going on but it really is a petrol heads show. Unfortunately a big mistake of where the Triumphs were parked, right next to the Drifting circuit, our love-

ly classics were covered in fine pieces of black rubber and the air we were breathing was foul through the burning rubber off then drifting cars so after about an hour we had to leave. Just a thought for next year COM members.



The highlight of the day was the jet engine dragster Firefly which reached speeds of 300 mph. AWESOME.

Tuesday 5th July our monthly meeting at the Bull & Butcher, Corley Moor, we must have done something right it was a lovely sunny evening for the second month on the trot enabling us to have our meeting outside after another excellent meal in the restaurant, the rabbit pie was the best yet.

Many thanks to Ann & the staff for opening up the paddocks to enable us to display our cars at the rear of the pub where they can be seen by everybody and we can sit on the tables and benches in the garden next to them. Not a bad turn out with 11 classic cars on show and over 20 people attending.

Dalos Day for July will be on Sunday the 24th, planned by ourselves we will meet at the Sparrow, Combe Fields Road, Ansty, 12.15pm ready to leave at 12.30pm. Must know numbers by Wednesday 20th.

No Dalos Day Run in August need volunteer for September which will be on Sunday 18th.

A new event for August the Heart of England is having a meet at the **Bulkington Workingmen's Club, Chequers Street on Sunday 28th from 11.00am** included in this meeting will be an Autojumble so dive into them shed's and garages get out those old bits and get some money for them, as little or as much as you have. This meeting is being held with a view to making it an annual event if it is successful so tell all your friends and lets support the event.

Tickets for the **John Brookes Memorial Meeting** will be available from Roger Perkins at the next HoE meet at the Griff on **Tuesday 12th July**, Limited numbers available, first come first served basis. That's all for now folks Regards

Phil & Lyn

Forthcoming Events :-

Weekend 29/30/31 July Silverstone Classic <http://silverstoneclassic.com> nigelhawes@gmail.com

Tuesday 2nd August our monthly meeting at The Bull & Butcher, Corley Moor, 7.30pm All makes welcome.

Weekend 5/6/7 August Leicestershire & Rutland Area 31st Sunshine Rally Jan 077998804415

j.muschall@ntworld.com or see courier.

Saturday 6th August ASDA Day Bruntingthorpe.

Meet at the Griff 8.00am

Tuesday 9th August HoE meet at the Griff from 6.30pm

Sunday 21st August John Brookes Memorial Meet he

Greyhound, Sutton Stop from 11.00am. Contact Roger

Perkins 07860 826607. £5.00

All proceeds in aid of Myton Hospice.

Tuesday 23rd August HoE meet at the Griff from 6.30pm

Sunday 28th August Heart of England meet and

Autojumble, Bulkington Workingmen's Club, Chequers

Street from 11.00am. Just turn up.

Bring your own Autojumble.

Monday 29th August Pershore Plum Festival

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

Entries by 31st July.

Weekend 3rd & 4th September Shackerstone Family

Festival <http://www.shackerstonefestival.co.uk/>

or Contact ourselves.



COVENTRY . . . CUMBRIA DERWENT VALLEY

TSSC AREA NEWS

Coventry Continues

**Sunday 18th September Dalos Day. Details to follow.
Weekend 24rd & 25th September Sywell Piston &
Props Contact ourselves.**

CUMBRIA

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What a great turn out for the Grasmere Show despite the inclement weather! We had 15 cars on display - 5 Spitfire's, 4 GT6's, 3 Vitesse's, an Acclaim, a Dolomite Sprint and last but not least Roy's Spartan. We got the tent up quickly before the heavier showers started thanks in part to help from some Cumbria Classic Car Club members parked behind us. Then, with many thanks as usual, Helen and Roger got the kitchen established with tea and coffee on tap for the day. In addition to the usual Cumbria Area attendees we had some new and older members with us: new - Martin in his recently rebuilt white Vitesse Mk II convertible and Gary in his recently acquired green GT6 Mk III older - George in his blue Vitesse Mk I convertible and, my namesake, Paul Evans in his blue with white stripe Vitesse Mk II convertible. The Williamson family yellow GT6 Mk III also put in appearance having featured in Cumbria Life after its first outing at Dalemain Drive It Day back in April. We also had two visiting cars - a yellow Spitfire over from Newcastle and the green Dolomite Sprint up from the Manchester area.

As is usual at this Show many of us played the tourist and had a stroll into the village as well as having a good look around the other vehicles on display. Two vehicles attracted my attention in particular: a nice red Bristol saloon and a very rare Brough Superior large touring convertible - I had not realised Brough built cars as well as motorcycles albeit this was an import from abroad. [USA I think?]

Unfortunately the intermittent showers became a continuous downpour by mid afternoon so we ended up putting the tent down in the rain with the Show finishing earlier than usual as many people gave up and left early. Most, if not all, the TSSC attendees stayed with it long enough to get their attendance medals. Thanks to the new and older members for coming and hope you enjoyed the day despite the rain.

I am scribing this on the first weekend in July so Helen, Tony and Roger should be enjoying themselves at Santa Pod for TriumFest UK. Hope you had a good time. We are just finishing packing the motorhome ready for our trip to Le Mans Classic along with Roy, family and friends.

Also I will be setting out the stand for the Distinction Show tomorrow before we head south on Sunday. There should be plenty to write about for the next Area News!

Ripon Show will have come and gone by the time you read this so hope you had a good day - we are staying in France after Le Mans so will not be back in time.

Dalemain Show 21st August. Please contact Roy or myself to confirm attendance as we have a limited number of passes paid for in advance. Thanks

Phil

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Air raids, blackouts, escape tunnels, bomb disposal, torpedo runs, Bridge on the River Derwent, Winston Churchill and the Andrews sisters!. All elements of our 28th Peak Run party night. The weekend started officially on Friday evening with a few games in the bar and as the theme for Saturday was the 1940's we issued ration books and ID cards. Everyone was informed they must carry their papers at all times, the purpose of this would be revealed on the Saturday.

The following morning everyone was awakened by the "Camp



Guards" checking ID papers. It did not matter if they were still in bed, on the way to ablutions or in the middle of breakfast, they were all checked and stamped. The checking continued throughout the day. Despite the weather holding fine over the weekend, on Saturday we had to rapidly invoke plan B as the field was too wet to hold the full autokarna, instead we did a TRUMP driving challenge involving parking, highway code and car knowledge and Dizzy Football.

In addition we had a run available to the Denby Pottery via Kedleston Hall, and the Ashbourne Festival. Party night was a success with access to the "Air Raid Shelter" and "NAAFI" only on production of, you've guessed it, their ID card.

Sundays run involved approx. 50 cars driving the 90 mile route through the Derbyshire and Staffordshire peaks. This year we started at the campsite which provided an excellent indoor area for driver briefing (as well as breakfast cobs) and we finished at the Burrows Gardens in Brailsford.

A full detailed review of the Peak Run will appear later in the year, but for now, this year's winners were :-



**Car of the Show : TR4 - FDS 562D - Dave Wood
Peoples Best Triumph - TR5 - BUP 4F - Gary Flihn
Peoples Runner up Best Triumph - YYH 891H -
Howard Davies**

**Peoples Best Non-Triumph - Panther Lima -
URL 815S - Brian Harrison
Brian Watkins Trophy - Spitfire - PVO 358M - G. Bingham
Dizzy Football - Naomi Clayton - 18 seconds.
TRUMP driving challenge - 1st James Newsome. 2nd
(11 year old) Thomas Smart.
Worst driver Scott Hutchinson.**

Five DV members attended TriumFest at Santa Pod. Again a fantastic weekend was had (once we found it!) where it was good to meet up with folk from other areas. Entertainment for the weekend was provided by the "Run what you bring" on the track with some very exceptional machinery being thrashed to within an inch of its life, and for me the highlight of a Jet Dragster doing the quarter mile in 5.5 seconds at 274mph. In addition the display of hundreds Retro Cars gave us opportunities to look at other marques as well as a good display of Triumphs. Thanks to the team for a well organised event.

As I write we are about to do our "Chip Shop" run. Hopefully the weather holds and we have a good evening.

That's all for now

Bob

NOTE to ALL:

**If I don't reply to your email or you
get an undelivered message then
I Haven't received it!! Bernard, Ed.
Please Ring and check
01858 434424**

DEVON . . . ESSEX

DEVON

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TSSC AREA NEWS



to the full.

DEVON DIARY

Thursday 4 August North Devon Meeting at the Crealock Arms, Littleham

6 / 7 August Triumphs at West Somerset Railway Show
7 August Mt Edgcumbe Show

Wed 17 August Club Night at the Star Inn Liverton

Sunday 21 August Exmouth Sea Front show

Sunday 4 September Lunch at Willand followed by drive to Blackmoor Gate.

Sue & John

Trains & Triumphs at the South Devon Railway was just too late for last month's Courier. Fantastic turnout of cars, 54 in all plus 3 vintage Triumph cycles. Martin and Mike were kept busy doing Club insurance valuations, so a big thank you to them. Cars came from all over and it was lovely to see new member Harry there with his Spitfire, and Robin too, joining the day after. One TR7/8 from Bristol, the Monmouth Mafia, a group from Cornwall and



members we have not seen before. Welcome Fernley, Julia and Heather & Brendon – good to meet you. Virtually everything there except a Mk 1 Spitfire. A huge amount of Stags and TRs came along too. We raised £209.50 for the Devon Freewheelers – the Blood Bikes charity. Karen & Ian were busy organising the cars for the Scarecrow Festival in East Budleigh on the same day, and they had a good number too.

The usual good turnout for June Club Night though the weather was not kind. Despite that, four Triumphs out to play. It was great to see Jacob there with his 1500 Spitfire and we hope he felt at home with the numerous other Spitfire owners there.

With the Woodlands Fathers' Day show no longer on the calendar, a number of members travelled to Morwellham Quay – a lovely interesting venue with lots to see, live music, and a huge turnout of cars despite the foul weather. Persistent rain in the morning which returned later in the day meant that some understandably did not make it. Allan & Jackie had a very near miss on the way – at Sourton Cross a car completely ignored the junction and very very nearly hit them – a moment not to be repeated. Worrying though, as a number of clips on Facebook etc have shown Triumphs being T-boned – do other drivers not realise that our cars can actually move?

More disaster at the beginning of July! Although John & I could not make it this year, a big group made it to the Retrofundraising Weekend at Martock again. Basing themselves at our favourite campsite, Southfork at Martock, were Allan & Jackie, Maurice & Mary, Dan, Colin with daughter Terri & boyfriend, Karen & Ian along with Ian's daughter Charlotte. The format was similar to last year, with a 30 mile drive before finishing at the local Recreation Ground, and for most it was uneventful. However, Karen & Ian (and Mia the dog) had a lucky escape when the Mini (taken instead of the Herald Pickup) burst into flames on the drive. The car unfortunately was completely destroyed, along with the sausages intended for supper.

COMING UP IN DEVON

At the beginning of **August**, our members will be attending either the **Mt Edgcumbe Show** just the other side of the Tamar, and a group also will be travelling the other way to the **West Somerset Railway show at Bishops Lydiard**. Martin Hughes, Somerset AO is co-ordinating this one. It was lovely last year with loads to see and do.

Devon Club Night will be Wednesday 17th at the Star Inn as usual. On **Sunday 21 August**, some of our members will be attending the informal show on **Exmouth Sea Front organised by the Morris Minor Club**.

On **Sunday 4 September**, Sharon & Neil are arranging what sounds like a lovely run. Meeting for lunch at 12 noon at the Halfway House at Willand, we will be driving on to **Blackmoor Gate** afterwards with a stop for tea or ice creams. As usual, we MUST have names at least a week beforehand please. Hopefully Summer will come soon so we can enjoy our Triumphs

ESSEX

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www.sites.google.com/site/tsscsexarea/

Summer has arrived (splash splash) there seems to be a lot of liquid sunshine about and not too much of the real stuff but hey ho that is summer in England stiff upper lip and all that we just get out and drive the cars any way

My Office - the clutch on Kiki (Toledo) packed up again, same symptoms as before, it would work ok for a short time then you would lose all hydraulic pressure. I would I bled it 6 times and each time I got a bit further down the road before having to drive home without a clutch only managing third and fourth gears. Then it worked ok, so I thought, the next day off to a show and it started to play up. The only bit not replaced was the pipe so promptly order one up as time was getting tight for Santa Pod. The pipe arrived on Thursday the week before Santa Pod which would have normally been ok but we had a week's holiday booked so it was a rush to get it fitted before we two and Janet's parents were off to the Isle of Wight. I got it fitted and I bled the system with the slave on top of the engine this seemed to work better I even managed to sort out the excessive pedal travel, but only time for one test run as off at 05:00 the next day. Got back late Thursday to leave first thing Friday for the Pod, quick drive clutch still working up the next day and off for a great weekend and as I write this the clutch is still working or it was when I drove the car home.

Out and about - Ace Café all Triumph day. This saw the Ace café run, it started well, roof down, sun shining, clear road. We arrived 2 minutes after they opened, and were directed to a vacant spot right in front of the door as Tallulah was looking her best. A quick coffee followed by putting the roof up as it had started to rain; the roof went up and down 3 times and eventually stayed down. Lots of Triumphs there, lost count of the number of people we spoke to re the cars. Some of the highlights were meeting the chap who previously owned and converted our Spit into a race car. Chatted to Ashley Bone re his 2 door Toledo with the wheel spinners fitted, it looks much better in the flesh than it does in the photos. Saw Andy Cook having lunch so he was busy. Spoke to the owner of an immaculate TR7 from the Essex rebels. Had lunch followed by another walk round we stayed about 3 hours and left in brilliant sunshine. 10 minutes down the road the heavens opened and it fell down so much we had to pull over and get the roof up. All traffic was down to 20 mile an hour as the road became a river. As we got the homeward side of Dagenham, the sun came out so we went shoe shopping in Lakeside. Tallulah's first trip to Lakeside shops which she liked. As we left the rain caught us up again but we thought what the hell and left the roof down.

Club day - today saw no rain after the day before, the usual run up to the café was good, and we were greeted by Colin and Ann in a modern car, a Volvo! , Mike and Marian in the Spit as we arrived at the same time in our Spit. Followed by Steve and Janet in the Herald, and Mike and Linda in the Spit. Not many of us this month but is now holiday season. Lovely lunch, and chatting fol-





ESSEX . . . HERTS & BEDS ISLE OF WIGHT

TSSC AREA NEWS

Essex Continues

lowed by coffees on the patio.

Marsh Farm Moto Fest. A great time at this event. As it was father's day, we picked up the kids and made the short trip to Marsh Farm. We had a swap round in the car park and so both Tallulah and Kiki were full with non-paying passengers as everyone in a classic got in for free. We had a nice spot being one of the first to arrive. Quick coffee and then a look round the farm. The grandchildren loved the farm and soon it was nap time and we bedded them down in the back of Kiki giving us chance to look at some of the cars. The rest of the afternoon we stayed at the cars while the children went back to the amusements. We chatted to Ray and Lesley who dropped by. A very tired family departed at about half 4. nice to see a few friends walking about too.

Santa Pod - Friday we left earliest to make the journey with Mike and Marian in their Spitfire and us in Toledo with all the camping



gear. On route we met up with Mike and Sue, and 3 GT6's, and a camper van. Two of the GT6's had come all the way from Holland. We did the rest of the journey in convoy arrived on site, set up camp Essex, and put the kettle on. This now means Essex has gone international. Friday night bbq thanks to Mike and Sue, lots of nattering, quick trip to the bar, back to camp Essex for wine and laughter. Late night was had by all.

Saturday up early, all the cars checked over and moved over to the display area. Everyone went their separate ways to look at the cars and different things. We took the drive out route and stopped for lunch. On returning to the camp slowly filled back including a flash storm overhead which cleared the air ready for another bbq, drinks and more laughter. Another late night was had by all.

Sunday up early, break camp, cars moved back to the display area. Lots of auto jumble lots more to do. Watched the jet car go up the strip in just over 5 seconds 300mph. bit faster than most of the Triumphs who gave it a go. The GT6's all 70 plus of them celebrating their 50 birthday all look much younger.

Great weekend! we will be there next year. Thanks to Mike and Sue for the BBQ's and thanks to the TSSC committee and volunteers for all the hard work in creating a great event.

Up and coming

August

Sun 14th Club day Passing Thyme, View garden centre, A1245, old Chelmsford road, SS11 8S

Sat 6th Waltham cross car show in the town centre

Sun 7th Heavy horse and classic car show Barleylands

September

4th Franke's fest Ford Dunton car show

Sun 11th Club day Passing Thyme, View garden centre, A1245, old Chelmsford road, SS11 8S

Sun 18th Duxford (Herts/Beds TSSC) car show at the air museum

Birthdays August

Sue Andrews on 1st Stuart Dains on the 12th Marian on the 16th Steve Hall on the 17th Kirk on the 19th, Janet McCall on the 20th, Toby Sims on the 25th

A big welcome to new members this month, Brian Bird, Lorens Bonich, John Heath, and Kevin Wilkinson. Great to see you at club some time.

Allan & Janet

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

Hi Folks, how's your summer been so far? 28 cars at the Luton Festival of Transport, later in the day we were rained on and I packed the gazebo and with a hacking cough went home early. Good turn out and a Good few joined us from the local TR Register, I went to support Jean's Meppershall Fete and ...rained out again, still had the cough, this is not doing me any good, time for a brandy.... or two.

13 cars made the Run to Wellesbourne (nr Stratford on Avon) to see Vulcan XM655 do her fast taxi runs, but I had the welsh lurgy and couldn't make the trip, it's the first time I have bailed out of a local event ...the engine starter pack got stropo and they were unable to re start the Vulcan to make the second noisy run, but the weather held out good.

We had 6 cars on the Fish and chip run organised by the Falcon car club and some cracking narrow lanes and stunning fish and chips. Always a good evening out.

Lost count of the tickets for Kimbolton Charity Classic but this preceeds the event we should be on show with Northants and Peterborough for a good display of Triumphs.

And Matt's Shefford, Revs and Rythms will have passed, Willington Dove Cote NT evening on **August 2nd 6pm** is a good evening gathering. We take fish and chips and a bottle or two.

Some of us gathered to watch the Flying Scotsman whizz past on route to York (twice this month) up the BedPan line

We will be doing a Monthly run which for **August the 6th** is our now annual run to **Pub and Paddle plus run to Wallingford** for a pub late lunch. We chose a Saturday for a Change in case the girls want to browse the shops. Details of start and times TBA.

SEPTEMBER 18TH is our 23rd DUXFORD event at the Imperial War Museum its' advertised in the courier and on the Home page, bring your car, to get the reduced admission of £13. Or if you're not in a classic bring the Advert or your membership card it will work, there will be a club shop presence and valuations.

Due to costs and limited space there will not be any traders this year, there will be some Cracking raffle prizes from a Trolley jack to some tittle!

Tea and buns from our club gazebo for a donation as usual, brilliant day out and the whole refurbished American Hanger is back in operation and well worth a view.

We will be on Hard standing so no windbreaks or pegs are possible, also due to CAA rules no BBQ or Fire, stoves or sorry NO animals either.

See you all there, regards.

Pete

ISLE OF WIGHT

e-mail: tssciow@hotmail.com

www.facebook.com/groups/786750551371248/

Can't believe it's August already!! At the time of writing this, the weather hasn't been very summerish so let's hope the sun has come out to play so our club cars can feel the warmth on their metal panels.

Last month Tracy and Marcus went to Santa Pod and had a lovely weekend, a new venue with a new feel, and enjoyed seeing so many different cars and it was great to meet up with friends.

No sooner had they returned Tracy and Marcus were off again, this time to the Le Mans classic with Jane and her small party of 42. Jason and Elaine also headed to France in their new camper to meet up with Elaine's brother Adrian and his girlfriend Ali in his 1960's Ford F-150. Everyone enjoyed the sounds, sights and smells of classic Le Mans racing cars.

Later this month we plan to have an **Area BBQ on the afternoon of Sunday 21 August**, kindly hosted by Colin and Christina at their place in Brighstone, this will be instead of our brunch run. Details will be sent out nearer the time.

July's brunch run was our first visit as an area to Bluebells at Bridesford Farm, a wonderful venue with wonderful food and of course, excellent company.

Happy motoring

Tracy & Elaine

WEST KENT . . . LANCASHIRE M25 EAST

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TSSC AREA NEWS



After a busy May, June was a much quieter affair. Only show was Bodium, first time there and much bigger than we thought. Packed out and the local roads gridlocked by midday. Good weather and great company, good to see Christopher with both his Herald estate and 1500TC. No real news on the maintenance front, I think we're all out now just enjoying the odd nice day.

Now TriumphFest. Arrived late Friday, and first appearance, hmm not that good (compared to Donington and Stafford). No beer festival or BBQ, said hello to all and retired to my hostelry for the night. Saturday so much better. Entertainment a bit thin but the track was open for business. Then the heavens opened and deluge. Retire to beer tent. Cheered up later. Sunday 100% better. This is the main retro show when all the performance cars arrive and it was buzzing. Top jet car topping 300mph standing quarter. And made a move about 4. Definitely next year.

Monthly meeting was (cosy). Just a handful of us there as most away on hols. So again nothing really to report. August the shows pick up again with the **3 day Hellingly over the bank holiday and Bexhill100 on the Monday**. Missed the last 2 due to excessive rain so here's to this year. Don't forget **Duxford in September**. We'll be running up there. There's also a nice small show on **Bearded Green on July 31st**. Short notice but just pop along and support.

Now I see in the July Courier are 6 new/returning members in Kent this month. As AO I don't get to know who you are, so not being rude by ignoring. Please make contact. Just an email saying hello and I'll send you all the gossip and meet details.

Colin

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Hi All. Well first of all my apologies for missing last months area review, the good news is you now get to read TWO months worth of my inane ramblings in one go.

So back to May and the North Yorkshire Triumph weekend. As most of the regular meeting goers will have deduced I really like this event. Cars, Driving, drinking (not at the same time) scenery and entertainment. From our area we had Chris & Lynne, Maria & Tony, Andy & his mate Chris, and having the event shelter as our hub we were joined from time to time by Club Triumph members we knew or have met over the years. This was the sixth year in a row that we have attended the event and during that time the weather has been really bad to really good, this year it was OK, with some rain on the car run on Saturday. The Saturday night band were very good but the solo artist on Friday was a bit too hard core with the blues!!!!. Sunday was nice and sunny for the car show outside the marque, but our lot had left in dribs and drabs beforehand and I travelled back with Martin from CT in his TR7. Maria had had a problem with her GT6 on the way back, but that's fixed now (new diff seals).

May Meeting – wasn't a bad turnout with half a dozen Triumphs on the carpark, but most had gone by 9:30. I'd appreciate anyone's thoughts on meeting nights!!!!.....would you want to restart quizzes, games nights or even runs out during the summer months.....rsvp.

May 29th was the Pendle Powerfest (Nelson) which had booked up really quickly but I was able to get an entry from the reserve list (phew). This was their third year and has obviously gained popularity. Note to selfbook early next year. This is a car show with a wide range of vehicles to wander around one of the strangest was a Bond Bug looking totally standard from the outside but with a Suzuki Hayabusa bike engine, and it was for sale.....but at 30odd grand I think not!!!.

June 18th/19th – Derwent valley 'Peak run weekend'. I'd not been to this weekend before so the usual three of us went down Friday morning. For a two night stay. To start with it has to be said that the Derwent area put an amazing amount of effort into the whole event, and as such they get a very good response with a lot of people turning up. The campsite has a function room which was used Friday & Saturday night. Saturday being the main evening with team games and entertainment. The peak run of around 80 miles was on the Sunday, obviously it takes you through extremely nice country side and finished at some public gardens where everyone lined up for a show and shine competition with all entrants voting for best Triumph and best non-Triumph. Afterwards we headed back to the campsite to pack up and set off back home. Unfortunately the rain came in and my wipers decided to pack up!!!.nonetheless a very enjoyable weekend and one that I will attend again.

June 26th was the Towneley car show at Burnley which I couldn't get to due to work but I think only Iain in his six spit went along.

June's meeting was a bit of a poor turnout I believe. I couldn't get there due to work (again). But reiterating my earlier comment what do you want from the monthly meetings.....

July.....TRIUMFEST. – I had originally planned (and booked) to do the whole weekend, as I normally do. But work got in the way (there's an unsavoury theme starting here). So, Dennis and myself just went down for the Sunday in a modern car. It's an extra 100 miles from where we are, and I'm guessing that's why nobody else that I'm aware of went. 1st impressions were good and that joining in with another event (in this case 'Retro show') is the way forward. You get the atmosphere of a busy venue for minimal cost to the club and members. But, there was nowhere enough traders or autjumble to wander round (this is a trend that's been happening over the years) and it's all outside other than a large covered area that I presume was used in the evenings. So the question is, would I do a full weekend there.....I'm not so sure, but I'd need more Lanc's members going to sway my decision next year....again I'd ask for your thoughts please.

Also, what projects or job have you been up to with your Triumph. I know that Sid has done a bodywork re-firb on his Spitfire. And Nigel has got it Vitesse going round bends ok now. And I'm 'still' on with the Vitesse estate project. But what else are you Lancashire members up too.....drop me a line and photos and it gives us something to write about in the mag.

All the best....

Kevin

M25 EAST

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Hi all, here we go for another instalment in the exciting times of the M25 East Area. Another busy month saw us out at shows every weekend and a couple of the shows stood out as being a bit special.

Firstly, the Biggin Hill Festival of Flight to which we were specially invited. Not really knowing what to expect, we dutifully arrived at the show to find that we were part of the 'Sixties Village', which included a display of 50 classic cars, mods n rockers bikes, various 60's themed displays and right next to us was the stage which had 60's type bands playing all day and all of the night (ha ha get it ?). This was right up my street, lot's of mod influenced bands and the last two acts 'The Flicks' and 'Who's Next' were fantastic. Added to the brilliant air show which



M25 East Continues

included a stunning display by the Red Arrows, a fantastic day was had. Best of all, it was free for all exhibitors. Hopefully we'll be able to get into this one again next year.

The big event for July was TriumFest UK at Santa Pod. 6 cars from our area were present, camping from Friday night. As usual, we warned ourselves against our normal habit of going mad and overdoing the drinks on the first night and as usual we completely ignored our warnings and one or two of us were a bit worse for wear come Saturday morning ha ha. It was quite hard work with the remnants of a hangover to clean the car for the show and shine competition but it was worth it as both mine and Dickie Boys cars



won their classes, best Herald and best Vitesse respectively – happy days!

We all thought the clubs decision to hold what used to be the TSSC International here at Santa Pod was a good one, especially in conjunction with the Retro Show on the Sunday. The Retro Show gave us the opportunity to see cars that aren't normally found at the usual classic shows. Oh, and who couldn't fail to be amazed at the spectacle of the jet car going down the strip in just over 5 seconds, topping out at 300mph (oh my ears!) - amazing!! Not forgetting the live music in the evening, the funfair and best of all your company. Another great weekend!

Whilst still on the subject of Santa Pod, I'd like to thank everyone for their offers of assistance in getting my car back on the road after my clutch master cylinder started leaking the night before we were due to leave. Kev and Malc both offered me complete units and helped save the day – cheers chaps. Oh yeah, and as TriumFest was my birthday weekend thanks to all for your cards and pressies, much appreciated. In other news, The other big event in July was the Le Mans Classic.

Only one car from our area went – Alan and Susan Malley in their super modified Vitesse. They're still there as I'm writing this, so, here's hoping you're having a great time. I'm sure you all know Malc has recently been laid low with his Kidney stone op and had a bit of a rough time of it. Hopefully by the time this is read all will be well with Mr Wing and he'll be back to his usual self. Kev n Lisa's car respray saga seems to be dragging on but hopefully there'll be some light at the end of the tunnel soon (hopefully, fingers crossed!!). Right I think that's about my lot for this month – keep enjoying the sunshine, cheers

John.

August Events –
Sunday 7th – Essex Custom/Classic Car and Bike Show
Saturday 13th – Steam and Cider Fair
or Mersea Island Show
Sunday 14th – Saffron Walden Motor Show
Sunday 21st – Whitstable Classic Car Show
Sat 27th/Sun 28th/Mon 29th – Rudgewick Show

NOTE to ALL:
If I don't reply to your email or you
get an undelivered message then
I Haven't received It!! Bernard, Ed.
Please Ring and check
01858 434424

MANCHESTER

Tel. 07752 246437

www.tssc-manchester.org.uk

Hi everyone, well June was another wet one, when will it ever end, we had a nice day out displaying our cars at Lymm Historic Vehicle show on Sunday 26th June, really muddy field but the organisers had worked really hard to keep it all under control covering most of the bad bits with rubber matting, there must have been hundreds of panels, the rain stayed off us till late afternoon so it turned out a good day, great to see all the different cars, tractors, traction engines, barges, fighter plane displays, model planes, vintage cycles and so on, definitely doing it again next year.

The members took part in the Benidorm or Bust car rally all made it there safely, there were many others cars didn't due to break-



downs or ending up in the police compound (police over there are no fun, I mean what's wrong with having a tank turret on a car roof travelling through France and Spain lol), unfortunately one of our cars the Flintstones Volvo had somebody mess with it on an overnight stay in France, the culprit, pinched their sunroof and



heater knobs after turning the heat on full and fans, also wrote obscenities all over the car, we do hope they track down the person involved and get their own back lol, we raised a lot of money for the charity 4Louis and said fairwell to our cars by scrapping them or in the case of Pauls team BMW selling them on for a new life in the sun.

The journey was one for lifes bucket list, so if you get a chance to do it please do, its a great bonding, fun experience. A few of our members attended the TriumFest show at Santa Pod,

NEWBURY . . . NORFOLK NORTH EAST



TSSC AREA NEWS

looks like the event turned out well, so congratulations all the organisers who worked hard to make it happen, great to see all the videos of Triumphs having a blast down the strip taking on other Triumphs or street machines.

Next on our agenda are two shows which clash on the same day 10th July, Wilmslow classic show and Didsbury classic show, we have members attending both so will gather their photos for next month. **August Tatton Park Passion for Power show on 20th & 21st August and the Footman James show at Event City on 17th & 18th Sept** we should have a good display at both with some members from the Cheshire area and North Wales areas are joining us for the Tatton Park show.

At our June meeting. We had 13 members attend a little bit down on usual but there were reasons for it, thanks to Anne & Wayne for hosting their first meeting as I couldn't do it this month as it was my daughters open evening at college. Neil is arranging a social night out at the Arden Arms Stockport on 16th July, a blues band is playing outside in the courtyard, should be a fun night. Julie needs numbers for another social night, the Band **ABC is playing in Manchester on 21st October**. Julie is also arranging a Tapas meal in Manchester, again she needs numbers to book the table, please see our Facebook page and state if you can attend these events. Our area BBQ weekend has been changed to a more weather friendly Buffet weekend, as we have booked an event room at the campsite as its been held a little later on in the year than normal and can't guarantee BBQ weather, we need help from members willing to make or provide some of the buffet food as well as the entertainment, again please check Facebook and let Anne know.

Six months till christmas so its that time where we need ideas for the Xmas do.

Our next meeting will be held on **Tuesday 2nd August 2016**

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

www.tssc.org.uk/tssc/areanews.asp

Also please look at our Facebook page at:

www.facebook.com/groups/tsscmanchesteraea

Thank's that's all from me and the gang

Mark K

NEWBURY

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Well the Classic car season is well under way even if the summer seems reluctant to stay. June saw Phil's car 'Winnie' back on the road and looking very smart. This is a car well known to the club and it is good to see still around and looking so neat.

Our annual camping trip went well and the weather was kind to us. (even if I did break down on the way (thanks Mr AA man)) The Saturday night we had our camping quiz and skittles match.

I was on the losing side at the quiz but somehow managed to throw a fluke ball on the last throw and win the skittles. (I planned it like that!)

The highlight must be our Santa Pod trip (though we all looked for Santa none of us could find him (perhaps all the noise frightened him away?)) We all had a great time (and a beer or 2..did you know there was a bar there!)

Having it coincide with another event was a great idea as there was always something to go and see.

All of us at Newbury would like to thank all the TSSC team for their hard-work.

Lloyd

NORFOLK

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Hi everybody I hope that you are thoroughly enjoying the Summer and all those lovely events that are laid on for us to visit with our cars. This month I attended TriumFest UK just one of the many events that are organised by the TSSC for members on 2nd & 3rd July at Santa Pod Raceway and what a cracking event it was. A huge thanks must go to the organisers and their army of unpaid helpers who made this event such a success. It was great to see

all the Triumphs attempting the quarter mile some registering acceptable times for relatively unmodified cars of their era whilst others just enjoying the run up the strip without placing too much strain on the running gear. Triumphs being Triumphs the odd one was turned back for leaking either coolant or oil on the strip but as we all know you never know when your Triumph will become incontinent especially if they have been waiting in a queue for a lengthy period. It looks like we have found a great venue that doesn't put a strain on club funds as rather than charging for our attendance we are actually invited to attend a win win situation all round. If you didn't attend you missed one of the best displays of GT6's (67!) to commemorate the GT6's 50th Anniversary that I have seen in a long while, it was a credit to the owners and a wonderful piece of organisation by the Club.

Just a short trip away in the coming months for Norfolk Members will be the **Leicester & Rutland Area 31st Sunshine Rally, Lincolnshire Triumphs Camping Weekend and the All Triumphs and Classics day at Duxford** - checkout the Courier or the main club website for details. All to be recommended if you can make the events.

In my next report I will be reporting on the **Silverstone Classic** where Nigel Hawes the Northants TSSC AO puts on a great TSSC stand and area to show off our cars. The Marquee is a great place to shelter from any inclement weather and enjoy a welcome free cuppa with friends. Although its a weekend event you can visit on a daily basis and there are few other places that offer the chance to see so many beautiful cars and lots of racing for such a small outlay.

Don't forget Norfolk's very own **TOTALLY TRIUMPH** meet to be held at **Hermanus Leisure, Winterton-on-Sea over the weekend of 23, 24 & 25 September 2016**. It was a fantastic event last year with the help of other Norfolk Triumph clubs we had a superb car show with over eighty classics attending, a wonderful evening with reasonably priced food a great DJ and lots of fun and games and a cracking drive out on the Sunday. This year with the help of the other Triumph clubs the organisation is even better and finally we have a deserving successor to the Mile of Triumphs.

All details can be found at www.totallytriumph.org. Don't forget if you would rather camp then we have a dedicated campsite with full facilities at the sister site that is only a mile away from the Hermanus with the bonus that the car show and activities will be held on the adjacent field.

Keep your eye on the Norfolk Events page on the main club website for details of local events.

Happy Triumphanting.

Mike

NORTH EAST

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Julys meeting was a quiet affair, as quite a few of us had been to the MG show at Corbridge on that day, on the club stand we had 12 cars, and the weather was kind to us even though it was a bit breezy, we had the gazebo up and it protected us from the wind, and the kettle was on most of the day, lots of cars tun up for this annual show, I believe that they had over 800 attendees this year.

Events for August.

Croft classic and nostalgia, Croft circuit Darlington. on the 1st weekend in August which will also be meeting night on the **Sunday**. This event is on the Saturday and Sunday, its not on the scale of the event at Silverstone or Goodwood but is still good value, free to enter if you have a vehicle pre 1976 but you have to register and be on site for 9.00am if not park in the normal car park and is £15.00 admission each day.

Tanfield Railway Stanley, on the 13th August, no need to book for this event just get there before 10.30 free refreshments and a ride up and down on the trains.

North East Morris Minor club at Stanhope on the 21st August, this you have to book, just check it out on there web site



NORTH EAST . . . NORTHANTS . . . NORTHERN IRELAND OXFORD . . . SCOTLAND CENTRAL & WEST

TSSC AREA NEWS

North East Continues

I am away for the last two events but I am sure other members will be attending.

September the 18th is the Whitley Bay Classic Car Show. I have contacted North Tyneside council who is organising this event, and have asked for a provisional booking of 12 cars, up to writing this they have not replied yet, but if anyone would like to attend please contact me ASAP and I will add them to the booking if at all possible.

I was contacted by a gentleman from Stockton On Tees to do a verification on his car, he is doing this through the club as he didn't have the current log book for his car as it was last registered in 1970, all he had was the old buff style log book, the car in question is a TR2, he had originally contacted the TR register to do this, but was told he would have to pay for someone to travel to his address at 45p per mile, and a possible overnight stop, amounting to about £300 in total, I went down and he paid me for the cost of my fuel and a pint, just shows how other clubs work, OH the car in question is an original TR2- LE MANS one of only 3 works cars entered in the 1955 race,

I have asked the owner to keep in touch as it will be quite special when finished restoration by the time of reading this those that travelled down to Silverstone should be back and with all the story's to tell

See you all in **August**

Geoff

NORTHANTS

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It seems like ages since my last report although looking back we have fitted a lot into the last month. For our club nights we have been trying to vary our events from the usual quiz so for the June meeting we had a bingo night which went down well, it's amazing how the doppers come out when required.

Peaks run was a complete success, as we have come to expect. The task of building a bridge between tables using straws pasta and sellotape kept me and some others occupied to the point that I don't actually remember any of the other games. The guys and girls at Derwent Valley must be congratulated on another fantastic event which never fails to exceed our expectations.

TriumFest UK at Santa Pod was well attended by members from not only the UK but around Europe. The idea of combining with another event worked well and it was good to see it so well supported. Being right on my doorstep, it was the second weekend of several to be hosted in Northamptonshire. It is a very busy year for our county and at the time of writing we are in the final stages of organising Silverstone Classic and the early stages of Sywell Classic Pistons and Props. So much to do so little time.

A number of our members represented us at the Kimbolton Classic and had an enjoyable time at the show which we have supported for quite a few years now and the weather did its usual trick since it would not be Kimbolton without at least one rain shower.

Moving on to next year I have already spoken to the organisers of Silverstone Classic and they have agreed that we can have a parade lap to celebrate the 40th anniversary of the TSSC which I hope will create a spectacle with all our cars being allowed around the circuit.

Mike and Janice will be organising a run out to a pub for lunch on **21st of August** if you are interested in taking part could you let me know so the pub can be sorted.

Nigel

IMPORTANT NOTE

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

NORTHERN IRELAND

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Kilbroney

Weather was fine and sunny on a very busy Kilbroney park. Michael and Maggie camped overnight to guard the pitch which was to be shared with the Carrick club, which was most appreciated. Sadly numbers were down this year with only 7 club Triumphs showing up. You missed a very good show and the crack was great. The ladies as always enjoyed the auto and junk jumble and Barbara parted with money to purchase a lump of rotted tree much to every ones amusement (don't worry Barbara it will make a lovely centre piece in the garden) On the way home Alan, Pam, Frank, Barbara and Edward revisited AJ'S café for another excellent meal to finish off a pleasant day.

Ice cream run.

Wed 6th of July instead of our monthly meet a dozen of us The walking wounded included met up at the Rinkha on Islandmagee for an ice cream A lot of conversation around various inflection's and operations Douglas, Alistair and Brian wishing you all speedy recoveries. After quite a bit of a chat most of the party went up to Brians which is just up the road from the Rinkha to look at cars including the lovely newly acquired split screen Minor. A very big thank you to the Sprule family for their hospitality and all the buns and coffee. Hope to see you all again soon.

Laurence

OXFORD

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We will be meeting every **third Tuesday of the month**, so the second meeting will be on **Tuesday 16th August** at 7.30 pm onwards, at the **Brewers fayre pub, Oxford Road, Bicester. OX26 1BT.**

Come down and show your support to **Nick Morse and Tom Cope** the New Area Organisers for Oxford, they do have a Facebook page so take look and feel free to join the group. Both organisers are enthusiastic Triumph owners that are ready to launch this area.

Good luck to Nick and Tom on their first meeting.

Nigel & Di

SCOTLAND CENTRAL WEST

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The July meeting was attended by 4 members, the ones not travelling abroad. We were in our alternative venue due to staff holidays at Lochinch. So we were in the car park briefly with two Heralds and two moderns before going in for a heat at the Cartha. Yes it was cold and wet and July! All will be back to normal at Lochinch in August.

The talk was of Santa Pod And an entry list for the Biggar Show on 14th August. We are all working on cars and projects of various kinds when time allows. Reports were coming in that all were safely at Le Mans/ in France. We have been busy since the last Area News.

Report on Hamilton. Once again we took to the streets of Hamilton as part of their town centre event. Lunch and a boot tidy for all that attended (yes I know I need more than one). A very friendly show that followed the well proven format of the cars all along the High Street, street entertainers, Fire Service and some new McLaren shaped object. Lots of friendly owners getting together for the day to enjoy the cars and help boost Hamilton. Thanks to all that helped with the event shelter and delicious tea and cakes.

Report on Santa Pod.

An epic trip of 380 miles there, and the same back again, for me (more for others) to get there. Meeting up at Abington early morning to travel down through heavy traffic, more cones than I have

SOMERSET

ever seen and delays. The Morris Minor Club was heading off too, so we got to see their cars too before departure. A slight adjustment to Mr Bond's brakes and all was good.

The gear lever also lost the ball pivot part (steady now) making changing gear in traffic a novelty. Expertly done Mr Bond (Bob). Some beautiful towns on the way too, excellent travelling weather too.

Santa Pod is a different venue for us, well set out. One corner is forever the Scottish Corner (literally) with all 12 tents vans and structures surviving the weekend. We had thunder, lightning and hailstones as well as glorious sunshine.

TriumFest was brilliant. Thanks to all for helping out and supply of food and sponge and custard. Most of our Area cars were on display. Congratulations to Ian who was runner up for Best Spitfire (yellow ztec powered one). It was good to see the different models and check details for your own rebuild(s) and how others had done things. A lot of activities apart from the Triumphs over the weekend too with the continual drag racing (very addictive to watch) and then the Retro Show, BMX display, Live Stage and Drifting on Sunday. This included all kinds of older cars, modified lowered and just generally used and enjoyed. A different type of show. Thank you to all who organised, well worth the journey.

After a busy weekend some departed for Le Mans and the others set off home on Monday. Apart from getting split up again all managed to get home safely (read on). Back to the wet weather too. Quite a long trip but thoroughly enjoyable with a good show(s) and good company. Roll on next year.

As an addition to this Brian's Herald had a slight braking issue near home and lost all brakes. Managing to get home the next day investigation revealed a collapsed wheel bearing and damaged stub axle, the only thing holding the wheel on was the calliper. (Lucky man)! I managed to take a waterproof tent this time, but it attracted every flying bug in the vicinity to the yellow part (!). Ian did take his Vitesse down the strip faster than a Dolly Sprint, Not bad considering he was driving to Le Mans the next day and wasn't really pushing it too much!!

The rest of the racing was great to watch, highlighted by a 300mph run from a jet powered dragster.

We are looking at the second part of the year now, so suggestions please. There is the Bo'ness Hillclimb weekend at the beginning of September which is a possibility. If you have any ideas let us know.

Reports on Le Mans and Silverstone next month.

In August we have two events 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 and The Ignition Festival of Motoring at the SECC in Glasgow. This is a first for Glasgow, with a closed road circuit too, so support it if you can, so it can be bigger and more action packed next year.

The Kirkintilloch Canal Festival will be 21st August in a slightly different format, with cars displayed in new areas at the Marina, closer to the action.

The new website for the area. <http://tsscscot.freewebsite.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.

Lochinch has been booked for the rest of the year for the meetings on the first Thursday of the month. There will be the usual donation of at least £2 at each meeting to help with Area finances.

NEXT MEETING will be on Thursday 4th August 2016 at Lochinch which has been pre-booked. And **Sunday 21st August** (check website as same day as Canal Festival) 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. Work on Spitfire is progressing slowly.

Gregor G.

TSSC AREA NEWS



SOMERSET

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Hi all, The June meet had another good turnout, in the car park we had a TR4, Stag, two GT6's and a Herald. It was good to see David Bennet (GT6) and Chris Bottomley attending their first Somerset area meeting. We hope they were not put off by the sight of us regulars and will attend many a meet in the future! A big welcome also to Steven Piddle who joined the TSSC this month, hopefully he will get to a meet in the near future!

The main subject for the A.O.s at this meeting was the BCCS show at Shepton Mallet. As you will know we have a stand here

every year and this years theme was the 50th anniversary of the GT6. We had 5 cars booked in, each to represent a 10 year period! Unfortunately we did not have a Mk1 available so we had 4 Mk3's and a Mk2 (see photo's). Many thanks to Dave (Mk3), Ian (Mk3), Kevin (Mk3), Frank (Mk2) and Stephen (Mk3) for making their cars available for the Red, White and Blue weekend! We did not win anything but the stand was reasonably busy throughout the show.

Martin was booked in to a t t e n d 'TriumFest UK' at Santa Pod Raceway over the weekend 2nd/3rd July so I am sure there will be a report from him in the near future! He was also going to attend the 'Le Mans Classic' 8/9/10th July and if his hearing survived he will have something to report about this as well!

Short and sweet this month as the Courier deadline is upon us, so just a reminder of the shows etc during the next 2 months!!

August 2016:

Saturday/Sunday 6th/7th West Somerset Railway, Norton Fitz Warren show. Big Triumph gathering.

Sunday 7th, Mark Moor Vehicle Festival TA9 4NY 11am.

Tuesday 9th, club meet Fox nd Goose TA9 4HH from 8pm.

Saturday/Sunday 13th-14th BCVC Morganians Rugby Club TA7 8QW.

Sunday 21st Grove Park W-S-M BS23 2QJ from 10am.

Sunday 28th Town Square W-S-M from 10am.

Monday 29th (bank holiday Monday) Grove Park W-S-M BS23 2QJ from 10am.

September 2016:

Sunday 4th (provisional date) Point to Point TBC

Sunday 11th GKN Aerospace visit TBC.

Tuesday 13th Club meet Fox nd Goose TA9 4HH from 8pm.

Sunday 18th Thornfalcon Gathering.

Time and meeting place to be confirmed!

Hope to see many of you at one or more of the above.

Cheers for now,

Martin & Derek



Well here we are again, mid-Summer rain, rain and more rain. Perhaps with a new month approaching we might see a change in the weather for the better, one can only hope. On the show front 29th May saw David TR6, Wendy "Sparky", Mike and Karen in the Healey, Peter Harper in his Stag and Barb and myself in the Stag take part in the run at the Haslemere show, some 60 odd miles through the lovely Sussex country roads. We met up with Tim and Paula and Derek and Jackie. A nice sunny day and there seemed to be lots more cars and people than usual. The following day saw David and Wendy TR6 and myself and Barb in the Stag attend a new show for us - "The Cuckoo Fayre" at Laughton near Lewis. We set off about 7am for the two-hour journey with tops up, not very warm. On arrival we were directed to the classic car parking area. A large permanent show ground, a good number of stalls of all descriptions and plenty of choice when it came to sustenance and Beer! A good showing of steam, tractors, motorcycles, cars, etc. In all an enjoyable day out except for the exit. This was rather slow to say the least - the trouble being that they gave out the plaques on exit, hence the big hold up. Once we hit the road all was clear.

On 4th June Mike and Karen, David and Wendy and myself and Barb returned to Beale Park after a two-year absence. Not many classic cars, this being principally a boat show. An enjoyable show and the weather was reasonable. Returned reasonably early to attend Mark and Vanessa's wedding bash - a very enjoyable hog roast, a good time was had by all.

Sunday 19th June saw us journey to Portsmouth Naval Dockyard for a photo shoot with HMS Dragon as a backdrop. I will not steal Mark's thunder but I would like to day an enormous thanks to Dick for making it happen. After the photo shoot Paul, Wendy, David, myself and Barb visited the Deer's Hut annual show. A good selection of cars, more each year. We met up with Derek and Jackie in their Stag and Simon and Sue in their GT6. Once again good food and beer at sensible prices.

Bye for now

Mike

For the past couple of years now we have been thinking of changing the front cover of the calendar. First we thought of Goodwood racing circuit, but that was out because of constant use. Then Goodwood House, but not a lot of people would recognise it. Then a thought sprung to mind, "what about HMS Victory". Then of course there is the problem of access. To help things along I coloured one of our members, Dick Twitchen, or I should say, Cdre. Twitchen CBE. RN.

Dick did a great job for us and contacted "Historic Dockyard Portsmouth" but it was found that there would be too much hassle involving H+S, so he pulled a few strings (as you do when you're a Cdre). To our surprise he had contacted one of his ex-officers who is now Captain of HMS Dragon, an 8000 ton type 45 Daring class missile destroyer. The Dragon would be in port on the 19th June and with a few more strings being pulled was moored at the very front of the dockyard with easy access for photographs.

After collating all the members' details we met at Trafalgar gate car park and were met by Dick and Captain Woods. Sixteen cars

We were then taken onboard and into the ships hanger and a brief H+S talk and then onto the officers mess for tea/coffee and sausage and bacon butties. Captain Woods the proceeded in telling us about the ship and its role in the Royal Navy and its capabilities. Next, the Bridge and what all the various computer screens show and a little about the business end of the ship, the 4.5inch gun and its 48 missiles. I think our AO got ideas above his station wearing a captain's hat and sitting in the Captains Rolls Royce chair. Then onto the Captain's cabin, and that it is not just for kipping in it also is used for meetings with foreign dignitaries and other members of staff and for the odd Admiral dosing down.

After that it was onto the command centre and an explanation of what all the computer terminals were for and for obvious reasons there were no photos to be taken in this sensitive area of the ship. Outside again and a few more photos and then home or onto Griggs green show for a few.

How fast does three hours go when a tour like this was so interesting. I cannot do it justice in these few paragraphs?

A big thank you to Dick for putting his weight behind this, to Lt Rob Coatsworth as point of contact and of course to Captain Woods for guiding and informing us around HMS Dragon.

The Cornwall camping weekend has always been a highlight in my year and this year was no exception and is also looked forward to by many other members of the Southern area. This year as last year Jackie and I met the Goodling's at Andrew Hayes Caravan Park just past Axminster on the Thursday evening, the only difference was this we were towing with the TR7. It does make such a difference to have that overnight break if you're towing after a day's work.



Friday morning we were off again and after a short brunch break we headed off to Pentire Haven campsite a few miles north of Bude. We arrived shortly after lunch to find that the Cornish had beaten us to it and so had Mike and Barbara, Robin and Anne and David and Wendy who was very brave and driven down in her Spitfire. Mickey and Julie the Thames AO's arrived later in the afternoon.

Friday evening we ended up in one of the local pubs for some eats and a sampling of the local ales (it's a hard life but some of us have to do it) and a natter with all the other camping weekenders.

With breakfast under our belts we headed off to Launceston in convoy via Holsworthy so I could get a rad cap for the TR7 as it broke in two as I was removing it to check the water level. We had a general mooch around the town and started looking for somewhere to eat and get a pint, well we found a pasty shop and just over the road a nicely white painted pub with hanging baskets outside. After we got inside we had been duped by its exterior as the carpet stuck to the soles of your feet and they only had Bass on the pump for which Mark G will not let me forget.

Saturday evening as per normal was the communal BBQ and we were also joined by Andy and Steph who had come all the way from Falkirk, Scotland in their Stag for the weekend.

Sunday for the Cornish was a packing up day but not before we had had a roast dinner in the London Inn just down the road. We were going to have a burger cook off at tea time but unfortunately rain stopped play and we were kindly invited back to Robin and Ann's caravan to cook the burgers.

After we had packed up on the Monday we said our goodbyes to the rest of the Southern crew and set off with the Goodlings to Higher Harlyn campsite near Padstow which would be our base for the rest of the week.

We Had trips into Padstow, Falmouth and to St Austell. On the Friday we did try to blag our way into Padstow Vintage Rally so we could get into the classic car line up for free but the elf and shifty brigade said no, so we had to park up with the rest of the paying public. There were quite a lot of people there on the Friday but only about twenty classic cars. The rest of the show included traction engines falconry displays, log carving and a whole lot more and I suspect would have been very busy on the Saturday and Sunday.



lined up, 3 GT6's, 3 Spitfires, 5 Stags, 1 TR5, 2 TR6s, 1 TR7 and 1 2.5s saloon, all looking very smart under the twelve foot high rampant dragon on the ship's bow.

NORTH STAFFS



Isle of Man Tour 2016

Paul & Carol – TR5, Mike & Barbara – Stag, Gil & Pauline – Stag, Tim & Paula – Stag, Dave & Wendy – TR6, Tom & Julie – MG Midget, Neil & Maxeen – GT6
Meeting at Newbury for a 10.15 departure on June 12th, were



the above less Tom and Julie who would be meeting us at our lunch stop, oh and also Maxeen, the navigator who would be meeting us at Liverpool because a couple of Bowls games had to be played today. Departing nearly on time, course was set and despite a Fete blocking the high street at Chipping Norton we arrived at The Squirrel at Alveley for lunch at 13.00 to be met by Tom and Julie. This was 107 miles into the journey. After a very pleasant lunch we continued the journey via Chester and the Queensway tunnel to Liverpool and the Premier Inn at Albert Docks. With half price drinks followed by an excellent meal, a walk round Albert docks was accompanied by a firework display of 20 minutes as the cruise ship Disney Magic left her berth. Most then went to bed, but Neil had to go to Liverpool Lime Street station to pick up Maxeen at 23.30, who having won her 2 bowls games and therefore won through to the National Finals in August, was forgiven for not joining in the journey to Liverpool.

Monday morning had everyone waiting at the docks for the Fast Cat ferry, which on arrival despatched about a thousand motor bikes onto the UK shores as the TT races had finished the previous day. Arrival in Douglas at 14.00 was to be followed by a drive down the esplanade (the worst road on the island for pot holes) but was cut short by Tom's MG coasting to a halt. After putting our heads together the general census was that the lumenation points had failed. Unfortunately it was to take 2 days to replace with points. Arrival at our hotel at Ronaldsway was followed by an evening meal put together by the receptionist, chief cook, bar maid and general dogbody, and it was very good.

Tuesday morning started with a walk to the aviation museum and then our first real drive on the island around the TT course, all 37.7 miles of it. I think we were all totally amazed that the record average speed is 134 mph round the course. Because the TT had only just finished the bends and corners still had padding, but it was obvious how limited these safety precautions were. The route across the mountains is fabulous and has many beautiful views. The evening we had an invite to Ramsey and a fellow GT6 owner for sandwiches. What we received was a buffet far more than we expected, and a look at Andrew's garage with his 1930's Riley Kestrel, GT6, Austin Healey 3000 and little Riley Elf, together with his MG TA in the middle of restoration. Lynda and Andrew, thank you very much. Wednesday, with reasonable visibility, we drove to Douglas, and then took the electric tram to Laxey, followed by the tram car to Snaefell mountain where on a clear day you can see England, Scotland, Wales, Ireland and Northern Ireland. We could just see the Isle of Man! A visit to the Laxey Wheel was followed by an evening spent at the Tynwald Inn with other Triumph owners and Tim's friends with their Ferrari 458 and Aston Martin. Thank you Steve Jackson for organising the get together. Thursday was a tour of the island, South to North, and a visit to the Isle of Man Motor Museum. The museum has many unusual cars as well as some very large American automobiles together with several hundred motor bikes that had raced the TT course. Whilst looking at the vehicles, Dennis Cunningham the owner took us on a tour and showed us the workshops where the next exhibits were being prepared. Thank you Dennis for making the tour exceptional.

To finish our Tour we had a meal at the restaurant at Creg-ny-



TSSC AREA NEWS

Baa that overlooks part of the TT circuit where bikes reach speeds of 180mph plus. It was then back to the hotel, via a different route for an evening pint. Friday was back on the ferry at 7.30 and a little undulating crossing to Liverpool, followed by the reverse route back home, but not before a 2 for 1 lunch stop at Bridgnorth. Well spotted Maxeen. We all seemed to arrive home at about 19.30 after a very interesting and pleasant Tour. Total mileage was about 750 miles.

Our regular meet at the Seven Stars was again a very good turn out with seventeen classic s in the car park, but this did include Mikes' Triumph Healey 3000, Peter's neighbours convertible Talbot(very nice) and Tom and Julie brought up the MG Midget and Tom's MG ta . Just a reminder, we do have the MG club as our guests at the regular meet , so as many cars as possible out please. I went to a meet just the other side of Alton on the first Sunday in July , called the "Crotch Cooler" and it is held on the **first Sunday of the month at the Departure Lounge, Basinstoke road, GU34 4BH.**

THE CRUISE

If you are to the south of Alton, you can drive in convoy to the meet with other classic cars which will gather in the **Staples (PO16 8SU)** car park in Fareham at 1.00pm There were around a hundred and fifty cars there, classics Americans and hot rods , a very diverse collection of vehicles. You can of course get food and drinks in the Departure Lounge

Up and coming events August

2nd, Regular meet. The Seven Stars. GU32 3PG

5-7th Stroud

13th-14th The Retro Festival, Newbury show ground

14th Breamore House Show

14th White Dove, Kingsley Sports ground

18th Roaming meet, Pub with No Name, GU32 1DA

20th Capel

27th-29 Rudgewick

29th Wisborough Green

That's all for this month folks, I hope you are still awake.
Take care

Mark

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First, I must apologise for missing last month's meeting I really got my days totally confused, thinking it was Tuesday when it was Wednesday the day of the meeting.

I will be on holiday in July and hope I don't mess up again, I seem to be getting worse at multi-tasking of cause the women know that men can't do multi - tasking for a long time and now I've proved it.

The Transport show at Trentham turned out alright in the end despite all the problems around tickets, and we had seven cars in the end with two new Stags to the area joining the stand.

TriumFest at Santa Pod seems to have worked out Ok, though it could have been better if all the cars could have been together in one area on the Saturday, I understand that the camping took up most of the space mainly due in part to the field being flooded.

We had six cars attend over the weekend, unfortunately, I didn't manage to get the issues with my Stag sorted in time to make it. I wasn't the only Triumph that didn't make it to Santa pod, I understand that a Vitesse belonging to the Cheshire area AO was primed ready with BP finest ultimate fuel for the Run What you Brung, unfortunately, it was their diesel version of the ultimate fuel that put pay to the trip around five miles after adding it to the petrol tank.

The said Vitesse took a distinct disliking to this fuel and made the driver think the engine was about to give up by belching black smoke out and grinding to a halt, putting an end to the journey.

I'm told that £18.39 fixed the problem but didn't say what the money was for ????

Staffordshire had three GT 6's attend on Saturday for the 50th anniversary, including Tom Henshall who has just finished his restoration and had done less than forty miles before the trip to

North Staffs Continues

Santa Pod, again another fine job done by Tom who did all the work himself.

Thanks must go to all the staff and com members who all work very hard to make Santa Pod happen, and during the weekend manning the stand and other positions.

August brings the Shugborough Hall show which could be the last time at this venue after many many years as the National Trust is taking over the running hall, shame because its a beautiful venue with lots of non car stuff for the ladies.



**BBQ
TSSC North
Staffs**

Following Eccleshall
Show Sept 3rd 6pm
At Hisseys Garage

Cost just £5 include drink

All are invited to come along and meet
fellow North Staffs members
Hisseys Stone Rd Trentham ST4 8NJ

A reminder about **Eccleshall Show on 3rd September** along with the **social BBQ meet after at Hissey's Garage (RSVP please) email ring or text**, cost is just five pounds each which includes drinks, so do come along and meet fellow members from Staffordshire.

Check web site for other events, sorry its a brief report but trying to get ready for holiday.
BFN

Dave

SUFFOLK

e-mail: Suffolk@tssc.org.uk

Tel. 01206 250360

Fortunately a dry night for the cars that came to July's meeting. This clement weather was especially welcomed by several members as the next day they were off to Le Mans Classic. I believe several had still to finish packing before leaving in the morning, which shows real commitment to the club's monthly meeting. Hopefully the weather will have been good, the toilets clean and the racing superb.

A good event to visit is the car show at **Helmingham Hall on Sunday 7th August**. Several members are taking cars, Triumphs

and others. It is a good show in superb grounds and gardens. It has a wide range of vehicles from the everyday car to exotica with everything in between. Just need a dry, sunny day.

Justin now has all the panels necessary to renovate one side of his Spitfire. He is currently intending to do that side first, probably whilst acquiring the panels for the other side. Up to a challenge, he is teaching himself how to weld using a video course, intending to weld in the panels himself.

Andrew came along and had a bit of a discussion with me about Viteses. He has one that is in good order after refurbishment and is now running although not yet back on the road. Various smaller things are still to be done like the seat foams which are showing the usual indications that they need replacing – bits of foam on the carpet, pain in the back...

Chris now has his age-related registration number for his TR250 renovation. Just the engine to sort now.

The next meeting is **Tuesday 2nd August at 8:00pm at the Sorrel Horse, Barham**. Hope to see you there with your cars.

Peter

SURREY

Tel. 07900 657176

From our correspondent in Le Mans, Bob's wife steps in wet blue paint in garage – not happy, Cliff gets locked in. He gets locked in the lav at the village and surprised a lady in the next cubicle as he climbed over the wall. Burnt out solenoid causes Spitfire nightmare – thank God members carry such spares. Red faces in sunburned fiasco as weather hits 90°C. French supermarket runs out of beer, as TSSC quenches summer thirst, Paul and Jeremy agree Cassoleit is a fine concoction.

Adrian wins points in his grey E type – allowed on this occasion. Event superb and many thanks to Angie, Bernard, Chris and all the crew. What a great weekend of racing, viewing and generally having fun.

Next step, the Vitesse needs a new head and Spitty is back on top. Our correspondent is now going back to the bar – Stop.

Cliff

SUSSEX

Tel. 01273 813691

Hi all, July meeting was quiet from our point of view, as some members were on route to Classic Le Mans. After having a week-end in Santa Pod. But the pub was far from quiet, one half was watching the Wales Euro match and the other half was watching the Murray, Tsonga game from Wimbledon.

We did have a return of two members not seen for a while, Simon and Gloria, so welcome back and hopefully we will see you more often in the future.

Doug is currently sorting out his GT6, amongst different jobs to return it to the road with a view to selling it. He is fitting a brand new wiring loom which is troublesome, because some wires are a different colour to the diagram, but he is getting there slowly and surely.

Vic is thinking of selling his 2.5 engined Spitfire, and going into stag ownership following Martin.

Another face not seen for a while making a return was Dave, who also is plodding along with his Magenta GT6, nice to see you again Dave.

So all in all not much news this month but I am sure there will be more next month with all the tales from around the camp fire, at Santa Pod and Classic Le Mans so look forward to that and seeing you all on **Wed August 3rd**.
Cheers

Ian

NOTE to ALL:

**If I don't reply to your email or you
get an undelivered message then
I Haven't received It!! Bernard, Ed.
Please Ring and check
01858 434424**

THAMES . . . NORTH WALES

THAMES

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TSSC AREA NEWS



Welcome all. Another busy month has flown past, we have been camping at Cornwall's camping weekend. Julie has added to her Triumph collection and is now looking after Trevor T's Herald 13/60 Saloon. We spent a good time with Trevor as he talked through the Herald's history and the spares that he had collected were passed on and loaded in to my van. Julie had a lovely drive home and we hope that Trevor will join us at some car shows in the future.

ROAMING MEETING AT THE NEW INN at SEND 2ND JUNE. A nice local (to us) pub where we had a lovely meal and some great tasting beer. Julie and I met up with George in our Vitesse. This was the First trip in my Vitesse since rebuilding the rear spring. George had sorted out his cutting out problem by replacing the coil and fitting a new fuel pump. This led me to re position my coil from mounted on the side of the engine to the suspension support. This seems to of cured my hot starting problems.

SOCIAL EVENING AT THE GEORGE INN on 16th JUNE. With big black clouds and lots of sunny spell we take a roof down trip to the George Inn. Once there we put up the roof, as Graeme turned up in his TR6 with its roof down. We also met up with Tony in his Stag, before going inside. Also there were George B, Doug B & Mark M. Triumphs in the car park were:- Graeme's TR6, Tony's Stag, Doug's GT6 Mk3, Mark's Mk2 Vitesse saloon and our convertible. After enjoying a lovely meal Graeme felt the need to put up the roof on his TR6 as spots of rain were visible on car windscreens, as he was doing so there was a flash of lightning and a great rumble of thunder as the heavens opened up. Graeme was drenched by the time he came back in. As Graeme dried off, we chatted all things Triumph and enjoyed the evening in good company.

SHOWS & EVENTS - 24th/26th JUNE. CORNWALL CAMPING WEEKEND.

With the Vitesse loaded and folding caravan in tow, Julie and I head on to the M3 looking to take the coast road to Cornwall (not wanting to get caught up in the Glastonbury traffic). We have a steady trip with the roof down and eventually get to the campsite outside of Bude Cornwall by the late afternoon. On the campsite we find our pitch among fellow Triumph fans, Tony & Helen, in their Herald 13/60 estate, Mark & Jackie their TR7 coupe, Mark & Vanessa (Just Wed) their kids Adam & Louisa in their Mk2 2.5tc saloon, Anthony & Sallyanne in their Stag, Mike & Claudia in their Stag, Carol in her Spitfire 1500, Andy & Stephanie in their Stag (all the way from Scotland). Also staying in static caravans were Dave in his TR6, Wendy in her Spitfire Mk3, Mike & Barbara in their Stag, Robin & Ann in their Stag, a gent in a Mk1 2000 saloon. We set up our weekend home and take a trip into Bude to get supplies once we are back we join up with the others and walk into Kilhampton, stopping at the New Inn for a meal and drinks. Both of which were lovely, all too soon we were walking back to the campsite for a night cap and sleep. Saturday morning after breakfast we line up and convoy to Okehampton in Devon via Holsworthy to pick up a radiator cap for Marks TR7. Once parked up in Okehampton we head off and explore. We found a local butchers and got some meat for the evening BBQ and enjoyed some chips from a chip shop. Julie and I then head back to Holsworthy to their Vintage Fair being held over the weekend. There we saw some Triumphs on show including a hand painted effect Woodie Herald estate. We spent a good time there enjoying ice cream and some ale, I managed to get some new caravan lights and a small spring to replace one we lost on the trip here from the handbrake cable. Back at the campsite I fitted the spring to the Vitesse and temporary fitted the new caravan lights. The BBQ went well with lots of drinks flowing, meat, veg cooking and lots of lovely deck out tables.

Sunday we headed back to Kilhampton for a goodbye meal at the London Inn. Where they had a carvery roast. As Julie and I had breakfast we enjoyed a drink before heading off to explore some of the area. That evening we enjoyed a meal in The Kings Arms at Stratton, before enjoying a night cap with Robin & Ann in their static Caravan.

Monday we packed up our weekend home after breakfast said

our farewell to those left and took a M5 / M4 motorway trip home. We had a great time with wonderful company

Our next meetings at 8 pm is at the **GEORGE INN Wraybury in August on the 18th & in September on the 15th. On the 2nd of August (A TUESDAY) we are going to Southern Areas Meeting at THE SEVEN STARS STROUD GU32 3PG** for the roaming meeting. If you would like to join us let me know so we can travel in a group (If you wish).

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

Coming events.

AUGUST

- 14th Cranleigh classic car show Cranleigh
- 14th White Doves classic Show Kingsley Nr Bordon
- 20th Capel Car & Bike show Capel Village
- 27th Wings & Wheels Dunsfold Park
- 27th/28th Egham Royal Show Egham
- 27th /29th Rudgwick steam & county show Guildford/Horsham

SEPTEMBER

- 3rd Classic Car Display Camberley
- 4th Shere Hill Climb Shere Nr Guildford
- 18th Surrey Classic Vehicle Gathering Tilford rural life Centre
- 18th All Triumph Day Duxford
- 23rd/25th Totally Triumph Norfolk

Mickey & Julie

NORTH WALES

Tel. 01691 600215

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email: helenahill@btinternet.com

Hi, folks. This month started off with the Tatton Park show over the weekend of 4th and 5th June. On the Saturday a number of our Chester & Wrexham M.G.s and Triumphs met at Stamford Bridge, then proceeded to Tatton. The Kingsley contingent made their own way there, as did one or two others. When we found our allocated space, we were quite surprised at how small it was, but we did manage to squeeze on with room for us to sit in the sunshine, and the public to admire our cars. The weather was great, so we could wander amongst the tremendous display of cars and vast autojumble. A number of our group started leaving at 4.00 p.m., this being the allotted time for the show to start winding down. We in our Stag, together with Julia and Alan in their Spitfire and Jan and Geoff in their Stag, decided we would wait for a while before joining the queue that had built up. Bearing in mind that the day had been so good, all of our roofs were down, but at 5.00 p.m. we could feel slight spots of rain, then more, and then the heavens opened, so in a panic roofs were raised. Some kit-cars had no roof, so they were getting very wet indeed. However, we made our way home having had a really enjoyable day. On the Sunday, the remainder of our group who had booked attended, and they also had a very good day, with the weather still remaining very kind.

On Tuesday 7th June those of us going to Spain met at 7.00 p.m., so that M.G. Malcolm could cover items relevant for our trip. We had collected the rally plates for the trip from Sam and Joan, and these were distributed and paid for. As before, when costs are taken out the remaining money is donated to Macmillan Nurses. At 8.00 p.m. the room started to fill up, so the usual monthly meeting got under way, with Helena and M.G. Richard going over recent events, and the future ones coming up. The raffle was, once again, very well supported, and as usual with some very good and interesting prizes. Another good evening.

Sunday 19th June was the Welshpool Air Show. The majority of our group attending met at Gledrid Service Station ready to depart at 8.00 a.m., and we had arranged to meet them further down the road, in the usual lay-by. All went well, everyone was on their way in plenty of time to arrive at the airfield before 8.30 a.m. However, arriving at the junction before the entrance, our group and many other classics were stopped and told we must

TSSC AREA NEWS

divert many miles to enter the airfield from another direction. After quite a heated discussion with the marshalls, they agreed to let us enter from the direction we have used for years, so eventually we all got into the show causing no delays or mayhem! After the chaos of getting in, the airshow started at 12.00 noon, and was very enjoyable, this including an aerobatics display, wing-walkers, a fly-past from the Red Arrows and finishing with a great display from a Typhoon. Unfortunately the rain came in at lunchtime, so some of the displays had to be cancelled, and of course this meant a very wet finish to the day.



Monday 30th June was our 4-Areas meet at the Trevor Arms, Marford. It was a warm and dry evening, with several visiting areas travelling quite a good distance to make for an enjoyable get-together. We met a young member of the TSSC who had travelled from Stoke to be with us that night, and he had brought along a rather lovely yellow Spitfire. It is very encouraging to see younger people taking an interest in classics, and getting actively involved. A good evening was had by all who attended:- it was very nice to see Andy and Helen Jones bring their Spitfire along, as we have not seen them for some time. A lot of chat and laughter, people exchanging stories and jokes. Great night!

On Friday 24th June twenty-six of our group, in 4 Triumphs and 9 M.G.s, met at Portsmouth for the Brittany Ferries overnight crossing to Santander, a 140 kilometre drive to Ribadesella and the start of a great touring holiday in Northern Spain. The restaurants and bars are plentiful, with vast Spanish menus to suit all tastes. Our hotel was, once again, the Gran Hotel de Sella, a fabulous place with everything you could ever want in accommodation. Sunday was a day of resting up, then lovely drives out during the week.



A couple of our friends from the Jaguar Enthusiasts Club had booked in at the same hotel, having checked where we would be, and they arrived quite late on Sunday, having driven up from further south in their E-Type. They joined in with all the fun, and thoroughly enjoyed themselves. A contender for the Golden Spanner this year has got to be M.G. Ken, who we were following on the drive-out on the Monday when he started to slow down, and came to a stop. Being a rally driver, spares are always carried, so we towed him into Panes, where he made the necessary repair. Spain can be peaceful, you find at times that you cannot hurry anywhere, as the picture of Jan and Geoff's Stag behind the cows shows. The return on Saturday 2nd July was a bit choppy, and was certainly the roughest crossing that we have ever had. Quite a strange thing, a small number of us had the valve caps taken off our cars:- we are not sure where this happened, as it tends to be something you don't look at every time, but this will be checked in the future!

Whilst we were away a small number of our group went along to the show at Hargrave on Saturday 25th June, and also the Langollen Transport Weekend on Saturday 2nd and Sunday 3rd July. The weather was kind on both occasions, and a good time was had. There was also the OFFAL on Tuesday 28th June, and this was arranged by M.G. Chris and John.

That is all for now. Please remember our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is the meeting at The Plough in St. Asaph on the third Wednesday of the month, again at 8.00 p.m. Hope to see you.

Forthcoming events:-

AUGUST

- 2nd August:-** Monthly meeting at the Trevor Arms, Marford.
- 5th August:-** Families Day, R.A.F. Shawbury.
- 7th August:-** Shugborough Hall:- (Gemini Event):- Tel:- 01527-831726.
- 7th August:-** Weston under Redcastle Show.
- 13th - 14th August:-** Astle Park Traction Engine Rally, Chelford, SK11 9AD.
- 13th August:-** Attingham Park Severn Hospice Run.
- 14th August:-** North Cheshire Classic Car Club Annual Show, Claremont Farm, Old Clatterbridge Rd., Wirral CH63 4JB. Contact Mr. Tim Kendall - 0151-336-6019. E-mail:- t.c.kendall@btopenworld.com
- 17th August:-** Meeting at the Plough Inn, St. Asaph.
- 20th - 21st August:-** Classic Motor Show, Tatton Park.
- 21st August:-** Snowdon Run.
- 21st August:-** Wheels Within Wem Show, Wem.
- 27th - 29th August:-** Oulton Park Gold Cup.
- 30th August:-** OFFAL.

SEPTEMBER

- 3rd September:-** Fun Day at the Trevor Arms, Marford:- 10.00 - 4.00.
- 4th September:-** Potteries Charity Run.
- 4th September:-** Cholmondeley Castle Show.
- 6th September:-** Monthly meeting at the Trevor Arms, Marford.
- 18th September:-** Wheels Within Wem Show, Wem.
- 21st September:-** Meeting at the Plough Inn, St. Asaph.
- 27th September:-** OFFAL.

Regards,

Helena & Roger.

SOUTH WALES Tel. 02920 315260
www.triumphwales.moonfruit.com
 e-mail: gwyndjevans@dolomite1300.plus.com

South Wales Events Forthcoming

AUGUST

- PORHCRAWL LIONS VINTAGE FAIR SATURDAY AUGUST 6th**
- BRECON SHOW SUNDAY 7th**
- PONTYPRIDD FESTIVAL OF TRANSPORT SATURDAY 13th**
- SKWEEN CLASSIC CAR SHOW AT THE GNOLL SUNDAY 14th**
- TEWKESBURY CLASSIC VEHICLE FESTIVAL SUNDAY 21st**
- TREDEGAR SHOW SATURDAY 27th**
- FLOWER SHOW & FESTIVAL**
- SALTHOUSE FIELDS CLEVEDON August 28th**
- The BMC & MG ROVER "Welsh get Together" Ynysangharad Park Pontypridd Monday 29th (bank holiday Monday)**

SEPTEMBER

- PEMBROKESHIRE COUNTY RUN SUNDAY SEPT 4th**
- MERTHYR COACH & BUS SUNDAY SEPT 11th**
- BLOODWIESE MARGAM PARK SHOW SUNDAY SEPT 18th**
- COWBRIDGE CARS & COFFEE SEPT 25th**

PEMBROKE CLASSIC CAR SHOW JUNE 5th

This is always one of the best car shows of the year with the added bonus for the S. Wales area of a nice early morning blast along the M4 then the A roads to Haverfordwest.

A massive thanks to the Pembrokehire Classic Car Club for organising this event with over 600 cars for them to marshal into position and out again at the end of the day.

We started our annual pilgrimage to the show in the early morning sun, Al & I in my TR4A met Paul & Dotty G in their TR6 and the Monmouth Mafia Mike & John in one of their immaculate Acclains at Cardiff Gate Services then caught up with Action Man, The Hammer, Tizzy & Dizzy in their red Tardis 13/60 on the M4 heading west to the second meeting point at Pencoeed where Rob & Pete were waiting for us in their 13/60 Shooting Brake. At the pre arranged time we set off and travelled to the end of the M4 and stopped at the next meeting point in Pont Abraham Services. No one else turned up so after all soft & Surrey tops were down we headed off along the A roads through the beautiful countryside until we came to our final meeting point at Pembewlin truck stop where Mark Davis and his Healey 100 were waiting. As we were leaving we were joined with pin point timing by Derek & Victoria in their TR6, Fantastic!

On arrival at the show we were marshalled into a prime position and Paul & Doty G soon had the kettles boiling and kept us up in tea and coffee all day, Fantastic!

The show was as always a great success with plenty of auto jumble and craft stalls as well as the famous Scolton Manor house and gardens to look at and the day passed by quickly with all this to look at as well as the 600+ cars, Fantastic! We were also able to catch up with Jerry who was there with his new creation, a Rover Coupe, Fantastic! 4pm arrived all too soon and we jumped into our cars and were marshalled out of the showground with military efficiency by the Pembroke Classic Car Club, but with our group of cars getting split up on the way out Al & I pulled into the first lay by to let the others catch us up then it was out onto the A roads and into the heavy weekend traffic to head east back to S. Wales. Al & I pulled off the road to top up with fuel and Rob & Pete, Mark & Action man followed but we caught up with the rest of the cars at our pre arranged stop just before the M4 with Mark turning off for his West Wales home en route. The Mafia took the heads of the Valley road as they had some "business" in Merthyr to attend to (busy day for ice cream vans).

It was then onto the M4, I was leading and even though the traffic was very heavy I managed to keep Rob & Pete in my rear view mirror until they turned off at Junction 34. Then Action man was next at Junction 32. Normally on this last stretch of M4 Paul G would be close behind me and would draw level as I turned off at Junction 30 but although I could see his TR in my rear view mirror he wasn't catching up. (I thought it was because of the heavy traffic but found out later that his TR had been miss firing) so we slowed down as we travelled across the motorway bridge to give him & Doty a wave as they passed underneath, then it was onto a nice piece of private road near my house where Al summed up the day nicely when he said "Well Bern, the exorbitant price of £3.50 for 2 scoops (actually teaspoon sized) of ice cream has certainly been made up for by the 110mph we are travelling at now", Fantastic I thought.

Another great day out in FANTASTIC company.

Bern

BARRY FESTIVAL OF TRANSPORT JUNE 12th 2016

With the Vignale purring like a kitten Al, Michelle & I cruised along the M4 to the meeting point at Cardiff West Services where Paul & Doty G (TR6) & Monmouth Mike (Acclaim) were waiting. We were soon joined by Rob & Pete (13/60 Shooting Brake), Young Eddie & Mo (13/60 Saloon), Terry (Vitesse) and Ant who had left his home two days earlier to find his way (Moggie 1000).

At the pre arranged time we headed off for Barry Island and were marshalled into a fantastic position overlooking the beach. The is no better venue for a car show than Barry Island, it has everything, a funfair, loads of take away food establishments, cafes pubs etc etc FANTASTIC!

The marshals were very efficient and pleasant with no enquiry or request too much trouble, a massive well done to them all, thank you! During the day we were joined by Tony "The Magpie" Pontin in his Spitfire MKIV, he was discussing the fact that his newly installed over drive was not working but Al soon discovered that the two little shiny contacts had been removed from the gear lever switch (I wonder who had them!). Then a bit later along came Ian "rock steady" Edwards, Lindsey, Action Man, The Hammer, Crazy George & Soupon.

After the mass disruption caused by Crazy George finally subsided we all trooped off for our various lunches, the group I was with went into the Chinese Cafe and all had an extraordinarily cheap Chinese meal of the highest quality while others went to the more traditional fish n chip shops.

The rest of the afternoon was spent eating ice cream and other seaside related delicacies and watching Action Man "break in" to Monmouth Mike's Acclaim as he had accidentally locked his car keys in it. I was then taken by surprise when one of the Marshals told me that the show had ended half an hour ago and that he wanted to lead us out on to the road, this underlined what a great day out it had been so we started packing up, this was when Al noticed that a shiny stainless steel mug had gone missing along with the chrome plated cooker grill tops and two teaspoons, very strange! So with everything packed away our small convoy joined the heavy but moving traffic through Barry and Wenvoe then onto the M4.

As the various cars turned off at their respective exits Al said "Well what we have lost to that Bloody Magpie has been more than made up for by probably the best show so far this year" So that's where our spoons went I thought FANTASTIC!

Bern

YOUNG MEMBERS MIKE THE CAKE & EMMA'S WEEKEND JUNE 24th - 26th

To get our younger members more involved/interested in our cars and club we ask them to organise a run at least every twelve months, there have been some very good organise over the years, extremely well organised and great fun so the pressure was on this year and my word, Mike The Cake (23) and Emma (18) surpassed the challenge 100 fold. FANTASTIC!!

I arrived at the first meeting point at 6:30pm in my 13/60 Convertible

and by the time to leave arrived I was still on my own, I phoned Emma (as The Cake should have been driving) and she said "we're on our way". Typical Mike The Cake I thought, he's going to make his usual late arrival, what I wasn't prepared for was the fact that they arrived in his Spitfire which had failed it's mot on a large number of points only a few weeks ago, Mike & his Dad Andrew had performed miracles to return this car to the road in such a short space of time FANTASTIC!!

The two Triumphs travelled west along the M4 with soft tops down in the sun, turning off to take the A & B roads, then lanes through the countryside to Gower Farm (with who Mike had negotiated a discount for our group), stopping en route for chip suppers overlooking an estuary. When we arrived at the campsite Paul & Doty G were waiting for us in their TR6 (they were staying at a nearby B&B), then just as the tent was erected Andrew & Louise turned up in their camper van. The beers were soon flowing, but as we had an early start we retired to bed at 2am, 7 hours before the 9 o'clock "quiet curfew" (they did mean 9am didn't they?).

We had to leave early to make the first rendezvous point at Pont Abraham so we warmed up our breakfasts in a tin and ate them outside in the sun just as Paul & Doty arrived. With all soft tops down again our 3 Triumphs travelled to Pont Abraham where Gwyn & Babs (Spitfire 1500), Action Man & The Hammer (Spitfire MkII), Monmouth Mike, Heather & Cerys (Acclaim having engine work so they came in a modern), Young Eddie & even Younger Mo, Mike The Bass, Sandra & Stuart were already waiting. At the prearranged time The Cake led us out of the Services and along the A roads to Pemblewin Tric Stop where we had a nice surprise, Derek & Tim from Whitland Classic Car Club were waiting to say hello and put some "faces to names" and they were extremely disappointed that family commitments prevented them from joining us, thanks for coming lads, it was really good to see you. Mike then led us the 5 miles or so to our destination, Folly Farm one if not the best attraction in Wales. He had arranged with the Park management for our Triumphs to park right outside the pedestrian entrance, free entry for ALL in our party and £10 food vouchers FANTASTIC!! We were all really impressed as the Park manager came out to greet us and escort us into the Park, well done Mike & Emma! We arranged to split into groups as the place is so large that you cannot see it all in one day so different people had different priorities, I wanted to see the Lions and Rhino's while Gwyn wanted to drive the Dodgems. The Hammer & Action Man also wanted to spend time in the funfair. Mike, Emma & I stayed together and had a great fast food meal in one of the many varied food outlets with Monmouth Mike, Heather & Cerys. When we all finally met up later on in the day those who had visited the Park in the past all commented on how much better it had developed (even though they said it was great before) while those who had never been there vowed to return with their families in the near future, ALL were overwhelmed by Mike & Emma's initiative and the work that had gone into organising this with the Park Management. FANTASTIC!!

As the weekend was to continue with a BBQ back at the campsite with organised games, those who were camping had to leave in order to buy the BBQ food on the way back to the site, Gwyn & Babs and Young Eddie & Mo decided to come along too, so we said our goodbyes to the others. We set off again with all soft tops down and waved goodbye to Action man & The Hammer as they turned off towards their caravan at Tenby, Gwyn couldn't resist taking a detour through Kilgetty to see some of his and Bab's old haunts, but with his Spitfire on song he soon appeared in my rear view mirror. After I had to make a brief stop for petrol (could I have gallons instead of litres now we are out of Europe please?) we were soon at the supermarket close to the campsite and The Cake organised a whip around for the food and Doty, myself, The Cake, Emma & Babs did the shopping then it was off back to the campsite where Light Duties, Chevy, Lucy & Larry and Ian & Angie had arrived, a great effort to support our young members event from Light Duties & Chevy as Light Duties was on even lighter duties due to a severe foot injury FANTASTIC! to see you!

While we had been at Folly Farm Andrew & Ian had erected a screen and were able to project the live WALES v N. Ireland game so a few beers were consumed while we watched the game, FANTASTIC! The result putting us all in an even better party mood!

The 3 BBQ's were soon lit and Paul G showed great versatility cooking our food, Andrew had collected my beer from Mike's tent in the morning and had it chilled to perfection in his camper van fridge FANTASTIC! Louise had even washed and cleaned our breakfast things FANTASTIC!

With the food cooked and mostly eaten Mike & Emma announced the games programme, it would take far too much magazine column space to describe this so I'll just list the winners :-

- 1) UPHILL TURF SKIING - DOTTY G
- 2) MOTORIZED WHEEL BARROW RACE - EMMA
- 3) CATCH THE FRIED EGG - GWYN
- 4) ROLL DOWNHILL IN A TRACTOR TYRE - IAN

South Wales Continues

- 5) LONGEST ROUTE TO THE TOILET BLOCK – ANDREW
- 6) FALLING OFF A CHAIR – ANGIE
- 7) SWORD FENCING WITH BLACK PUDDINGS – BERN
- 8) CHASE THE OLD ENGLISH SHEEP DOGS – CHEVY
- 9) CATCH THE FLOOZY – YOUNG EDDIE (it was supposed to be CHASE! Trust Eddie)
- 10) RIVERDANCING WHILE STANDING IN A BOWL OF WATER – PAUL G
- 11) THROWING A WELLINGTON BOOT – BABS (I'm sure her pink welly was race tuned)
- 12) AROUND THE FIELD HOP – LIGHT DUTIES (he'd been practising!)
- 13) FLATTENING AN ERECTED TENT – MIKE THE CAKE
- 14) JUGGLING HOT SAUSAGES – LOUISE
- 15) FINDING A BURNT BURGER IN THE DARK – EVEN YOUNGER MO.
- 16) WALES 1 v 0 N.IRELAND

With the games over Gwyn (who hadn't had a drink) & Babs jumped into their Spitfire for the drive home, followed a while later by Young Eddie (also not had a drink) & Mo and Chevy (again not had a drink), Light Duties, Larry & Lucy. Paul (also not drinking) & Dotty stayed for a long while, but eventually had to leave for their B&B leaving our group quite depleted, but what we lacked in numbers was more than made up for by the alcohol consumed (where have I heard a phrase like that before) and we were nearly able to meet the 9 o'clock quiet curfew, but not quite, then it was off to our beds. When we all woke up the next day we were all refreshed and after a quick breakfast kindly made by Louise we packed up the camping equipment and the 3 TRIUMPHS led by The Cake's Spitfire made their way home along the M4. As I waved to Paul & Dotty as they continued along the M4 as The Cake & I turned off at junction 30 I said to Sir Rod who was singing on my CD player "Well Rod, what our area lacks in numbers of young members is more than made up for by the quality of those that we have". "You can make me dance sing or anything" said Rod. **FANTASTIC!!!**

A massive thanks to Mike The Cake & Emma for the best weekend I have ever had in my years with the Club. Also to those who were able to support even a part of this weekend, give yourselves a pat on the back.

TSSC S. WALES CLASSIC CAR SHOW & DOGS TRUST SHOW

"How many frozen chickens do you want for tomorrow?" Michelle asked on the previous day. "None thanks, there is rain forecast for around 5pm tomorrow and I want to try out the upgrades I have made to the Vignale windscreen wipers" I replied – BIG MISTAKE!

Al, Ant & I left my house in the dry but overcast weather at 6:15am (as we were helping to marshal the show) to travel the 20 miles to the meeting point at Pencoed and were soon joined by Tony in his immaculate Spitfire MkIV. After a quick breakfast we left to travel to Margam Park and arrived just before 7:30am to help Action man & The Hammer marshal the event. Action man had erected our banners and his 13/60 Tardis was already in position. Tony & I worked tirelessly for the next 2 hours volunteering Al & Ant for all the required tasks while we scanned the site from our Gazebo for H&S issues as the misty rain descended. This misty rain continued throughout the day and those that were still able to support this event should be applauded. Gerry, Mike The Cake & Emma had camped with Action man & The Hammer the night before and Gerry's double fronted Rover 150 was parked in front of our cars as since it has featured in the national TV AA adverts it attracts a lot of attention.

Bang on 9:30am Gwyn, Babs & Tim (Dolly) arrived with Mike The Bass, Sandra & Stuart (13/60 Saloon), Paul & Dotty G (TR6), Young Eddie & Even Younger Mo (13/60 Saloon), John, Heather & Cerys (MKV Cortina), Mike (Acclaim), and new to our ranks, but a long time TSSC member Ian Hobden in his immaculate Vitesse 2L Convertible which he has owned for 27 years, Fantastic! We were also joined by an immaculate Dolomite Sprint and VW Camper from The Glamorgan Classic Car Club, nice to see you both. Later on we were joined by Lynne & Sadie (Tony's wife & daughter) who braved the elements to come along and support us (and I was going to say to return some of our spoons that The Magpie had collected previously, but I won't). **FANTASTIC!**

The poor weather reduced the number of visitors that we are used seeing at the event, but it was still a great day out whether we were sat in the Gazebo drinking teas and coffees courtesy of Dotty & Paul & eating Mo's pasties or wandering around the many stalls that packed the show field. Around 1pm I had a call from Crazy George "Where are you?" he said, "right in front of Margam Castle" I replied. "Oh, I'm at

Barry Island" he said, "I enjoyed the show last week so much that I thought I would go again this week, I'll go to today's show at Margam next week". "We'll be at Mike The Cake & Emma's run next weekend" I said "Are you going to do that one the week after as well?" "Probably" said Crazy George. "Okay mate, see you soon" I said hanging up. "Who was that?" said Al and I explained the conversation to the others who showed no sign of surprise.

Action man was working hard throughout the day ensuring that any show related issues were dealt with efficiently, he really does work hard for this event and must be applauded, so at the time for us to leave we had to seek him out to thank him. We started our cars and headed slowly out of the castle grounds and onto the M4 where there was a speed restriction of 50mph due to the very poor and deteriorating weather conditions and I was glad to have the rest of our club cars following behind as modern car drivers ignored the restrictions and sped past us at ridiculous speeds. Ant fell asleep on the featherbed like bench seat as we travelled along, I was just very glad that I had carried out upgrades to the wipers as they swept away the rain.

As we pulled off at junction 30, Paul & Dotty's TR6 and the 2 Monmouth Mafia cars sounded their horns to say farewell and Ant awoke with a start as the Vignale's loud horns replied. "Well" he said "what we have lacked in good weather today has been more than made up for by the extremely poor driving conditions and rain". "Go back to sleep" said Al. Another great day out with the club and thank you to those who were able to support Action man & The Hammer's efforts despite the bad weather. **Bern**

S. WALES AT TRIUMFEST

Triumfest at Santa Pod came a bit too early for the S. Wales area, Mals Per Hour and Action Man had not been able to reach the maximum 2psi boost on Crazy George's Lister powered 13/60 so we knew that we would be spectators and not be able to take an active part! Crazy George decided to stay home and fit a jet engine to his Herald, but his pilot The Hammer came with us to give advice to those who were able to race.

Ant arrived at my home 9:30am on Friday and we loaded the area event shelter and cooking equipment into his car then he followed me in my TR4A to the first meeting point at Cardiff Gate where Rob & Pete were waiting in their concours 13/60 Shooting Brake, we were soon joined by Action Man in his Spitfire MkII and Mals & The Hammer in our area beer van. Tim and Gwyn, then turned up in their Dolomite so with Area navigator Ant and reserve pathfinder Action Man safely at the rear of our group of cars we headed east along the M4 to Magor which was our next meeting point. Nobody else turned up so Gwyn & Tim lead us along the M4 turning off at junction 15 then through the Cotswolds, a great route in the sunshine which only turned a bit sour when we hit very heavy traffic about 35 miles before Santa Pod when Mals went missing, then Action man went missing when he went looking for him. We pulled into a lay bye and the rest of the group were in a state of terror "Our beer wagon is AWOL" said Tim, but I had planned for this and opened the boot of the TR to show it crammed full of beer cans, "there is enough here to last us until they get here from Lubenham" I said, knowing that that was where Action Man would end up leading them. So we headed off for Santa Pod and when there we found a decent spot for our tents and event shelter. After a few beers the shelter and tents were erected and as we settled down to more beers Action Man, Mals and The Hammer turned up. **Fantastic.**

We helped put up Action Mans' and Mals' tents then went for a look around. We went into Fuellers Bar and settled down to watch Wales beat Belgium in the European Cup and the atmosphere was Fantastic with people from England, Ireland and Scotland cheering on Wales. During half time Al turned up, a great effort as he had been in N. Ireland all week and had landed in Cardiff late afternoon, but his supercharged BMW got him to the venue in record time (hhmm).

We drank beer into the early hours of the morning and during this time Ashley, Kirsty, Tony and Jeanette (the first 3 we had met the previous year at Donnington Triumfest) came to say hello, it was great to see them again and to meet Jeanette. In the morning we breakfasted on bacon and black pudding rolls then planned our BBQ for the evening. Ant, Al & Myself were nominated to go and buy the food and charcoal. On our return we were visited by Tom & Stuart in their pristine Vitesse 2L Convertible, they had travelled up from S. Wales to meet us and make contact for future events, **FANTASTIC!** It was great to meet them and hopefully they will soon be regulars in our group. Tim volunteered to cook so after we had looked at all the beautiful cars and watched some drag racing we retired to our camp and Tim soon had 2 BBQ's on the go and cooked our food to perfection. Then we drank more beer and lots of other things that I can't remember and we were all grateful for the bacon and black pudding rolls again for breakfast.

Rob & Pete had to get home early for a 70th birthday party so we said our goodbyes then packed away our tents and the shelter and went to the strip to see the Jet Car **FANTASTIC!!** But I noticed that the Hammer was a bit crestfallen, "What's up Hammer?" I said, "Oops! Someone standing nearby had overheard me and soon the word had

WESSEX . . . WIRRAL

spread, The Hammer was in the crowd. It started off as a quiet murmur "Hammer, Hammer, Hammer" then rose to a chant reaching an ear shattering crescendo "HAMMER, HAMMER, HAMMER" shouted the crowd. "Here you go" said Al as he tossed The Hammer the keys



to his BMW. With a little grin The Hammer strolled back to our cars and we soon saw him driving the BMW around the strip to the starting line where he was expertly escorted to the starting lights. You could cut the tension with a hammer as The Hammer revved up the super tuned BMW and lurched forward like a cheetah on steroids to the deafening cheers from the crowd, breaking the record for the class (unfortunately it could not be logged as it was an unscheduled run) and The Hammer was hoisted out of the car and carried aloft back to where we were standing. Al retrieved his car and met us back where our cars were waiting and Tim & Gwyn once more led our small group of cars through the Cotswolds and Ross on Wye back to S. Wales with a stop en route for doughnuts and drinks where Al commented "Well lads, what my BMW lacks in tread on its tyres has been more than made up for by the amount of beer drunk". Fantastic I thought. Wales 3/1 win against Belgium, FANTASTIC I thought. THE HAMMER – FANTASTIC, FANTASTIC, I thought.

Another great weekend away with the S. Wales Area.

Bern

WESSEX

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or Martin Berry: berry223@btinternet.com

**TSSC Wessex Area Stand at the
Hampshire Classic Motor Show
at Breamore on 14th August,
contact Trevor for more details.**

The Hardy Classic, Dave said that this was a good day out and well attended, but not by our members, I think most had too many jobs piling-up, my excuse was that we were on holiday. - The Bristol Classic at Shepton Mallet, Gary, Trevor and myself decided to have a chill out day and a rummage through the auto jumble at Shepton Mallet, a few bits were purchased. There was a wide variety of cars on show, with some of them up for sale, which allowed us all to speculate on which ones we would like to own! I did worry about Gary as he kept going back to the MG's! But again who am I to talk, looking at all the 40's/50's saloon cars! - Reports on Le Mans Classic, - BPPC Transport Show, Pilford, - Silverstone Classic next month! - Onto other events coming up- Lyminster, 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. Swanage Railway, 9/11th Sept, which for any train buffs is a must!, with free train travel for the weekend included. Also a good one to do in the closing stages of the season is Thornfalcon, nr. Taunton on Sunday 18th September, although last year the weather got the better of us!

We are thinking of arranging a day trip to the Hollycombe Steam Museum at Liphook, late September. Alan was going to look into this when he gets back from his travels in August.

So that is a brief précis of our remaining plans for this summer, what summer?! Trevor updated everyone at the last club meeting. If you need more information, best to contact Trevor, or I will let you know, as and when I get it, either in next months report or



TSSC AREA NEWS

via the Wessex Triumph group email.

P.S. Went to Weymouth seafrost Sunday, for a classic car gathering, sunny day, relaxing, etc., all went well apart from me stupidly putting my salad roll on the roof of the Spit, before I knew it, three seagulls were fighting over it! So my nice new paintwork was covered in coleslaw, tomato, cheese, cucumber and yes, seagulls, brazen little devils, I physically had to hit them to get them off! - Cleaned the car off with wet-wipes! - Still another little amusing story (not at the time) to add to the others! - **Next meeting will be at the Tyrrells Ford, Thursday 25th August.**

Martin

WIRRAL

Tel. 0151 625 3172

Hello all. Overall June was an enjoyable month of Car activity albeit that May stole our summer it seems. There was quite a lot of coinciding opportunity this month so any Wirralians reading, please excuse me if I've missed your event (and thanks for your report Andy T).

The Cholmondeley Pageant of Power was attended by the club on Sat 11th & Sun 12th June. The club stand was a bit smaller this year, with only 4 cars due to attend on the Saturday and unfortunately Richard's Spitfire V8 was experiencing technical difficulties, so the display consisted of 3 cars only. Dave Evnnett took along his TR5, whilst Andy Todd and Andy Poseltwaite were there in GT6 Mk3's. There were just the GT6's on display on the Sunday. The weather forecast was not looking good for the weekend, however, we missed most of the rain and only had to contend with a couple of heavy showers. The action on the track was as entertaining as ever, with the usual wide selection of cars from all eras. As usual it was good to get close to the cars in the pit area and have a good look at them. It's fair to say the highlight of this years show was the Ferrari FFX, these are extremely rare and usually kept at the Ferrari factory, but the one at Cholmondeley is the only car which is road legal and not kept by Ferrari. A new feature for this years event was a parade lap for the car clubs. Andy T and Andy P both took part on the Sunday parade lap, the fee for this was £20 per car which was considered a bit steep at first, but the appeal of driving the track in front of the crowds was an opportunity not to be missed. The actual lap turned out to be rather brisk in pace with both GT6's hitting 70mph plus on the longer straight sections. It was agreed that the thrill of driving the track was money very well spent. As usual a great weekend was had by all, and definitely an event worth attending.

Saturday 18th June - nine hardened club seafarers (most of whom were Ray's family to be honest), donned their wet weather gear and swapped tarmac for the high seas (the Middlewich branch of the Shropshire Union Canal on a long boat). Captain Steve Hill at the helm, navigated and steered his crew of eight to the safe haven 'Ye Old Barbridge Inn' where much ale was drunk and many a shanty was sung. OK, I may have added a little artistic licence to what was a very pleasant and scenic cruise down the canal with really excellent company - and sunny!

On Sunday 19th June was the Thornton Hough Classic Vehicle show where around six club members attended but overall the numbers were down after rain put off the crowds. The show field was unfortunately slightly away from the beautiful Thornton Hall - which would have added to the atmosphere which in all honesty was hampered a little by the large field, not quite enough cars effect. Good effort though and next year it will doubtless be sunny.

Monday 20th June and three cars (Andy T and Alison in their GT6, Andy P in his GT6 and Dave E & I in his TR5) headed off to our annual Four Area meet, this year organised by Helena and Roger from the North Wales area at their regular meeting point, The Trevor Arms, Marford near Wrexham. Liverpool TSSC wasn't able to make it but Henry was there from the Cheshire group in his resplendent 'Hark the Herald' and probably ten others from North Wales. Great to meet everybody, see a good range of cars and chat. That night Wales beat Russia 3-0 and England drew

Wirral Continues

0-0 to Slovakia – so we pretended to be Welsh at the bar :-)
Tuesdays, club night (5th July) saw about 20 members and friends, scoffing chips, talking cars and putting the world to right as usual. This month we were really pleased to be joined, on their annual pilgrimage, by our friends from the Triumph Motorcycle club who brought along Triumph bikes old and new which was excellent and very interesting. The evening was blissfully dry and much of the evening was spent in the car park drinking beer and admiring the machinery.

I took my life into my hands and drove a neighbour's MG Midget the two miles or so to the pub and back – which was very 'enter-taining' (really fun actually).

Upcoming events: **Frodsham & Helsby Show Sun 31st July; Hoylake Lifeboat Day & Air Show Mon 29th August.** Call me and I can point you towards the right contact.
That's it. Happy motoring.

Rick

WORCESTER

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So many things going on, so little time! Our members have been out and about enjoying their Triumphs all over the place. First off the rank is me – well I write the news after all. The TR Drivers Club planned a run based around the old test route that Triumph used. Starting at Stratford Upon Avon and travelling north up to Welshpool and onto Lake Vyrnwy, we took in the glorious Welsh countryside, went and had a look at the Welshpool railway and tried a teacake in the Artisan Café. Then it was onto the serious stuff, the 'you would never know it's there unless you knew it was there' drovers type road. This has to be one of the must do drives in Wales – the scenery is quite spectacular and when you get to the top it really does completely take your breath away. The fact that we had done the whole ride with the roof down and the sun on our faces made this a truly memorable outing – that and the fact that the 7 did 350miles without a hitch!

Next trip was the Grand Prix de Tours, not done in a Triumph as three of us undertook this jaunt and we could only take one car, so Richard's 21 year old convertible Merc was pressed into service. As expected it behaved impeccably and we had another fabulous French trip under our belts. Based along the same lines as Laon we did a road trip on the Saturday and a town parade on the Sunday. There was also a gala dinner on the Saturday night and just so you know the Worcester AO (that's me) is also a Grand Wine Master who has to defend the wines of Chinon to the death. A little strong for a tea totaller but when in France..... On the way back we managed to squeeze in lunch at the iconic Hotel De France (just 30 miles from Le Mans), which we thought was only polite since we met the owner over the weekend and would meet him again at Le Mans in two weeks time (more on that later).

Back from there and it was onto TriumFest at Santa Pod. I could only attend the Saturday but I did camp on the Friday night (thanks again Angie for the loan of your second bedroom!) to get into the swing of things. There were several people who took the opportunity to dial in some numbers and take their chance against the Christmas tree (I picked up some of the jargon, can you tell?), whilst others were quite content to look around the various displays, see if there was anything of interest with the traders and make sure their agreed valuations were up to date (yours is, isn't it?). By all accounts the Sunday was even better as more people appeared and there were more taking part in the drag strip, however I had a previous engagements at....

Bicester Flywheel – wow what an event! I'm not sure I've been anywhere where you have to stop and wait for the planes to go past your bonnet before you can park your car. It doesn't seem a big event but looks can be deceptive – they have a selection of historic cars and motorbikes going round a small figure of eight track. Remembering that this is based at Bicester Heritage a lot of these cars have good racing pedigree and fascinating histo-

ries. In the afternoon it's the turn of the planes and yet more firsts – first time I've seen the Tiger Moth display team, nine tiger moths in the air doing synchronised displays is something to behold but this was topped by a WW1 dog fight between the RAF and Luftwaffe, what a sight.

Next stop Classic Le Mans – I cannot believe how this event just seems to get better and better. Due to various reasons both of my cars went (me driving one) and both ended up doing track laps (with me still driving one!) The weather was just what we ordered (dry and sunny, very sunny), the drive in movie theatre was still there (yippee) and the racing just as thrilling as ever. Our beach party was the talk of the campsite and whilst there was a slight concern that one small spark could do Andy some serious damage in his bathing costume, we positioned the beer pool close enough that water was easily available. I really could fill the rest of the magazine with this trip so maybe I'll do a proper write up.....

In amongst all this we joined up with Gloucester Area for their annual fish and chip run to Bourton on the Water. A well attended trip we filled the chip bar by taking every available space and sat down to a good fish supper. It was decided that we ought to wash our meal down at a local watering hole just to be sociable. All in all a very entertaining evening. We managed to squeeze in one run out for the Worcester area and this was to the Waggon and Horses to join up with the New Un-named Classic Car Club. A strange evening weather wise, it did manage to stay dry for the duration of the meet but absolutely bucketed down on the way home – I nearly got the oars out to surf down the hills.

As you can see we did get out and about the last few weeks and there is still plenty to have a go at. If interested please come along to **The Nightingale, Evesham Road Nr Worcester** (yes we've had to move again as the old pub shuts on a Monday now!) and see what we've got planned. TTFN

Vicky

Late News... Stop the Presses!

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/gloucester

I know there are a few of you out there that think I haven't been quite up to date with my area news reports of late especially as it's our busy time of the year and there's lots to report on and this month I intend to continue the current trend, I happen to know that Vicky has entered quite a comprehensive report this month and at the risk of you reading all about the events twice I recommend you take a look at the Worcester area report.

I will just say that the LeMans classic was absolutely awesome, if you weren't there you missed a treat and if you were there,,, well you know the rest, thanks to all that took part and made it a week-end to remember.

READ WORCESTER AREA NEWS! (It better be good Vicky).

Don't forget if you know a good pub we could visit for an evening run or lunch then please let us know and if you have the urge to organise a run then we would happily fit it into the calendar of things to do.

See you all soon.

Andy



Bern & Angie Honorary Gloucester members!

Events.
Fri-Sun 5th-7th August Gloucester vintage & country extravaganza @ South Cerney airfield.
Sun 7th August. Sunday scramble @ Bicester heritage centre.
Tues 9th August pub run to the Gardeners arms, Alderton.
Sun 14th August, a run with Glavon TR's with coffee & lunch.
Sat 27th August, Area BBQ, venue tbc.
Mon 29th August Area Bank holiday run out to Wales.



Leicestershire and Rutland Area Triumph Sports Six Club



You are cordially invited to the

31st SUNSHINE RALLY

5th - 7th August 2016

We will be returning to
Our venue at the Rutland Caravan & Camping Site
Greetham LE15 7FN

An immaculate camp site with superb facilities
Our own flat, sheltered rally field with 7 hard standings pitches for campers,
electric hook-ups also available (1st come -1st served), less than a 10 minute
walk to Greetham village with 3 pub restaurants

**Camping Friday 5th & Saturday 6th with option for additional night Friday
night**

Warm welcome, meet old friends and make new ones

Saturday

Optional planned casual drive around stunning Rutland and Rutland waters.
Many alternative places of interest to visit plus shopping opportunities.

Saturday night

Fun & games, BBQ, quiz, sing-along, raffle and more

Sunday

On foot Treasure hunt passing 3 pub/restaurants for lunch. Return to rally field
for a car show with people's choice.

2 nights inclusive £40.

2 nights inclusive + hookup £50.

For more details & booking form contact:

Neil 07530307371 tr6scimitar@yahoo.co.uk

Jan 07799804415 j.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk

Lincolnshire Triumphs

a family friendly group of triumph car enthusiasts. Monthly Meets, Workshop days and convoy runs to events



Lincolnshire Triumphs Weekend

Tattershall Lakes Holiday Park

2nd - 4th September 2016



Join us for a weekend of Triumphs and fun!

- ✓ Convoy runs
- ✓ Lincolnshire Countryside
- ✓ Family Activities
- ✓ Fabulous scenery
- ✓ Show and Shine
- ✓ Evening Entertainment
- ✓ Competitions and Quizzes
- ✓ Beach Fun
- ✓ All Triumphs
- ✓ Glamping*
- ✓ Tents and Tourer Camping
- ✓ Static Caravans*
- ✓ Luxury Lodges*

*Limited Availability

For more information please see our websites or contact

Carl Wright on 07534 331830 or by email carl@lincstssc.co.uk



www.lincolnshiretriumphs.co.uk



@lincstriumphs



/lincolnshiretriumphs



The event is organised by the Lincolnshire Area of the Triumph Sports Six Club, and in association with the Lincolnshire Area of the Triumph 2000, 2500, 2.5 Register. Supported by Rimmer Brothers.



BSC Herts & Beds Area
Present the 23rd



ALL TRIUMPH & CLASSICS DAY *at* **DUXFORD**

THE
TRIUMPH
SPORTS SIX
CLUB



Event Tickets
Adults & 15+

£13.00 each

5-15 £6.00 each

0-5 FREE

**Full site
access with
Discounted
Admission**

Location
Jct 10. M11

Sat Navs use
CB22 4QR

Discount entry Kiosks close at 2pm

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations

SUNDAY September 18th 2016

Gates open 10 am - Close 6pm

**To qualify for discounted admission, arrive at the event kiosks ~ IWM main entrance!!
before 2pm and be in your classic,**

Or present this advert or your valid car club membership card.

Totally Triumph - 2016

All marques welcome

- **Friday:** Meet & Greet at Hermanus Leisure NR29 4BP
- **Saturday:** Scenic Drive
- **Saturday Evening:** Dinner, music & entertainment at Hermanus Leisure
- **Sunday:** Car show at Long Beach, Hemsby NR29 4JD

23rd 24th 25th September



Accommodation & camping available at:
Hermanus Leisure & Long Beach



– See website for details

STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH ★ TR REGISTER

www.totallytriumph.org