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Triumph Sports Six Club

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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
No.445 VOI 39. July 2017  
Price £3.50 Free to Club Members.

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**Courier copy / Area News**

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## COUNCIL MEMBERS 2017

Chris Gunby, Tracey Hawes, Nigel Hill,  
Martin Hughes, Bernard Robinson (EO),  
Jane Rowley, Neville Wright

For a full list of TSSC officials see page 72.

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Chris Allen, Dennis Barbet, Trevor Collett, Martin Cox,  
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CONVERTIBLE FUN  
IN THE SUN  
PICTURE  
GARY RUSSELL

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

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# T.S.S.C. Events Calendar

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

PLEASE SEND ALL 2017 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

## TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

### August 2017

FRI SAT SUN 4 5 6 AUGUST 2017

TSSC LEICS & RUTLAND  
31ST SUNSHINE RALLY

RUTLAND CARAVAN & CAMPING  
SITE GREETHAM LE15 7FN  
CONTACT NEIL 07530 307371  
JOHN 07799 804415  
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### September 2017

FRI SAT SUN 1 2 3 SEPTEMBER 2017

MANCHESTER AREA'S  
SCI-TRI WEEKEND

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CONTACT ANNE & WAYNE  
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SUN 10 SEPTEMBER 2017

ALL TRIUMPH & CLASSIC DAY  
AT DUXFORD, IMPERIAL WAR  
MUSEUM. CONTACT PETE LEWIS  
01582 750943

## CLASSIC CAR SHOWS (CLUB INVITED)

### July 2017

SUN 2 JULY 2017

BASTON CAR & BIKE SHOW  
[www.bastoncarshow.com](http://www.bastoncarshow.com)

FRI SAT SUN 28 29 30 JULY 2017

SILVERSTONE CLASSIC  
[www.silverstoneclassic.com/clubs](http://www.silverstoneclassic.com/clubs)

### November 2016

FRI SAT SUN 10 11 12 NOVEMBER 2017

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# CoMment

## Events 2017

BY MARTIN HUGHES  
COUNCIL OF MANAGEMENT

**H**ello all, I hope you are all well and enjoying the 2017 season. By the time you read this we will have held TriumFest at Santa pod. This was a great event in 2016 so I'm sure you will have enjoyed the 2017 meet. The TSSC has already attended two overseas events this year, Laon and Spa. Both of the events went very well with a good attendance at both. These events are certainly on my to do list but alas I haven't managed to fit them in as yet, Please do try to get to them if you can.

As I'm sure you all know the TSSC is forty years old this year. The club have organised a **"Founders Run"** to help celebrate the past forty years of the club.

The plan is to meet at **Newport Pagnell Services M1 Northbound at 10.30am** (the site of the inaugural TSSC meeting) before driving to Lubenham for a BBQ lunch and 'Birthday' cake. If you've never been to the Club's HQ here is a perfect opportunity to do so, you won't be disappointed. Please Contact HQ if you intend coming so we can assess numbers for food Tel **01858 434424**

Other fantastic events that are due to take place are the Northants Stand at **Silverstone Classics**. Nigel and Tracey Hawes (Northants AO's) work very hard to have a TSSC stand at Silverstone.

The dates are 28th 29th and 30th July; this is a fantastic event with thousands of classic cars and well worth a visit.

One event that has already taken place is the new event hosted by the Somerset Area, **"West of England Gathering"** at Martock in Somerset. The guys had a great turn out for their first time and had members from Cornwall, Devon, Leicester, Rutland and Essex visiting and showing their support. It was a great event, even though the rain did make a few appearances. Somerset has already booked the Southfork caravan park for



their 2018 event on the 2nd and 3rd June 2018. Well done guys and good luck with your 2018 Gathering.

Last but not least. CoM has decided to increase the price of the Agreed Valuations for **NON-members**. At present members and non-members both pay £15.00 for an AV. CoM feels that this should not be the case so have increased the cost of the AV to **£25.00** for **NON-TSSC** members.

Members of the TSSC will continue to only pay just £15.00 for an Agreed Insurance Valuation.

*Do More with  
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# NEWS REVIEW

Your Monthly round up of all  
News of a Triumph Nature



FIRST CLUB MEETING  
NEWPORT PAGNELL M1 SERVICES 1977



40<sup>TH</sup>  
ANNIVERSARY  
TRIUMPH  
SPORTS SIX  
CLUB

Founders Run  
TSSC

40th Anniversary

23rd July 2017



THE  
TRIUMPH  
SPORTS SIX  
CLUB  
2017

## Founders Run Update Sun 23rd July 2017

2017 marks the Club's 40th Anniversary. To celebrate the event, we will be gathering at Newport Pagnell Services M1 Northbound (the site of the First TSSC meeting) before driving to Lubenham TSSC HQ for a BBQ lunch and 'Birthday' cake.

### Itinerary:

- Gather at Newport Pagnell M1 Services (North) **from 10.30am.**
- Drive to Club HQ – a number of route options will be provided.
- Lunch and celebrations before finally heading home.
- Or make your own way to TSSC HQ for the Celebrations From Midday on Sunday 23rd July 2017. **Let us know if you are Coming**



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**AUGUST** - OPEN AS USUAL

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**TSSC HQ WILL BE CLOSED FOR BANK HOLIDAY**

The Club Shop & TSSC HQ will be open for the

**Lubenham Scarecrow Festival**

**Sunday Sept 10th 11am to 4.00pm**

To ensure we have the parts you need just ring the Club Shop the week before.

Telephone. 01858 434424



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## Council of Management Meetings

**NEXT MEETINGS:**

**20TH AUGUST, 29TH OCTOBER 2017**

*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: **Chris Gunby***

***The New Room, Church Street, South Witham, Lincs. NG33 5PJ***

*or email: **chairman@tssc.org.uk***

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

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# SPITFIRE I - II - III Register

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

**Suzie Singleton**



## The AD men!



**W**e've just spent the last couple of weeks on the canals and, as usual, I was not organised enough to have got anything ready previously to go out to Bernie, so a quick scramble through the bits and bobs in my article folder found a collection of images of magazine adverts from the 1960s and 70s. I'm certainly not a militant feminist but some of the adverts around back then do seem to be somewhat



She's a swinger.

**She's longer, lower, wider, faster... she simply outclasses everything priced near her.**

**Try her.**

**You're doing 50 in 12 swift seconds. Top speed is well over 90.**

**Rack-and-pinion steering and the tightest turning circle (24 ft.) let the Spitfire outmaneuver any other car.**

**You won't find another sports car with roll-up windows, disc brakes and 4-wheel independent suspension for anything near \$2199.\***

**If you dig swingers, ride with the winner...**

### Triumph Spitfire!

skewed to a certain mindset... hairpins, swingers, bikinis? What were those advertising men thinking of?



*Triumph Spitfire Mk 2—holds the road but hugs the curves!*

**Hairpins never trouble the Spitfire owner**

*though he may have to sweep them out of the cockpit*

Without being the slightest bit ladylike, the Triumph Spitfire Mk 2 is a lady's car. Not that the ladies go much for actually driving them, but you do see a lot of very interested passengers. None why? What makes the Spitfire such a heritage-organ? Possibly it's the way it reaches 90 mph with a sleek, resistant port—the sweet, unresistant sound of power. Possibly even to is this just a belle's

dream? The girls appreciate the Spitfire's mechanical charms: four-wheel independent suspension; the chassis; the 24-foot turning circle. Or maybe it's the PVC-covered bucket seats which hold them masterfully in snug reassurance. But, you know what women are, probably they just like being seen in something that looks as if it came out of 'La Dolce Vita'. Not out of sight.

Or... walk a minute. Go to the mirror. Open your skirt. Tattle your hair. You don't think it's got anything to do with the type of man that drives a Spitfire, do you?  
TRIMPH SPITFIRE MARK 2 COLOURS  
WHICH YOU WANT FOR 1971  
ASK YOUR DEALER (1171)  
**TRIUMPH**



## SPITFIRE I - II - III Register

wearing a bikini, there's another underlying message in this one.

### Booming surf. Rakish beauty. Wild bikinis. Spitfire Mk2.



The Triumph Spitfire Mk2 is built for people who still get a kick out of driving. People who demand a red-hot sports car with instant response, sharp cornering, swerve-free braking, (it's English muscle embraced in Italian beauty.) Plus safety features like padded dash. Rugged steel frame. Steering column designed

to collapse upon impact. And all-around vision. (A few reasons the Spitfire Mk2 was voted "Best GT-sports car under \$2500" by Car and Driver readers for the second straight year.) You won't have any kinks about the Triumph Spitfire Mk2. **TRiumPH** Just in it.

# Triumph Spitfire Mk2

© Copyright 1967 Triumph Motor Co., Ltd. England. All rights reserved. Importation authorized by Triumph Motor Co., Inc., New York, N.Y.
Sports Car Graphics / June 1967 15

Another is in a similar theme, but features Joyce Hoffman, the women's surfing world champion in 1966 & 67 so although she is

### Booming surf. Roaring engine. A pretty girl's smile. Triumph Spitfire Mk2.



Why did champion surfer Joyce Hoffman chose the Triumph Spitfire Mk2 as her official surf wagon?

It's in the car's outstanding styling and performance! (Push, fully-carpeted interior. Smooth 4-speed stick shift.)

0 to 50 mph in only 10 seconds!

Safety features? (Automatic rack-and-pinion steering. Reliable disc brakes. Tight 24 foot turning circle. Rump-cushioning four wheel independent suspension. And steering column

designed to collapse upon impact.)

Triumph's! Only one-way 4,000-mile warranty. Price, only \$2199!\*

\*To tell the truth, we really don't know. All Joyce said was, "It's so nice!" All, admired.

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**TRiumPH**

### TRIUMPH



Triumph Spitfire Mk2, the he-man sports car for the she-woman. Fresh combination of rack and pinion steering, 4 speed stick, easy roll-up windows, accurate rack and pinion steering, disc brakes, only one-way 4,000-mile warranty, rump-cushioning carpeted floor, 4 wheels. All an appealing price for America's sports car. \$2199\*.

\*We are not authorized to sell this car in the U.S. State the old 360 cc. Triumph Spitfire Mk2.

The standard 360 cc. engine drives from 3000 to 6000 rpm. All Triumph cars made in Britain.



Width of the average two-way street: 30 feet. Turning circle: 24 feet. So you are always driving. Circle is fun for the husband.



**TRIUMPH**

It's something to have the Triumph name on your car. It's a badge of distinction.



Open the trunk, hold a large suitcase, record player, ski boots, grocery bags, stuffed panda.



Put it The Guinness Book of World Records. It's a record for the longest time a cat has been sitting on a car seat. 10 days, 10 nights, 10 cats. 10 years. It's a record for the longest time a car seat has been used.



It's something to have the Triumph name on your car. It's a badge of distinction.



The optional weather-proof steel hardtop goes on or off in a jiffy. It's a man's best friend.

## Triumph Spitfire Mk2.

The he-man sports car for the she-woman.

TRIM, SEPTEMBER 16, 1966

And this American ad seems to be veering in the same direction until you read the small print - **"Single? The trunk holds a large suitcase, record player, ski boots. Married? It holds laundry bags, grocery bags, stuffed panda."** **"The optional weather-proof steel hardtop goes on or off in a jiffy. It's a manicure's best friend."** and **"Don't be awed by all those dashboard instruments. After all you work and understand more gadgets on your kitchen stove!"** aaargh!!!!

Moving away from such matters and coming



up to date some people do find their cars very useful, even without trying to fit in a record player and ski boots. Roy Millburn sent a photo of his car after *"our trip to the garden centre in my MK1 Spit. Who says they aren't practical. It did kind of look like a window box though."*

Kevin Hill from our Andover Area whose son Alex is in Australia (and who helped him buy the Australian Spitfire I included in these pages a few months ago) sent me the following photo from the Melbourne Grand Prix in March.

*"Alex went to the race yesterday and did the 'Historic Walk where the organisers get the different car clubs to provide their members' machines for the race goers to look at, while*



*numbers .....and this man got close....."*

You may have noticed that the owner has added some interesting amber reflectors to the rear bumpers. Has anyone else made a similar modification to their early car?



And finally, Keith Lister's on a roll, sending me a couple of photos recently, one of them being of this sign on an industrial estate in Hampshire, indicating not only 'TRIUMPH Logistics' but also 'MORRIS SINGER Ltd.'

Perhaps both companies would have been more at

*nothing is going on the circuit. In OZ you can buy almost any combination of letters and*

home in Coventry or Oxford!

*Suzie*

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*Peter Johnson*



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TSSC HQ  
LUBENHAM 2017



THE  
TRIUMPH  
SPORTS SIX  
CLUB

# Founders Run

## TSSC 40th Anniversary

### 23rd July 2017

2017 marks the Club's 40th Anniversary.

To celebrate the event, we will be gathering at Newport Pagnell Services M1 Northbound (the site of the First TSSC meeting) before driving to Lubenham TSSC HQ for a BBQ lunch and 'Birthday' cake.

#### ITINERARY:

- Gather at Newport Pagnell M1 Services (North) from 10.30am.
- Drive to Club HQ – a number of route options will be provided.
  - Lunch and celebrations before heading home.
  - Or make your own way to TSSC HQ for the Celebrations

From Midday on Sunday 23rd July

# SPITFIRE MkIV/1500 Register



e-mail.

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

**Steve Payne**



## First Long Run

**T**he Spitfire has been on its first 'long' run for over twenty years, Skegness (or Skeg Vagas as one of my fellow classic car driver calls it)! However it was not with the soft top as I had planned. After several hours of gluing and riveting and offering the original (but at first appearance in very good condition) soft top up to the body, it was bolted in place. However when the windows were wound to the fully closed position it was apparent that something was a miss, it had shrunk! It was at least 1" short of where the window should meet.

Despite stretching and pulling and repositioning it was very obvious that it no longer fitted. I can only assume that 20 years folded and stacked in the roof space above the garage had not done it any favours.

The material had shrunk!

With the Skegness run only two weeks away at that time I had to bite the bullet and find a waterproof solution. My friend helping fit the

roof casually flicked through ebay on his phone and within a few minutes said "there's a very good hardtop only 20 miles away from here and its still at a pretty low bid, its even black!" I took a look, it did appear to be in very good condition, very near by and at a very good price. The bidding ended in 24hrs so I decided to go for it. The soft top came off and was placed at the back of the garage and all my fingers were crossed for low interest in the hard top tomorrow.

The following day I placed my bid with minutes to go and held my breath, I was outbid with 30 seconds to go and decided it was now or never and increased my bid by £25, which was successful, to my relief.

I dropped the seller an Email explaining I needed it ASAP and could pick it up the next day, to which he agreed. I decided the best way was to dive over in the Spitfire and bolt it straight on for the return journey. I was just hoping all the fixings were there and it fitted, my wife said I was crazy, but it seemed a good idea at the time.

### Five Classics Meet up at MIRA





## SPITFIRE MkIV/1500 Register

When we arrived the seller was a retired Ford mechanic, very keen to assist and loads of advice on the best way to fit it. He even allowed us to work on his drive and was only too eager to get stuck in. Did it fit? Yes almost perfectly, and it was in very good condition. There were a few issues with the paint and a couple of stuck on white stripes that were easily removed. But it was on and it looked watertight (to be confirmed). It was Skeggy ready.

A few weeks later five classic car owners met up at MIRA, my Spitfire, a Morris Minor, TVR, MGBGT and TR7 and another was to meet us at Skegness. The weather was pretty good, sunny if a little windy, and so we set off. I'll be honest I was a little apprehensive, the furthest I had driven in the Spitfire since MOT'd last October was actually to pick up the hardtop only a few weeks before, a 45 mile round trip. I had tweaked the carbs as they were not balanced. A colleague at MIRA who was used to tinkering with motorcycle carbs assisted and did a pretty good job. The plugs looked a good colour, and very little if any smoke came out the exhaust on acceleration. The journey was steady, led by a 1960's Morris Minor, with a quick turn of acceleration but modest top end (55 - 60 mph). A combination of winding 'A' roads and a few dual carriageways had us make steady progress. We had a half way stop to discuss any concerns, of which there was a few. A TVR with very vague steering and a TR7 with some overheating

problems. My only concern was noise! The gearbox sounded 'tight' and noisy, but it had been a while since I had driven it that far and at those maintained speeds so maybe that was the norm! I told myself.

We arrived at Skegness approximately 4 hours after leaving MIRA (including a 30 min pit



**Skegness Clock Tower**

stop). The P4 Rover showed up 15 minutes later also complaining of some steering vagueness.



**The 'Famous Five' - Cars**



The weather stayed good and we discussed the trip over a tray of fish and chips by the Clock Tower. Overall it was a success, no major issues, everyone made it and the weather was holding good.

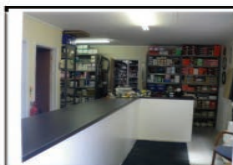
We spent just 2 hours in Skegness and then started the journey back. A quick stop for fuel (and additives) and we were off again. The Morris Minor was a little keen to be on its way from the garage and left myself and a MGB GT behind, but we had a good road with little traffic and touched speeds of 65mph on some of the longer stretches so caught the other four cars up after 30 minutes or so. There were a few slightly frustrated drivers behind my fellow

drivers but on the whole things were moving along again quite quickly.

The journey back was as good as the journey there, I had my son's Birthday party that evening so left the five cars at the half way services and continued back home alone, arriving back at about 5.30pm, just in time for a double celebration, my sons 17th Birthday party and a successful 'proof' run for Spa.

There are still things to do, new tyres, some trim to fit, more tuning and a leaking heater valve to change but on the hole minor issues. Fingers crossed we all shall have a similar successful trip to Spa. Watch this space.

*Steve.*



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**Colin Lindsay**

# A Few Points



**M**y thanks to **Robert Hodgson** of sunny Tiverton and TSSC Devon for digging me out of a hole this month and giving

me something to write about with his excellent account of the 5 Points Run held back in May; 1500 miles over one weekend. As you're probably heartily sick of my house sale / move/ garage building sagas I'll let him take up the story.

*"Having (almost) done last year's tour in our Dolomite, Team H thought that it would be more of a challenge in a Herald 1200. We were right and you might like some statistics we gathered along the way.*

***The Car:** MAA first featured in Courier 316 (Oct 2006) as one of Jon Tubman's 'barn-finds'. If you have a copy to*



*Pic.1. Lowestoft Where are they all?*

*cars, to get through her next MOT, in June 2011. We have since spent at least that much again on engine rebuilds and other bits and pieces. MAA is very much original specification, retaining both dynamo charging and front drum brakes. She appeared as a budget restoration in Practical Classics, March 2013 but I think they were disappointed that our product was functional rather than pristine. However, 'functional' was what we wanted to prove with the 5 Point Tour, while getting a feel for real 1960s motoring!*



*Pic.2. Cleaning*



### The Tour:

This is nominally 1500 miles to the corners of the country and was in fact 1812 miles door-to-door from Mid Devon for MAA. The sketch map shows the route we followed with rough timings. The biggest challenge is that our practical top speed of about 65mph meant we were always at least an hour behind the faster cars (Pic 1 shows us all alone at the Lowestoft checkpoint). However, we were very grateful that Luke and his family also joined with another Herald so we had company much of the way. This was a family affair, with daughters Louise and Celia sharing the driving.

Highlights for me include the sunrise over Lincolnshire, an outstanding breakfast in Lowestoft that full restored us all and a spectacular sunny morning at Land's End. Undoubtedly the best bit was the welcome in Lubenham after a long time in the saddle!

Mpg averaged 39.6 and varied between 35.6 and 46.2.

Temperature was interesting. I've fitted a gauge beside the gear stick which stays mid range at steady speeds up to about 55mph. Above that it rises steadily until at about 67mph it heads into the red and your

olfactory senses tell you to slow down. MAA had a small radiator and Luke's car, with a full-width radiator, was able to sustain slightly higher speeds than we could. One fault appeared during the run: MAA developed a sort of skittishness on rough surfaces and I eventually nailed this down to worn steering rack mounts. Movements were occasional and small with unnerving rather than dangerous results and I was able to buy a replacement set from the Club shop so now all's well again!

What we learned:

- MAA does not generally go out when it's wet so it was a surprise to find that the torrential rain encountered at times ALL stayed outside the car. I have owned a

number of 1960s vehicles in my time and they invariably leaked.

- The dynamo WAS up to keeping everything running all night, though there were times in slow traffic when I switched off headlights to make sure!

- We need to fit the larger radiator that came out of bagobitz.

- The auxiliary power socket I fitted (2 x usb plus 2 x cigar-lighter sockets in the glove box, pic 6) was a god-send, keeping the sat nav, the mini boom-box, phones and map-light all going with no trailing wires.

- If not always fast, 60s motoring can be very reliable. I estimate that the spark plugs fired about 14 million times during the journey without missing once.

That's roughly the same odds as winning the lottery but the other way round!

The cars all assembled at about 6pm at Meriden for a briefing from Chris at 6.30. This was commendably short and can be summarised as 'There are 5 postcodes in your pack. Follow your sat-navs. It's not a race - and see you in 5 hours. Go!' The first part, finding our way out of the Midlands, was a bit tedious but at that stage we were still with the others so couldn't get lost.

Once on the open roads the fast cars were soon well out of sight, leaving we two humble Heralds trundling along at our comfortable top speed of around 60mph.

I dreaded several things on the trip. One was the possibility that our dynamo would not keep pace all night, especially if the wipers were on as well as lights. There were some periods of congestion, notably when joining the A1(M), when I felt the need to dowse headlights when static but apart from that this fear was unfounded. Another was that we might get swamped by water ingress during rain but I was amazed that nothing came in at all (apart from when Louise was driving and she couldn't reach the winder to raise the window).

cars had been there some time and, after a brief hello and a presentation to the Scottish TSSC group, they were off south again, leaving us in peace to enjoy a coffee before ourselves heading into the Northumbrian mist that had settled onto the A1.

We caught up briefly with one of the Spitfires at Wetherby Services - saw their tail end departing as we pulled in. Celia took over our car here, enabling me to enjoy a beautiful sunrise as we skirted round Lincolnshire. Then the long 'graveyard' watch for the run across the Fens to Norwich and Lowestoft. Again, a 5 minute overlap with the others, a fantastic breakfast and a chance to check oil and water. I was really surprised at how much the breakfast perked us up! A quick look at the sea, sign in at the checkpoint and off west. We had one or two tweaks in our travel plans for this section so Luke and we agreed to part company for the day. The A12 is quite rural in East Anglia and makes an enjoyable early morning run to Chelmsford, where we dropped Louise. She had a better offer of a party that evening, it being Eurovision day.

I took over from Louise and put my foot down for a bit until my senses and the temperature gauge suggested a slow-down. There was no water loss - simply that the narrow radiator wasn't big enough. Memo to self: must fit the wider one I have from bagobitz. We had to slow down on

### Luke in the rain



Luke Richard's Herald and we kept formation all the way to Alnwick, the northern stop, with my daughter Louise driving the second half. We arrived about 12.30. The rest of the



### On the Run



the M25 anyway.

Celia's phone informed us that the M4 was closed, which decided us to go for our preferred route of A303 - one we know very well, although there is always a risk of hold-ups around Stonehenge. This time all was wonderfully clear and, after refuelling at Fleet we had a clear run to home, where we paused for coffee and picked up my wife for an exciting night out in Penzance.

We reached the Lizard check point third last in a torrential rain-storm at 8pm - Luke came in as we were leaving and one other car, which had suffered an alternator failure and been 2 hours behind all of us since Friday evening, made it

### The Finish - Lubenham HQ



many steep inclines. Happily, she picked up again and at the first opportunity I switched the tank to 'reserve', which put us to the end of the line but kept us going to Hayle for a fill-up.

The run back to home passed through a couple of incredibly heavy down-pours, notably around Okehampton (where the weather is often fickle). Final fill-up at Junction 27 and Celia and I headed north. Luke & Co caught us up somewhere around Gloucester (they have a bigger radiator) and we travelled together until the M6, where they peeled north and we turned south, arriving in Lubenham at 5.20pm.

It's a long way in a Herald! We spent the time admiring views, listening to my eclectic set of 60s and 70s pop music on our mini boom-box, catching up with the



1800 miles in this Cabin

news on the radio and generally chatting. No cross words were heard and it was a really lovely experience.

Sunday dawned with one of those glorious mornings that make you glad to be alive. Team H toured the nearby harbour to take in the scenery before breakfast at 8 am. Another big meal to set us up for the day, which started at about 9.10am at our next check point at Land's End. The views were stunning and followed by an even more scenic run along the cliffs to St Ives. Herald almost disgraced herself - fuel was running low, resulting in coughing on one of the

Celia wants to do it again!"

I'm not surprised, Robert - you've given us a taste for the run, especially that lovely photo of Luke's car in the rain. Well done to Celia too - I've never seen a Herald cleaned right down to the chassis before, though.

That's attention to detail!

Thanks for the narrative and the photos, an incentive to myself: get garage finished, get garage stocked, get Herald on the road.

That's where they're meant to be!

Colin

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# HERALD 13/60 Register

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**Phil Willson**



## 49 Year old Seaside Beauty

**O**n the 4th June, just by purest chance, I happened across the

'Wheels of Wonder' show on the prom at Bexhill-on-Sea. It was organised by the Bexhill 100 Motoring Club and celebrated their proud boast that it was in their town that British motor racing first began in May 1902. I have to say that I was impressed by the variety of cars on show and the whole atmosphere, though no doubt the lovely weather helped a bit.

Triumph was represented by a Mk2 Vitesse, two Spitfires (Mk3 and 1500) and a Herald 13/60 convertible. The Valencia Blue 13/60



**Photo 1:** Bexhill Beauty

was an excellent example of a nearly original car with just 40,000 miles from new and with its 4th owner, Ian Griffiths of Eastbourne.

As you can see from the photos, it has its original tan trim and even the dashboard looks

like new with no sign of any cracks or fading.

The car was originally supplied by Bentley dealer Jack Barclay Motors and there is even a Jack Barclay paper weight that came with it.

The only obvious non-original parts are replacement rubber bumpers,

**Photo 2:** Showing the posterior





**Photo 3:** *Very original interior*

Martin's car because it was at the end of a row and had the hood down. Apparently he referred to it as a Ford Triumph in conversation but luckily not in his report.

The report explained how all classic cars had

as the originals were badly discoloured and decaying – as they do. The car was Ziebarted from new and that has obviously done its job well. Unfortunately Ian is not a member of the TSSC but I'm working on it!

### **Herald on TV (1)**

Just as I was writing this an email came through from Martin Campbell whose car had recently appeared on his local ITV news. It was on 27th May, Bank Holiday weekend, just after the Manchester bombing and the segment concerned the heightened security at the Skylive 2017 air show at Durham Tees Valley Airport. Tom Sheldrick's report was shot over



**Pic 5:** *We don't have ignition!*



**Pic 4:** *As seen on TV*

their engine bays and boots security checked. They were also told not to leave keys in the ignition – hence the second screen shot of the car (photo 5), although Martin told me that he wouldn't have left his keys there anyway.

Martin also sent me his own shot of the filming while it was happening. As per usual, it took 20 minutes to do three takes that finally boiled down to 8 seconds on TV!

Another nice car, by the way.

be in black and white.



**Photo 6: Filming in progress**  
(photo: Martin Campbell)

### Herald on TV (2)

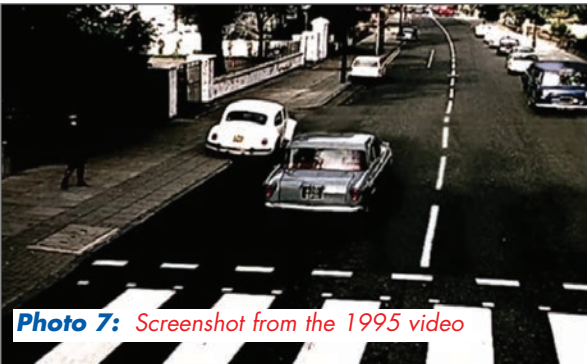
My car was also on TV again on 3rd June, appearing in "Sgt Pepper's Musical Revolution with Howard Goodall" on BBC2. Some of you may remember that way back in 1995 I

of these screenshots but I hope you get the idea.

### Progress, what progress?

There has been no movement on the overdrive conversion. It was overtaken by the need to get the Stag through its MOT and this required a bit of fettling in the braking department.

Stags and their big saloon cousins have self-adjusters at the rear which don't always do what they are supposed to and this leads to a weak handbrake. It's not the best design in the world and I am aware that some people have converted to a manual adjustment system quite similar to the one that works so well on the Herald family.



**Photo 7: Screenshot from the 1995 video**

parked my car outside Abbey Road Studios while they were shooting the video for 'Free As A Bird'. This was originally a John Lennon demo track on a mono cassette that Jeff Lynne and the surviving Beatles turned into a UK number 2 hit. The intention of the video was to show scenes associated with the story of the Beatles, and the recreation of the Abbey Road album cover was a natural part of it. On the original album cover there is a light blue 1200 Estate but they deemed that my white 13/60 was near enough especially when the final video would



**Photo 7: Screenshot showing Rita**

Next month I hope to be able to show you my photos from TriumFest UK.

*Phil*



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## Trevor Collett



# Low Country, High Price

**T**he reasons we love our Triumphs are many and varied; one is that they are different from the vehicles most sane people drive today. One reason I love Triumph-based kit cars and specials is that they are even more different – a different different.

Then, every so often, I come across a really different Triumph kit or special – a different different different?

These days, instead of having to trek across the wide world to find interesting cars, we have the world wide web, which lets us see cars from all over the world without us even having to get up from our couch.

At the risk of generalising, the Dutch like British cars, and it was on a

Dutch web site that I came across a car for sale that they called “Triumph 2.0 Midge Pre War Special”; it grabbed my attention, with the grabbing force of an industrial-size grabber. A bit more surfing and I found it advertised on a well-known British classic cars for sale web site. I’ve copied the full description from that site; you will see that the English is as eccentric as the car, clearly a Google translation from the Dutch:

The Triumph Midge Special was originally a so-called kit car design by the Englishman John Cowperthwaite based on a Triumph Herald or Vitesse donor car.

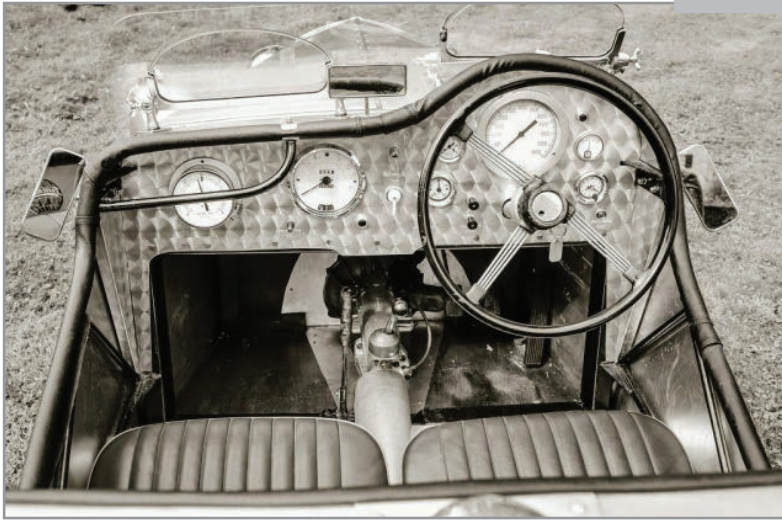
The design was based on the MG J “Midget” race car of the 30s of the last century and consisted mostly of plywood boards that were coated with aluminum. A Triumph Herald or Vitesse could serve as a donor.



This car originally came from England and has competed in the past in hill climbing contests. The current owner has owned the car since 2012 and is completely reconstructed to its own design on the basis of an existing Triumph chassis from 1969.

It was his intention to make as pure a reconstruction of a 30-year racing car. The aluminum carriage work is therefore fully modified and





The interior features an aluminum dashboard that has the necessary tools that also are from the 30s. The steering wheel is made of a Triumph TR3 and the red leather seats are in excellent condition. Headlights and rear lights are original Lucas and come from

with a "boat tail" back to its own design. The steel interior is strengthened locally and also the steering tube is reinforced.

the correct time period.

When assembling the body, a lot of attention has been paid to various details, mounting materials so as screws,

braces and rivets are used in the correct 30-year period.

Due to the low weight, the relatively strong engine and the well-chosen end gear, the Midge sprints to 100km/h. Driving with the Triumph is an experience for the driver and the environment. Experience the feel of GP heroes from the thirties.

See what I mean?



The 6-cylinder GT6 MK2 engine, gearbox, brake system, wheel suspension and drive have been revised and are in excellent condition.

The car has threaded spoke wheels with central mounting, mounted with front 15-inch rims with 60 spokes and rear 15-inch competition wheels with 72 spokes. The rims feature special 15-inch Avon high speed tires. Rear suspension is provided with additional reaction rods.

Despite the dodgy syntax we can glean some useful knowledge on the car. It is reckoned to be a Midge, but it is not like any other Midge I've ever seen. Though, despite its outward appearance, it is quite possible that the original builder did start with a set of Midge build plans supplied by the said John Cowperthwaite (the man also responsible for the Moss range of kit cars).

As for the outward appearance of this car, pretty





good, don't think? I do. And with that 2-litre six-cylinder mill, I bet it goes as well as it looks. I'd love to see this car in the flesh; perhaps it will attract the attention of a British buyer and return to the UK. If any of you guys and girls end up with it, make sure you let me know. How much spondulix would you



need to transfer to the Netherlands to prise this car away from its current owner? The asking price on [www.carandclassic.co.uk](http://www.carandclassic.co.uk) is a very

healthy £23,250 – I think that beats the record for the highest asking price I've ever seen for a Herald-based kit or special.



*Stirling Moss*  
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**Dave Rumens**



## Arcing back to last May

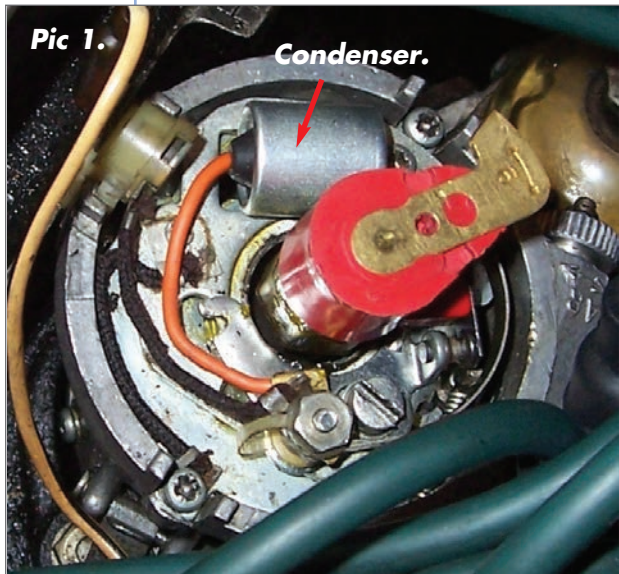
# H

i folks. Following May's article where I covered testing the ignition condenser I have been asked what purpose it serves. In other words

resultant slow collapse of the magnetic field will reduce the high voltage at the secondary winding. In other words, it will reduce the strength of the spark. The results will be poor starting, poor performance and misfiring. As the damage to the points increases due to the

*"What's It There For?"* In order to understand the function of the condenser, [Picture 1](#), we have to also understand the ignition system. [Picture 2](#) shows the Kettering ignition circuit used on most vehicles until recent times. Starting with the coil which is basically a transformer with a low voltage primary winding and a high voltage secondary winding. The points switch, at the right time, the 12-volt ignition supply applied to the low voltage winding. When the points open the voltage supply is interrupted and the magnetic field in the coil collapses. This causes a back emf (Electro Motive Force) to be generated in the primary winding which is then stepped up to a high

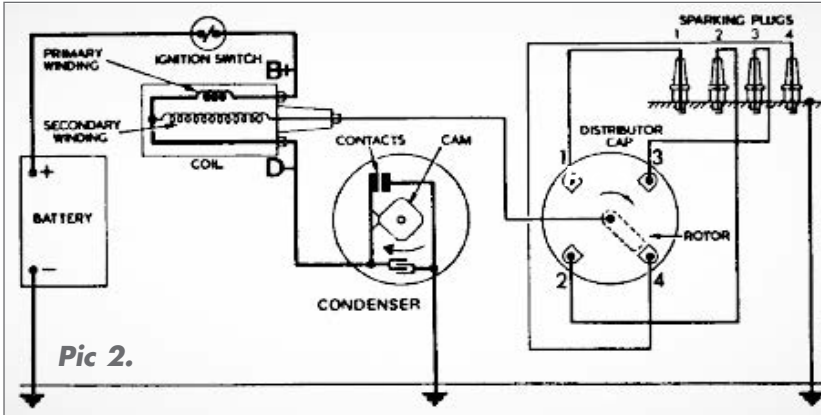
voltage at the secondary winding. This high voltage is then fed to the spark plugs by the leads. Without the condenser the back emf would cause arcing across the points which results in them pitting and burning out. The arcing also slows the collapse of the magnetic field. Therefore, the other function of the condenser is to ensure a quick collapse of the magnetic field. Both the arcing and the



arcng the above problems will become more severe. So how does the condenser achieve this? In effect the condenser will absorb the back emf as this momentarily charges it up. Many years ago the use of a condenser to prevent switch contacts arcing was known as quenching. I have deliberately left out some of the deeper theory and kept to basic facts.

I am typing this month's article in May looking





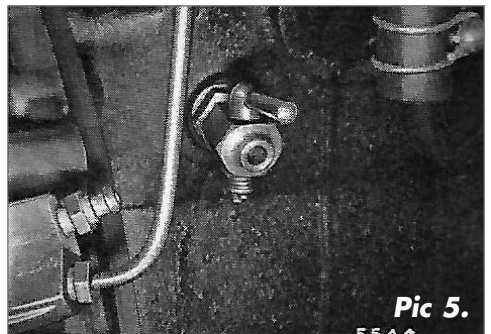
to remove the whole of the radiator drain tap as it has probably corroded in place and trying to remove it could damage the radiator. As removing the bottom hose will not fully

forward to maybe a hot summer. This could be double-edged as with the heat comes the thought that overheating may be a problem when stuck in traffic. If you haven't flushed out the cooling system within the last five years, it is probably worth carrying this out and replacing the antifreeze. To drain the system, start with removing the radiator cap and turn on the heater. As the size of the radiator tap

drain the system the next step is to drain the block. The block drain tap/plug is located just below the exhaust outlet for number 6 cylinder.



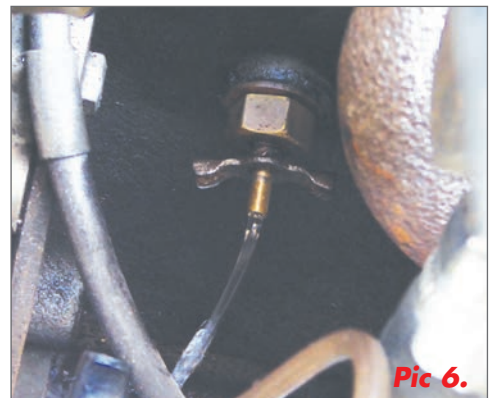
pipe is small, [Picture 3](#), it will restrict removal of larger unwanted sludge. So open the tap



Most Vitesse models were fitted with a tap. [Picture 5](#) show the early type of tap and the



and remove bottom hose, [Picture 4](#). Do not try



later type is shown in [Picture 6](#). On the later type turn the butterfly anticlockwise to open.



Pic 7.

Just to confuse you the very late Vitesse had a screw in plug. If the tap is blocked it can be removed without causing any damage. It is also good practice to remove the thermostat, [Picture 7](#), not only to check its condition as it also enables you to flush out the block without pushing the sludge through the radiator. Once the old coolant has been drain out then flush radiator from the top. The block can be flushed through the thermostat housing. Use a garden hose to carry out the flushing. Before refitting the existing thermostat and hoses you may consider fitting a 74C summer thermostat which should help reducing the likelihood of boiling over. The part number is GTS102. It is advisable to use antifreeze all the year around as it contains a corrosion inhibitor. Look for an ethylene glycol antifreeze which should meet the requirements of BS6580:201 and should not contain any OAT. Generally, this type is blue in colour. The newer pink coloured type of antifreeze contains OAT and is not suitable for classic cars.

I always like looking in the Vitesse Owners Handbook as it contains loads of helpful information. On page 27 it gives a maximum

strength of antifreeze as 35%. This equates to approximately 4.9 pints for the 1600 and 3.85 pints for the 2 Litre models of antifreeze. These days it's not uncommon to see 50% antifreeze used in modern cars, I believe this has a lot to do with the wide use of aluminium in the modern engines. But, back in the 1960's owners were discouraged from using over 35% because antifreeze has a habit of seeking out leaks. This was a point drummed into me back in the 1960's and I still stick to it with the Vitesse. However, one modern practice I have adopted is to use deionized water to mix with the antifreeze as this helps reduce corrosion.

After refilling the system there may be air pockets present. Now run the engine for a few minutes then turn off before it warms up.

Now check the coolant and if required top the level up.

**ONE IMPORTANT POINT: DO NOT FLUSH OUT THE SYSTEM WHEN THE COOLANT IS HOT.**

That's me for this month and see you at the International.

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*Dave.*



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# GT6 Mk I - II - III Register



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



## Andy Cook

## GT6's at SEM 2017

### Mk3s

This lovely Mk3 GTJ102K owned by Ian Gordon won car of show at SEM last year as well as best GT6. Once again he came away with the best GT6 award this year, not much chance of winning car of show against a really rare and beautiful Triumph Italia that turned up at this year's show though!

**L**ast month I took the GT6 along to the SEM (South of England Meet) in Leatherhead. Once again there was a nice selection of GT6s there.

Some familiar cars and some that I hadn't seen before.



Picture 1 Ian Gordon's GT6 Mk3



Picture 3 Mark Smith's MK3



Picture 2 Triumph Italia, no surprise that this won car of show



Picture 4 Another Wedgwood blue MK3

## GT6 Mk I - II - III Register



**Picture 5 Cookie's GT6**

My GT6 scrubbed up pretty well for it's first major TSSC event this year. I have had a bit of body tidying done last winter by a local bodyshop (AL Coachworks) including an nearside wheel arch repair panel, replacement quarter and centre valences and the odd scratch and chip touched in.



**Picture 6 John Heath's White MK3**

One of my personal favourites is John's MK3 which came along to SEM last year fresh from a restoration, still looking great, I did notice that John put his son Jamie to good work on the Saturday afternoon cleaning the car for him No such luck in getting my teenagers to clean my car!



**Picture 7 Simon's MKIII**



**Picture 8 Chris Hollingsworth's Yellow MK3**



## MK2s

There were quite a few MK2s at the show too. Pictures 11, 12, 13 & 14 that follow are some of the MK2s.





**Picture 15 David Burden's Mk2 with MK3 bonnet**

This MK2/Mk3 Hybrid appeared in last month's Courier after I saw it at the Isle of Wight Triumph weekend. I managed to talk to the owner, **David Burden** at SEM to get a few more details. The car is a MK2 and the chassis was modified by the previous owner to take a MK3 bonnet and quarter valences, this is a fairly major piece of work as the front chassis rail and hinge points are different. It had a brand new Heritage MK3 bonnet when restored by the previous owner, it seems strange that they went to all that trouble of modifying the chassis rather than just fitting a MK2 bonnet, maybe the MK2 Heritage bonnets were unavailable at the time or maybe they just got a special deal on a MK3 one! Anyway, I think it actually looks good although obviously not for the purists!



**Picture 16 Jeremy's MK2**

Jeremy's car also featured in last month's article as it was also over on the Isle of Wight.



**Picture 17 Custom Wire Wheels**

These wire wheels are fitted to Mike Titchen's Mk2. He had them refurbished professionally, painted valencia blue to match his car and rebuilt with new spokes. Then as a real unique touch Mike had the



custom aluminium GT6 MK2 wheel centres made up. The white wall tyres are also a nice touch and pretty unusual on a GT6.



**Picture 18 Dick Twitchen's White Mk1**

### **MK1s**

Dick's car won best GT6 a few years back, in fact that year mine got the runner's up prize.



**Picture 19 Red MK1**



**Picture 20 Blue Mk1 "ish"**

I saw this car earlier this year at a local classic meet in Alton. Now I'm terrible at remembering names, but I did have a chat

## **GT6 Mk I - II - III Register**

with the owner back then who called himself something like "Hack" although of course his nickname rather than real name. This car has recently been put back on the road after a restoration, it's pretty modified especially in the engine department and apparently is rather quick.

This MK1 was at last years SEM, it's a bit of a hybrid, registered as a Spitfire hence the early C reg (1965) which is before GT6s were launched. However it has had a 6 cylinder engine and GT6 body fitted sometime in the past.



### **GT6 Weekend**

Another quick plug for the GT6 weekend being held between 6th and 8th October this year near Frankfurt. One of the Organiser's, Harald Hummel, sent me through some official stickers for the event.



I've booked my hotel for the event and I know there are a few other Brits going over for this so I've put one of the stickers on my car in preparation!

### GT6s out and about



**Picture 23 Red MK2 at Basingstoke Festival of Transport**

The picture above was taken at Basingstoke festival of transport. I have

owner when the car was in Newbury, the car originally had the bullet mirrors on the bonnet but they were useless for actually seeing anything behind so he had fitted the Tex door mirrors that are fitted as standard to some of the later Triumphs as these are actually designed to work rather than look pretty like the bullet ones!

This nice MK3 below was at a local monthly classic car breakfast meet at White Lion Antiques in May.

### GT6 on line Magazine Article and Photoshoot

I went to the "InCarNation" car show organised by the Ace Café in Brighton back in April and my GT6 had a note left on the windscreen asking me to get in touch from a Classic car media company called "The Toms". Out of intrigue I gave them a call and turns out they rather liked my car and wanted to do an article on it for their on line car magazine. Having



**Picture 24 Red MK 3**

seen the same car before at a show in Newbury. One point to note is the 4 external mirrors. I remember talking to the

looked at previous articles on their site the photo's looked really great so I thought what have I got to lose so I'm looking forward to seeing the results plus I'll get high resolution copies of the pictures. Lots





**Picture 25 My Car on the Photo-Shoot**

of static and driving pictures were taken plus a bit of an interview about me and my car. Should be on line by the time this courier article is published at <http://tomeditorial.uk> and will also be on TCL (the classic life) on DriveTribe.com.

### **From Cookie's Archives.**

One of my favourite MK1s, somewhat modified belongs to TSSC COM member **Jane Rowley.**

Here it is at Colborne Mill in the Isle of Wight back in 2010.

*Andy*



**Picture 26 Jane's MK1**





**e-mail.**

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

**Bernard Littlewood**

**Travelling through France**



HERE WE HAVE "EPISODE" 3 OF COLIN FOWLER'S QUEST TO REALISE HIS DREAM OF OWNING A TR – FANTASTIQUE!

In Colin's own words

### **Travelling back through France**

**I** now had to face the tiny task of getting it home. Safest was van and trailer, but this was really expensive. Cheapest was to drive it, but this was massively risky. The vendor asked: "You're not thinking of driving it back?" "Not just thinking about it - I'm doing it!" Another winning smile, while trying to sound a lot more confident than I felt! Not sure he believed me.

There's an app on my phone for tracking it's whereabouts in case it gets stolen. I can't tell you what my wife said when I rang to ask her to track my phone as it moved up through France and book me and the car onto a ferry at Caen once I got close enough. It's safest to assume the conversation was difficult and went quite badly!

This unexpected and frustrating dance with my bank had taken about 2 hours. As a result, I had just over 11.5 hours to do an 10 hour (non stop) journey to Caen. Its going to be close.

The gentle 50mph meander that I'd planned to take up through France, casually checking out the countryside, looking at the sunflowers & vineyards, was now going to be a high-speed mercy-dash

After nearly 2 hours travelling, I rang Jacqui to ask to check on my phone's progress through France "Have you set off yet?" Not what I wanted to hear, but it is a big country.

It took over 2 hours of small and medium rural

roads before I reached anything like a dual carriageway. Longer still to reach a motorway

Stopping only for petrol, tolls (on the wrong side of the car) or toilets, I'm ashamed to admit that I treated my new toy pretty viciously.

I kept a close eye on two things: the Sat Nav (for the arrival time and directions) and the gauges. Maddeningly, although the oil level was high on the dipstick, the pressure on the gauge had dropped a bit. I couldn't afford one wrong turning or any kind of delay.

I don't know how, but I made it to Caen with about 5 minutes to spare before "check in" closed. By now the oil pressure was quite low 10-20 psi. It was now dark and very cold with the roof down.

Jacqui had booked me in on the ferry and I got through check-in quite easily.

I was told to follow column D and I drove down the completely empty column, passing stationary cars left and right. The faces of the occupants, along with more eye-rolling and muttering told me that they were indignant and pretty unhappy at the late-arrival in his sports car, getting VIP treatment.

I started to think that I could actually make it...

...right until I got to the head of the queue where a customs official leapt in front of the car and they took me to one side. Once I was detained, the rest of the cars started to load onto the ferry.

The customs official asked a lot of very pointed questions about the car. This went on for ages, the other cars were driving past and I was keeping an eye on how many were left - not many, I might have to catch the next ferry after all. The faces of the other drivers had

turned from indignation to delight. "You see Mary? I knew he was no good - let's hope he gets probed"

I was cagey in answering the questions, but then realised that I was under a lot of suspicion. I had a mental image of the car being torn apart just to prove there was actually no concealed contraband.

At this point, I became very helpful and cooperative. I must have sounded convincing and I made it onto the ferry - one of the last cars on. By now, I was pretty tired, but massively relieved

had to.

**Qu'il s'agisse six cylindres ou quatre une TR est plus!**

**WESTON SUPER MARE EASTER SUNDAY**

A run in the sun with the S. Wales area revealed some beautiful TR's parked up along the seafront. Number 1 had to be the stunning TR250 closely followed by the TR4A and TR6. Well worth the Severn Crossing Toll unless of course you own an amphibious



**Early TR4A at WSM**

that I'd made it to the ferry. It didn't matter if it broke down now, I'd push it off in Portsmouth if I

TR4A. And what I gained in Severn crossing tolls was more than made up for by the 20p



**Stunning TR250 at WSM**



**Early TR6 at WSM**

a time toilet fee.

**TRantastic!**

### **CARMARTHENSHIRE ROAD RUN** **MAY 13th 2017**

After spending a week in West Wales with my Vignale acting as my sister in law's wedding car I should have had enough of driving a classic around that beautiful part of the world for a while but the lure of the road and the chance to support Whitland Classic Car Club's run around the Carmarthenshire countryside and the Cancer charity that the £10 entrance fee goes to, was too much to resist. I returned home late on the Friday night, covered up the Vignale that had covered over 600 miles impeccably over the previous 7 days and checked the outstanding TR job list that I should carry out on Saturday; the only one that was possible to action within the time frame was to replace the split gear lever gaiter! This had been on my list for just over 4 years and amazingly enough on the Saturday morning I actually found the new one I had bought in 2013. So stealing myself for the 180 seconds of boredom that I had estimated the job would take I removed the old gaiter, sprayed the new one with Teflon spray and it slipped straight into place, total time 54 seconds, Fantastic! I would have done this years ago if I had known it would only take this long but then again I probably would have had to change the gaiter a few more times by now as the quality of the new gaiter appeared ques-

tionable, we'll see. With a bit more time to spare I checked the engine oil level, carb dashpots, clutch & brake fluid levels and coolant, all were fine, so, for me I made a momentous decision, I'll give the car a wash, and so I did and after my previous maintenance of the rear N/S handbrake linkages there was no "crack" of the brake releasing after sticking on when I moved the TR onto my drive! I even went over it twice to get rid of all the dirt that still appeared as smudges all over the paintwork.

The next morning arrived and I drove the TR out of my garage and onto the drive, going back inside to make a cup of coffee for my co pilot AO Al who was due to arrive at 6:45am, 6:50am arrived, but no AO Al, very strange I thought, he's always on time, so I went to wait for him in the TR where I found AO Al prone on my driveway, I bent down to see if he was alright and just about heard him say "you've washed the TR". After realising he was in shock I brought his coffee out to him with several spoonfuls of sugar added and he eventually came around, then it was a 20 mile drive to the first meeting point then another 35 miles of motorway driving with the TR cruising in over drive to Pont Abraham services at the end of the M4 for a natural break, then another 35 miles (all the mileage was covered at the national speed limit apart from a few private roads where the TR left modern cars in its wake) to the start line at Whitland Rugby Club where there were about 75 classic cars already assembled, Fantastic! What wasn't





**My 4A at the Lunch Stop**

fantastic though was the fact that the lack of elasticity in the new gear lever gaiter was causing my car to jump out of third gear on the over run!

After collecting my rally board we waited for the marshals to flag us off and right on time the lines of cars started moving along just over 100 miles of B,C & D roads through magnificent country, the TR behaving itself (when I held the gear lever in third gear) and taking the hills, bends and sometimes rough roads in its stride and returning 30mpg! We stopped at a very picturesque wooded area for a lunch break then continued back to Whitland to pick up our completion certificate then from there we took a route home through the Brecon National Park in the glorious sunshine, the TR eating up the miles and clocking up just over 300 miles for the day, encountering one cyclist who was too busy looking at his feet to notice that he was riding on the wrong side of the road until a warning blast of the TR's horn alerted him just in time and a modern car dri-

ver hammering around a blind bend towards us on our side of the road while he made a phone call! I don't know how we didn't collide head on, but somehow I managed to steer the TR up the grass embankment and past him, but if I had been able to turn the TR around in the narrow lane without endangering motorists coming in either direction I (with AO Al's help) would have dragged him to the nearest police station, it was a shame that I wasn't using a dash camera!

I'll give it a few more runs before I can claim that the sticking handbrake is no longer an issue and to sort out the gear lever gaiter I can either relieve the "H" section gear lever aperture or perhaps cut the top off the old gaiter and bond in a faux leather cover, the latter being the easiest route, but yet another example of available parts not being up to the task intended, watch this space.

Whether 3 gears or 4 a TR is more

*Bern*



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**Paul Lewis**



## In Readiness?

**T**his article is being written on the eve of my yearly adventure to the SPA Classic in Belgium. I am sat looking out the window at the pouring rain hoping that I have prepared well enough for the journey. I am sure you have already been there. This year is slightly different as my small group of friends has expanded to work colleagues, so we now have 10 cars in total. I will expand next month on the journey but



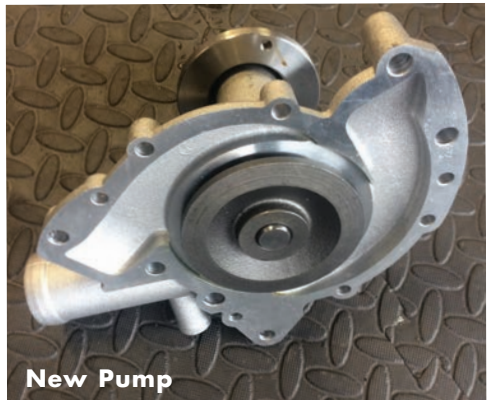
**Pump housing**

during the getting ready phase I have been blighted by the engine cooling system reading  $\frac{3}{4}$  hot. Now this isn't a new problem and I have been scratching my head for the past 7 years since the engine was put back in. That is why I now need to wear a hat in the sun.

I thought this year I would finally get to the bottom of it. I managed to fix the wire to the sender, this now made me realise that the



**Hoses Off**



**New Pump**





**Pump removed**

problem was now constant and not an intermittent air lock fault. I decided to remove the thermostat and check it whilst cooking dinner one day to the wife's surprise. The thermostat although opening a little late was ok.



**Rad Cap off**

I replaced the sensor as these are only £6 at the same time just in case it was giving out false readings. Again, the high temperature



**Old pump rusty inside**



**Vacuum Filling Kit**





**Temp Gauge Normal**

was still there. A new set of hoses was ordered and fitted and still the problem persisted. So, I ordered a new water pump, there is not getting to be much left now is there. With the water pump the only real recommendation is that you ensure that the mating surfaces are spotless as if not you will end up doing the job over and over again. One thing that I had

picked up on was I had questioned if the heater hoses were fitted the correct way around, so after some investigation on the net I found that mine were not correct and set about to fix this.

When it came to refilling the coolant, I had purchased a vacuum filling kit. When connected to an airline this device removes all the air in the system, collapsing the hoses so that you can check for any leaking hoses. You then change over a couple of switches, connect the hose to the bucket or container of pre-mixed coolant and the cooling system is full without any air pockets.

I then went for a relatively long drive and the temperature seemed steady at half way. The acid test is now the journey to SPA in the morning. The fault, well it seems it was the heater hoses going through the matrix the wrong way, so a lot of time and effort for a simple fix. Well I hope its fixed, time will tell, in about 12 hours time.

Wish me luck and I will bring you up to date next month.

*Paul*



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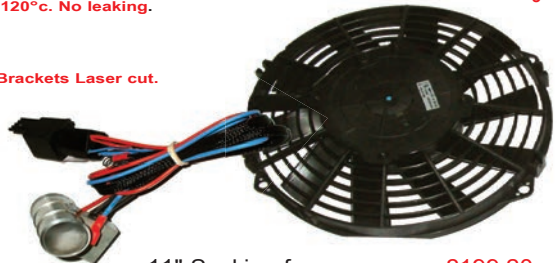
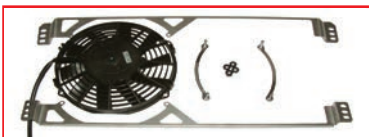
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# International Liaison

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## Dave & Jo Beardsley

# European Tour

Last month we drove across Europe through Holland, Germany, Denmark and on to Sweden in our 'other' Triumph (Mazda MX5) to a meeting with the Denmark MX5 Club who were celebrating 25 years of their club.

Whilst there we met up with some of our Triumph Sports Six Club international members; **Richard Powney** in Denmark, then **Ron and Petra Verlaan** from the Netherlands.

If you're not sure who to speak to, or can see a name of that country, please get in touch and we can try to help you out.

On our return trip from Amsterdam to the Hook of Holland Ferry, we called in at the Louwman Motor Museum in The Hague for a look round – well worth a visit. We'll include some pictures in a subsequent article.

Please continue to let us know of any events that are happening in your country so we can promote them in the Courier, also continue to send photos of your cars. We will republish the international events list next month.

We would also like to welcome our new members who have joined this year - we look forward to hearing from you and hope you enjoy being a club member.

We will be at this month's **Silverstone Classic on Saturday 29th July**, if any of you will be there, let us know so we can arrange a time to meet up for a chat.

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

Cheers for now

*Dave & Jo*



We always try to meet up when travelling and can wholeheartedly recommend it – next time you are travelling, why not look up the name in the Overseas Contacts elsewhere in the Courier.

# Area Showtime



e-mail.

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

## Bern Robinson



*All Show Reports to the Editor please*

## Totally Triumph

By Douglas Hogg

Northern Ireland Area

**W**e had our Totally Triumph Show at Wallace Park, Lisburn just after the middle of the month that was well supported locally and

from the general Dublin area by the TR Register Ireland and others. With over thirty entries on the day, and it would have been more had there not been a few late cry offs. It was a very enjoyable day with the odd shower to keep us cool. We all missed Alan (H) and Maureen but you must remember Alan that there is a difference between the green and black pumps and it isn't just the colour! As well as being well supported by the general public who were there taking part at, and watching, the Mayors Family Fun Day and our own members, without their cars for various reasons.

There was the added attraction of Chic and Iain from Scotland with their array of specialist Triumph parts to view and hopefully buy. Once again thanks for your support and I hope that members reciprocate their efforts in return. I must also thank all the members who supported me prior to and during the event, including my son Simon making a welcome return to the show, not forgetting the judges for the day, as well as the Events Officer from the Council, Carolyn Thomas who also helped to make the day a success for all.

Back to the show, and I hope I remember correctly, the winners. (Photo 1) Best Family Saloon was won by Gary Carson and his very presentable 1300 FWD with David Coburn in



1.

his 1850 Dolomite second. Furthest Travelled was Phil (B) with Sam Holohan 2nd in his very tidy blue TR6. In the Modified Section we had a close run competition, and sadly for me, it was won by Niall (C) with his much admired



2.

## 25th New Forest Run

TR6 and a close second was Alan (F) in his Vitesse Convertible. I suppose I should clarify my remarks about Niall - suffice to say he is a poor kisser and not my type, at all! (Photo 2) Again the Cruised and Used section was hard fought over with it being won by Billy Cull in his "Spitfire" Spitfire - a very unusual car and mentioned in these pages before. Second place



was the well looked after Spitfire MkII of Peter, or is it Nathan, Mann. (Photo 3) Getting near the end the tension was mounting as we came



to the Sports Car section and this was deservedly won by Howard McMullan and his



TR8 from the TR Register Ireland with Colin Tait runner up in his burgundy GT6 MkII, who is always well placed at these events. (Photo 4) Howard McMullan, again, and his very original one previous owner TR7 Coupe, which was celebrating its 40th birthday during May, took 2nd place in the "Car of the Show" section. (Photo 5) From a very early stage a number of us had a fair idea what was going to be the "Car of the Show" and we were proved correct when Jim Clarke from TR Register Northern Ireland and his superb TR3A won 'Car of The Show'. This is the first time that I have seen this particular vehicle and it was



well worth the wait I must say. (Photo 6)

I hope you all enjoyed the show and will support it again next year, along with a few others, and that you appreciated the Finishers Award given to all. Finally I was glad to see the formation again of the "original" Three Amigos



back at our show after a lengthy period of time - good to see you together again. Still trying to work out though who gave me the Singapore Dollar as an entry payment. (Photo 7)

Thankfully with selling a few items we were able to keep the show in the black this year although we do miss the income from the tea/coffee stall that was previously run and was a good source of income for the club.



# 1st - West of England Gathering

By Tina - Somerset Area

**W**OW what a great first attempt! Ok even if I do say so myself, we had a cracking show. The Somerset area would like to thank each and every one of you who was involved and attended our first event. Some of you travelled many miles to support us, Without you all it would never have been such an awesome weekend!

We, as an area, cannot thank Mick, Nancy and Kirsty of Southfork Caravan Park enough for their hospitality and help through the weekend. What a great venue with amazing owners.

In the weeks leading up to the event, and after many meetings, playing email ping pong and

the sleepless nights, the West of England Gathering day arrived.

Most of the set up was completed on Thursday with help from the Bridgwater Classic and Vintage Car Club who kindly lent us a tent and



their expertise to put it up and for the bar. The campsite then gave us a pop up gazebo which



became the Raffle HQ and additional seating area.

Alan, TSSC Somerset Member, put up his gazebo for an entrance and payment tent. Kirsty, Southfork Caravan Park, offered the use of their fridges to chill the beverages, so they were placed into the fridges Thursday evening ready for the Friday start. Relief, it felt like it was coming together.

### **Day 1 - Friday 2nd June**

Mick, owner of Southfork Caravan Park, appeared with newly built picnic benches for our use. These were then placed in to the refreshment zone (ok Bar area).

Friday evening began well and everyone gathered for a very sociable evening.

The Caterers, The Saucy Zimmers Maid, arrived and set up, after a while the rain came in. We got to know each other a lot better huddling under the two tent/gazebos we had a great evening full of giggles and making new acquaintances.

### **Day 2 - 3rd June**

Saturday started bright and sunny, after a few discussions the evening before it was agreed to take a drive out to the Corfe Village Fete.

Due to the rain on the Friday evening we erected the Areas new Event Shelter. This was obtained by Martin Hughes AO applying to the Socio economic section of Magnox Ltd, who help out local clubs. After our successful application we were able to obtain a 14 x14ft Coleman Event Shelter. We placed this between the two previously set up tent/gazebos and a party area was born.

A very relaxed evening was had by all on their return to Site. The weather had drawn in again but with the additional covering everyone had plenty of space to socialise.

### **Day 3 - 4th June, Show and Shine Day!**

*Oh the day of the competition.*

Amazing how many people were up early with their polish and cloths. A further 20 plus cars joined us throughout the morning bring our total to 43. A great turnout for our first event, how pleased we were!

Judging started at 10.30 with the results being announced at 1.30. Tensions built!

We had a small selection of Autojumble and a cracking raffle was also held. So after much whispering in corners and unsaid head



This was led out by an old Bedford Ambulance followed by 18 varying Triumphs.

All the cars shined in the sunshine, filled with happy smiling people, I understand a great day was had by all, with a fly past and bird of prey displays and a great choice in cake!!

Some of us stayed back at base in case any newcomers arrived.

nodding's the results were ready. Unfortunately the rain came in very persistent, which resulted in a quick ending to the Sunday proceedings.

I can truly say I had a great weekend making many new friends. First one down and number two already booked.

**Tina**

*Looking forward to seeing you all again, bring a friend or two.*

# PANDORA'S STORY III - PART 2

## AFTER COURIER ISSUES 180 & 231 JUNE 1995 & SEPT 1999

by Pandora Herald



**O**n the grapevine I'd overheard talk that Ken had plans for Kathy's old hairdressing salon that is adjacent to the cottage. In 2008 after two years of planning and negotiations for a dwelling conversion the project was rejected for a second time due to rules of what could and couldn't be accepted in what had recently become a conservation area.

Obviously it was important for my owners to find a way of living that catered for a disability so attentions were switched from the salon to the barn, garage and stables; plans were drawn up and submitted. It felt like Kathy and Ken were planning to take my home away from me. At more or less the same time Kathy's old mark 3 Range Rover with mobility chair lift failed its MOT and had to have serious chassis repairs. For my owners it was time for some serious decision making for the importance of keeping both of us.

Planning permission to convert the barn into living accommodation came through in May 2012 after two years of negotiations. Strangely nothing immediately happened, my life continued to be much the same. My owners Range Rover however failed the MOT again that year on further technicalities. It was taken out of service and became parked up next to my garage. Ironically I felt so annoyed it still had a job to do, the grandchildren now in their mid teens having the pleasure of using it for flattening out hoof damage in the paddock whilst I remained the static classic. It's quite funny how rolls suddenly get reversed and circumstances change. Grandsons Matti and Sam now almost 16 got really serious about

learning to drive so I was brought out of my slumbers in the summer of 2014 entirely due to my manual gear box and their need to learn all about clutch control.

What fun that was, out in the paddock again with youth at my controls. Eventually they got to grips with the Kangaroo petrol that their granddad had put in my tank.

It was a hot summers afternoon and a brilliant test for my cooling system, throttle, clutch and gearbox. Sadly it was just a one off, Nanacar was put back in the garage and work commenced on a new driveway from the road down to the stables, it was all part of the plan to separate the cottage from the barn and paddock and certainly a project that would take time to complete. It was very interesting listening to all the different conversations as workman came and went, gas, water and electric services had to be laid under the drive, new post and rail fencing plus the planting of trees and hedging took most of late summer and autumn to complete.

Ken started work on the old cowshed/barn in 2015, he was determined to strip out everything, The big model railway layout that had taken over the dog grooming room was dismantled and packed into boxes, the breeze block walls separating the stables that were built in the 1980's were knocked down along with the inner front wall and stable doors.

It was during the rebuilding process (new roof, floors, front pillars and French doors) that I overheard a conversation as to my future. I was devastated to hear my fate, yes along with the Range Rover we were to be sold; a buyer for the Range Rover was to be found asap, I heard Ken say "before its chassis goes again"!!!! and "whilst it was still worth something". Range



## Pandora's Story

Rovers can be unreliable beasts sometimes. It all seemed a little unfair why should little old me also have to go??? I'd been the most reliable little car of all time. We were two classics but miles apart value wise, fortunately or perhaps unfortunately I had a much sort after registration plate. I had fears of being sold off for parts whilst my number plate lived on attached to someone's swanky limo.

The Range Rover went quickly to a guy who had an identical one in a similar condition; he wanted to make one really good classic from the two. My fate however was put on hold for a while whilst the cottage had a big make over

"She deserves to be back on the road" and "Don't let her be separated from her reg plate" he said "Let her stay original" . His advice was music to my ears, he had awakened a spark and my heart began to flutter, I became very excited about "Being back on the road"

It all seemed a very long time since my last jolly being driven round and round the paddock by the grandsons in 2014, all the petrol in my tank had evaporated, I had a flat as a pancake front tire, my brake shoes were beginning to adhere to my drums again and my clutch plates once more had got a firm grip on my flywheel.



prior to being put on the market. There was no rush any more to get rid of my home so that a barn extension could be started, my owners planned to live in the restored barn, be-it a one bed roomed apartment for a while before embarking on the planned extension. I assumed my sale had been forgotten about so I slumbered on until December 2016 when I had a surprise visitor. The chairman of the TSSC looked me over and gave Ken some good advice as to what my future should be,

Ken thought I was just being plain stubborn when I refused to start after he had repaired my tyre, modern petrol is full of additives and tastes awful, my carburetor bowl non-return valve had stuck closed with all that horrid left over residue and wouldn't supply my engine with petrol. It was a good job my battery was still full of power as I was cranked more times than I can remember, eventually though he twigged what was wrong and my carb was stripped down and my jets cleaned along with my sticking non

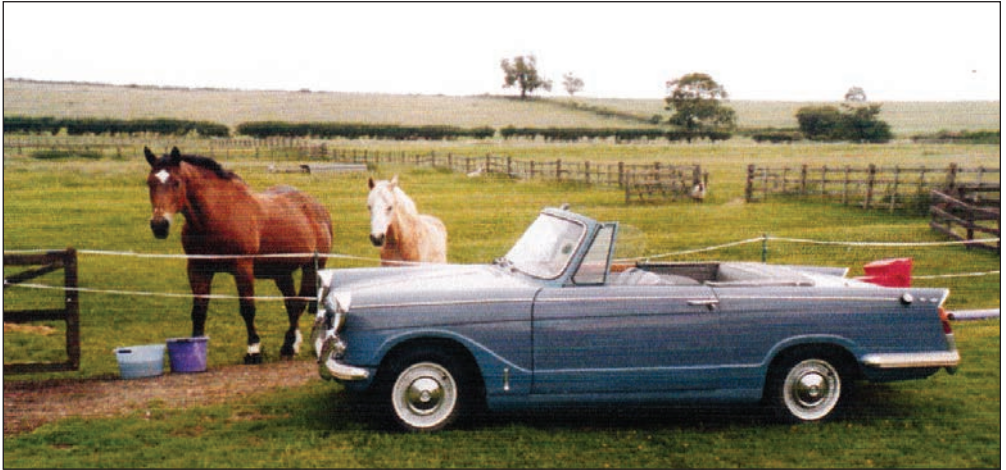
return valve. With petrol streaming in again starting was easy peasy although the freeing off of my clutch to flywheel was not forthcoming despite all the usual tricks of the trade.

It was my owner's daughter Tonia who suggested I should be sold through the social media (E-Bay). The idea being the highest bidder would buy me. Oh my goodness what a roller coaster ride that was, I had visions of going all over the country even the world as the bids came in during the 10 day sale time. I had over 2000 watchers 17 inquiries and 25 bids. At one point I thought I was going back to my

After six weeks I learned that my Scottish buyer had too many family issues and wanted out of the deal and his deposit returned.

Fortunately for me the entire episode was a wake up call for my owners Ken and Kathy, they quickly realised selling a classic (me) is not always about money, it's what was best for Pandora and what plans my future owner would want for me.

Thankfully there are genuine buyers out there and by a stroke of luck my owners found one. A guy from the valleys (South Wales) drove up to view me, he was so honestly enthusiastic



roots in Coventry, then it was Christchurch on the south coast, then a bid from France, then another from a guy in Italy and finally the highest bid from a guy in Bonnie Scotland who had the same name initials as my number plate (AT) a small deposit secured the sale and I started preparing myself for a life in Edinburgh, transportation was to be arranged.

Communications with my possible future owner re the completion of the sale became a little strained when he kept demanding more photos and info on what was needed to complete my restoration. In the end a simple e-mail request from my owner for a firm date for my transportation up to Scotland was completely ignored several times.

The classic car market is full of sharksters wanting a quick buck and people who bid and retract just prior to the end of the sale and then there are people who simply waste your time.

after finding me in his words "a solid 60's classic that should be completed, Mot'd and back on the road".

I couldn't believe my luck as I was being winched onto his trailer for the piggy back ride down to my new home in Cardiff. I was so excited, I just knew my years of slumber had ended and at some point soon I would be a drivable classic back on the road with daily duties to perform. I know at some point in the future I will possibly look back and be thankful for all that attention to detail and maybe understand that my existence was totally down to Ken's "mission impossible" project.

This is not the end of Pandora's story just the end of another chapter in my life, with luck my new custodian will help me provide more chapters of the life and times of "Pandora the Herald"

*Ken Nicholls*

# PRACTICAL CLASSICS ON SALE NOW



The George TR6 is back on the road and the running-in process has begun.



## In the July 2017 issue...

We hit the road and scour the UK for the best classic-friendly roadside cafes. **Nigel Clark** explains how to check and replace Triumph trunnions at home and our own **Matt George** reports on the satisfying process of rebuilding and uprating a tired ex-US Triumph TR6 engine.



# HERALD EFI CONVERSION

## FINALE - FUEL TANK & PUMP UPDATE

by Darren Groves



**T**he initial tank /pump set-up has worked perfectly, but the pump is a little exposed

on the boot outrigger, so does get more than its fair share of mud and water spray from the rear wheels, plus it's quite noisy. Not when you're in the car, especially when driving, but noticeable if your outside.

After reading many article on how people have approached this area, I decided to revisit the set-up. The plan this time is to modify a Vitesse tank to take an internal pump, the pump of choice is one that actually fits a classic Range Rover.

First thing was to find a donor tank to modify, condition was not too important as it was going to be cut up anyway.

A local TSSC Devon member had a few, so a deal was done.

First thing was to cut one side off to give full access to the inside of the tank, it was then given a very hot jet wash to remove most of the gum and surface rust within. If you've



ever wondered what the inside of a Vitesse tank looks like, take a look at [Image 1](#), this was taken before being cleaned.





pick-up to help when the fuel is low (Image 3).

After some modification to the main baffles within the tank, I slipped the side over the edge of the banding and tack welded in place. Once I was happy everything was in the right place, it was fully welded all round and including the flange for the pump (Image 4).

I used some car body filler to smooth out the welded areas (Image 5), the taped up areas you can see in the image below are in preparation for a Frost Tank

Whilst the side was off it was an opportunity to increase the capacity of the tank.

I cut a couple of strips of steel, joggled both edges to allow an overlap and tack welded it on to the main body (Image 2).

With my very rough calculations I reckon the band will an extra 2 gallons, I could have gone more, but wanted to retain some boot space!

I knew of another Triumph owner who had used the same pump and had made a flange for it to mount to, so I approached him to make another and he kindly obliged (Thank you Roger). The flange was mounted centrally and near the back of the tank so that the pickup would be in the lowest part of the tank. I had to extend the length of the pump slightly and then created a baffle around its

Sealer treatment. With the amount of welding that was needed and the fact it was done with a MIG, there was no way it was going to be



fuel tight. I have used these sealer kits many times before to good effect.

Even though the tank was solid it was still covered in surface rust, so it was initially brush painted with POR-15 Rust Preventative paint. It

was then sanded back smooth and painted with a 2K black gloss. To minimise the new pump resonating through the tank, I used several self adhesive bitumen sound deadening pads (Pic 6).

There are several advantages to this revised set-up, the pump is quieter, the main filter is now be in the boot rather than engine bay, it ties up the underside of the boot area and the extra capacity increases the range by 60-70 miles.

If you'd like to see a full photographic history of the conversion, you can look here: <https://tinyurl.com/jyk8u9w>



I would like to add that this conversion was done with no little help from the wider Triumph community, so thanks to all that have helped with practical assistance through to invaluable advice, you all know who you are!





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



## Guy Singleton

## Forty Years?

# Seems like Yesterday!

**I** received a reminder the other day regarding the **TSSC 40th Anniversary Founders Run to be held on 23rd July** and this

set me thinking back to 1977 - that's a long time ago - but sometimes it seems just like yesterday!

I was a very early member, the 54th as my TSSC membership number still attests, but not really a 'founder

member' as such. I recall reading the Exchange and Mart (my favourite magazine back then - sad, isn't it?) and spotted an advert for the TSSC which was to



cover Herald, Vitesse, Spitfire, GT6 - BOND - and Amphicar. The Bond bit attracted my attention; as a keen 18 year old I had recently acquired my first car - a 1965 Bond Equipe 4s **FAX 59C.**

It's hard to believe that the car was only 12 years old at that time - that's newer than my current everyday car, a Volvo!

Reading the E&M wasn't necessarily a good thing as I soon acquired a fleet of Equipes, quickly adding a 2+2 (653 UHY) purchased from a scrapyard and a 2 litre Coupe (FEC 350F) and a little later a very rusty Mk1 Vitesse convertible. My mother also ran a 1200 Herald as her



everyday car so a good collection of club cars for one family.

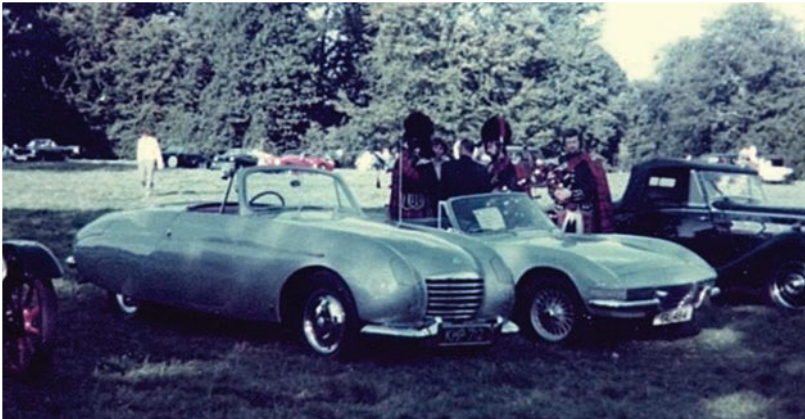
can recall meetings at - I think - Wookey Hole and the Fosse Manor Hotel. At the Fosse Manor event I recall going up one of the Cotswold hills being followed by a tatty Herald. "My 4s should keep ahead of this", I thought, but was eventually overtaken - the 'Herald' was a very tidy Vitesse with an old Herald bonnet fitted whilst the car's original bonnet was being repaired. The car was, and I believe still is, owned by **Roland Drew** who also has a couple of Equipe 2 litres.

Looking, through some old photos I have found some of my 4s FAX 59C before and after a repaint, and of a meeting I can't remember in much detail, or where it was, but with the

Triumph Fury and TRX side by side - shame I did not take more, or even better photos.

If anyone can shed more light on when or where these events took place then do please let me know.

*Guy*



Initially I did not attend many Club events but





# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Spezere



**MKIV 1300 1973** Pageant Blue. Historic registered. Engine needs attention and some bodywork. 24.5k miles. Hard top, tonneau, 4 painted wire wheels. £3,250. Banister (Cheshire/Staffs border) 01270 884 316.

## Herald



**RARE 13/60 ESTATE. 1968.** Re advertised due to Error. Powder Blue. 2nd Owner from New. Complete restoration. MOT till April 2018. Original Throughout. Extensive History. New carpets, brakes etc etc. Fabulous runner. Less than 80 left! More Details. £9,000 ONO. Rob Grant (South Wales) 07790 380041

## Vitesse



**MkII VITESSE** A clean original example. Has an MOT to May 2018. A full history available, going back to the purchase invoice. Just over 100k mile on the clock. Reason for the sale is I can't give the car the attention it deserves. £7500 Peter Langan (E6 3DZ) 07739 675005.

## GT6



**MKIII.** Overdrive. Older restoration. The underside was painted when the body was restored and has stood the test of time very well. Good interior. Drives very well, working overdrive etc. MOT to October 2017. £8,495 Andrew Peel (North Yorkshire) 07860 952683.



**13/60 CONVERTIBLE.** Beautifully restored Herald convertible with lovely red trim. Had a minor accident and repair required to bonnet. Easy bolt on replacement, however damage reflected in price. Priced to sell quickly... £2,900. Dale Steel (Leeds) 07480136891.



**MKII VITESSE SALOON** with overdrive. Well known car. Original leather interior. Webasto roof, electronic ignition, electric fan, unleaded head. Silicone hoses, twist on filter. Far too much details to list. £6,950. David Palmer (Surrey) 07778 036994.

**13/60 CONVERTIBLE PROJECT 1971.** Valencia Blue with Black Interior. Non running for restoration. £750 J.H. Rimes (Gloucs) 01285 654183 / 831222 eve.

## STAG



**1973 Mk2 Auto (Tax Free).** Genuine car with solid body and good all round paint. Original engine, electronic ignition, new fuel pump, recently restored hard top, reconditioned auto box, new battery, new water pump, new timing chains, MOT to August 2017. £10,500 Sensible offers considered. Barry Huffer (North Herts) 01438 361897.



**GT6 MkIII CONVERTIBLE 1971 A1++**, professional conversion, heritage certificate, £1000s spent, recent respray/underseal, huge history file, photos, non-overdrive, rotoflex, 5.5j (by neg) or 4.5j refurb'd wheels, MOT March 18 £9,800. Andy (Nottinghamshire) 07971 601273

## TOLEDO



**TRIUMPH TOLEDO 1972 1298 cc TAX Free** MOT March 2018. Stainless Exhaust. Lots of History. £1,995 Paul Watson (South Wales) 01495 222937.

## TR7

**TR7 V8 CONVERTIBLE.** Rimmer Bros conversion kit, built several years ago, now needing some work to bring it back to nice. Brand new hood, many spares inc Brembo big disc brakes and poly bushes if price is right. MOT till May 18, £3,500 ONO. Tim Adamson (Berks) 07970 937499

## GENTRY

**TRIUMPH GENTRY.** 13/60HP. MGTF 55 Replica. OE/White. Red interior. 15" Wheels. Front Discs. Wood Steering Wheel. MOT



MOT Aug 17. Badge Bar. Chrome luggage rack. 6800 miles. Good condition. £4,995. Terry Hatt (Luton) 01582 452632.



# PARTS 4 SALE

**MIKE PAPWORTH.** GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499. e-mail mike.papworth1@btopenworld.com (Trade)

**RB MOBILECLASSICS.** Highest quality recon driveshafts. All models non roto small chassis car £97.50. Rotoflex rebuild using Churchill tools to customers specifications inc CV conversions, from £230. Mobile servicing, pre mot, electrical, repairs, rebuilds. Modern cars serviced also. All Yorkshire area covered, based Nr Selby. Contact Richard on 07766 354449 or 72stag@gmail.com (trade)

**SixAppeal.** 20 issues of SixAppeal, the magazine for the Triumph 2000, 2500 Register from April 1986 to October 1989. Full of technical articles and Innsbruck biased stories. Free to anyone who can collect or pay the postage of £4.99. Free. Andrew Peel (North Yorks) 07860 952683

**HERALD DOOR LOCK NOS.** NOS LHS door lock and latch assembly, suit very early Triumph Herald models. Later cars had the lock incorporated into the door handle so don't be mistaken. Perfect working order NOS part & matching keys. £20. Jean-Claude Cigrang (Luxemburg) Tel:+352 621 75 95 84

**AVONTYRES.** 4xAVON Tyres - Radial Steel

185 R15 93H. Low use, good tread in good condition. £200. Sealey Parts Cleaner Used but working in good condition. £60. Leather Flying Jacket - Mens/Ladies 38/40 chest. Used. £120. Andy Clarke (Rushden, Northants) 07970 106328

**TR2/3/3A** Battery Box £30. Washer bottle, over-riders, light covers, horns, upholstery tool, filter. Call for details. £2-5. TR3 Starter Motor £50. TR2/3 Manifold £25 TR3/3A Over Drive Gearstick £20. STAG Power Steering £50. Andy Clarke (Rushden, Northants) 07970 106328

**GT6 III OCCASIONAL** Rear Seats (black) Good condition, back stops included but not the mounting bar. Collection only. Photos available from here: <https://www.dropbox.com/sh/sbnnqgl0fsw40cb/AAAaeKlhK4bTG5UWQ3KvgtKHa?dl=0> £350 ono David Walker (Cambridge) 07401648683

**ROLLOVER BAR** for Spitfire 1500, padded, black, RL1199 type. Removed from my Spitfire 1500. Excellent condition. Photos can be emailed on request. £150 exc carriage Paul Cusworth (Hampshire) 07767 412260

**GT6 III** Oil Cooler kit as per Rimmer part number RR1296, not including fitting strips. Hardly used. £90.00 Mark Tomlinson (Charlwood, Surrey) 01293 863791

**SUPERLITE WHEELS** VGC 6x13 Superlites c/w good tyres. Also locking wheel nuts. Travel North often, could deliver. £275 ONO. Richard Long (East Sussex) 07976 259290.

**SPITFIRE MKIII/4 CYLINDER HEAD** and Rocker gear from FH 50893 HE with twin 40 DCOE Carbs and Manifold. £250. Allan Whittaker (Hants) 02392 368396.

**MKIII/MK4 Parts.** Original Steering Wheel, very good condition. MK4 Hood Frame. Two MkIII windscreen glasses. Clutch Slave cylinder. Offers Charles Durrant (Leics) 01858 880377.

**VITESSE SEATS.** A pair of beige front seats for Triumph Vitesse in good condition. £60. Leo Coelho (Birmingham) 07951432302.

**NEW ALLOY WHEELS.** Brand new set of 4 Anthracite Hi-lite Minilight alloy wheels with brand new mounted 13" tyres. Original price £450. Comes complete with alloy wheel nuts and two spacers for the rear wheels to clear the rotoreflex suspension. £250 Daniel Hookey (New Malden - KT3) 07831 584103.

**VITESSE** Mk1 non O/D gearbox great condition. Replaced by mistake (noisy diff!..) so great condition 4 speed non O/D. covered just over 30k. Will post but not sure of cost. £200 ONO. Alex Baker (Cranleigh/Surrey) 07595 503714.

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# PARTS WANTED

**LUCAS D22 DISTRIBUTOR WANTED** must have mechanical rev counter. Condition not important. Colin Jordan (Hampshire) 01489 579631

**VITESSE/HERALD PARTS.** Herald/Vitesse Rearvalance and rearoverriders. Set of 5.5J Minilite wheels for Vitesse. Simon Jones (Hereford) 01981 250762.

**WANTED ENGINE/GEARBOX CASING.** Wanted cheap Stag engine wanted for rebuild/strip down anything considered if cheap. ALSO Wanted Stag Gearbox

casing? I have a broken casting but good internals. Ideally in the South East. Call Martin on 07812326211. Martin Morrison (Sussex) 0781 232 6211.

**TALLER DIFFERENTIAL WANTED.** My non overdrive Vitesse is badly undergeared with its 3.9/4.1 diff, does anyone have a taller diff so that I can hear my wife's directions please. Martin Savage (Dorset) 01963210416.

**WANTED TRIUMPH GT6 "L" SHAPED FRONT FLEXY BRAKE HOSE BRACKET** Part

number is 145452. C. Beader (Oundle) 07951 915021.

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**TSSC**

**Area News  
Review**

July 2017

**Contents**

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



**Leicestershire and  
Rutland Area**  
Triumph Sports Six Club



You are cordially invited to the

**32<sup>nd</sup> SUNSHINE RALLY**

**4<sup>th</sup> - 6<sup>th</sup> August 2017**

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For more details & booking form contact:

Jan 0 7799804415 j.muschialli@ntlworld.com

Neil 0 7530307371 tr6scimitar@yahoo.co.uk

Dave 0 7770650802 davesmith.triumph@hotmail.co.uk





# AREA DIRECTORY

**DIRECTORY CHANGES TO  
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**DI ALLEN, NIGEL HILL**  
**TEL: 07976 163006**  
 E-MAIL:  
**nigel.hill@hotmail.co.uk**

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

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

Area	Area Organiser/s	Meet at	On the
------	------------------	---------	--------

<b>SCOTTISH AREAS</b>			
<b>SCOT CENTRAL</b>	Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691	Harvester, Springfield Quay, GLASGOW.G5 8NP	1st Thurs. 7.30pm
<b>SCOT N. EAST</b>	Danny Stroud: 07823 539047	Various - see report in Area news	Last Thurs. Eves.

<b>NORTHERN AREAS</b>			
<b>CHESHIRE</b>	Henry Jones: 07779 878125	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs.8.30pm
<b>CUMBRIA</b>	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun.12 midday
<b>MANCHESTER</b>	Wayne & Anne Ash: 07770 565670	Joshua Bradley, Stockport Road, Gee Cross, HYDE, SK14 5EZ	1st Tues. 7.30pm.
<b>NORTH EAST</b>	Mark & Lorraine Kilgallon: 07954 784342 Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976	The Travellers Rest WITTON GILBERT DH7 6TQ	1st Sun. 7.30pm.
<b>LIVERPOOL</b>	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
<b>LANCASHIRE</b>	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
<b>WIRRAL</b>	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
<b>NORTH YORKS</b>	Richard Briscoe: 07766 354449	Greyhound Inn - RICCAL YORK. YO19 6TE	4th Tues. 8pm
<b>SOUTH YORKS</b>	Richard Oakes: 07702 492349	Crown Inn - Barnburgh, DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
<b>WEST YORKS</b>	Alan Heaton: 07944 909823	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.

<b>MIDLAND AREAS</b>			
<b>COVENTRY</b>	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	Roger Buck: 07970 619149 Colin Wright: 01733 531580	Smalley Common Ex- Servicemens Club ILKESTON DE7 6FY	1st Tues. 7.30pm.
<b>LEICESTER &amp; RUTLAND</b>	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 6.30.pm
<b>LINCOLNSHIRE</b>	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
<b>NOTTS</b>	Nigel Hill: 07976 163006	Sandy Pate Sports Bar, Mansfield Town FC. NG18 5DA	3rd Wed. 7.30pm
<b>NORTHANTS</b>	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>OXFORD</b>	Thomas Cope: 07972 039532 Nick Morse: 01869 246543	Duke of Cumberland's Head - CLIFTON. OX15 0PE	3rd Tues. 7.30pm.
<b>PETERBOROUGH</b>	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
<b>SHROPSHIRE</b>	David Embery: 0770 1049881 Simon Morgan : 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 07887 605778	3rd Wed. 7.30pm.
<b>NORTH STAFFS</b>	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WEST MIDLANDS</b>	Chris Allen: 07505 110922	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
<b>WORCESTER</b>	Vicky Kitchen: 07745 299457	Sharmans Cross PH - SOLIHULL WEST MIDS B91 1HT	3rd Wed. 7.30pm.
		The Nightingale - Spetchley, WORCESTER. WR7 4QS	1st Mon. 7.30pm

<b>WELSH AREAS</b>			
<b>NORTH WALES</b>	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
<b>SOUTH WALES</b>	Alan Gourley: 07802 204068	The Plough Inn, St ASAPH Unicorn Inn - Pontprennau - CARDIFF CF36YA	3rd Wed. 8pm. Last Tues.7.15pm

<b>EASTERN AREAS</b>			
<b>CAMBRIDGE</b>	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
<b>ESSEX</b>	Allan Jannaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX S511 8SJ	2nd Sun. 12 Noon
<b>M25 EAST</b>	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD	4th Sun. 12 Noon
<b>NORFOLK</b>	Mike Carroll: 07828 103064	The Good Intent - HORNCURCH	April to October
<b>SUFFOLK</b>	Colin Wake: 01206 250360	The Oak Tree Ipswich Rd NORWICH NR4 6LA	2nd Mon. 8pm.
		Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

<b>NORTHERN IRELAND</b>			
<b>NORTHERN IRELAND</b>	Doug Hogg: 07707 288233	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.

Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
CANTERBURY	Derek Hewett: 07749 232024	Cat & Custard Pot, Paddlesworth - FOLKESTONE CT6 7DJ.	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 Raven. HEXTON, HITCHIN SG5 3JB	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	Moody Mare - Seven Mile Lane, KENT. ME18 5QY	Last Tues 7.30pm
NEWBURY	Lloyd Garvey: 01635 255159	The Royal Oak, London Rd, FLIMWELL. TN5 7PJ	Last Wed at 7.30.
SOUTHERN	Mike Goolding: 01252 722432	Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX.	2nd & 4th Wed. Eves. 7.30pm
SURREY	Clifford Darby: 07900 657176	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
EAST SUSSEX	Ian Gordon: 01273 813691	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Tues. 8pm.
WEST SUSSEX	Nigel Ayre: 01403253034.	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey Hazell: 07773 623807	George & Dragon, Dragons Green - HORSHAM RH13 8GEB	3rd Thurs Eves.
		George Inn - 29 Windsor Road, WRAYSBURY. TW19 5DE	3rd Thurs. 8pm

<b>SOUTH WESTERN AREAS</b>			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Bell, WEYHILL, SP11 0PN	2nd Thurs. 8pm
AVON	June Wrighton: 0744 3641162	The Wishing Well - CODRINGTON BS37 6RY	1st Tues. Eves.
CORNWALL	Carol Coventry: 07979 464643	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348	Claycutters Arms, Chudleigh Knighton TQ13 0EY	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	Aviator Inn - Staverton, Gloucs Airport. GL51 6SR	3rd Mon. 8pm.
SOMERSET	Martin Hughes: 07760 384236 Derek Giles: 01934 515376	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
SWINDON	Guy & Suzie Singleton: 01672 514241	The Village Inn, LIDDINGTON, SN4 0HE	3rd Weds. 8pm
WESSEX	Trevor Carlyle: 01425 475376	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

<b>OVERSEAS Contacts</b>		
COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	Stefan.vanendijk@purolator-afg.com
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SOUTH AFRICA	Karl Illenberger	karl@kre.co.za
SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221



# ALO REPORT ANDOVER . . . SOUTH BUCKS . . . CHESHIRE

**TSSC AREA NEWS**

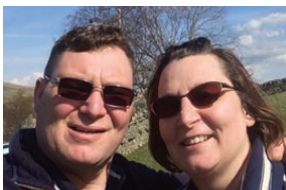
Durrington Recreation Ground, SP4 8HH

*Guy & Sazie*

## AREA LIAISON OFFICERS

email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)  
Tel. 07976 163006

A Very big well done to those AOs getting themselves trained up to do TSSC Car valuations at this years TriumFest UK at Santa Pod. If you could not make this event no worries, let Nigel or myself know and we can organise training another day that is convenient to you.



This is so we can provide an excellent Valuation service around the country for our members and encourage them to come to local club meetings, most of all, we all know how important it is to have an agreed Club valuation on your car.

CALENDARS we are looking at having a general Club Events Calendar for next year, as well as the area calendars, so we need your events details for **2018 ASAP!** ie camping weekends etc because we are looking to go to print in October.

If you can send your Next Years Events Dates ASAP in to Bern please so that your Area Events will be included.  
Regards

*Nigel & Di*

## ANDOVER

Tel. 01672 514241  
e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)  
e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

We had a nice couple of weeks holiday and came back, reasonably refreshed, just in time for the Andover Area meet at Weyhill. Good to see Frank and Kelly again for the first time this year - although they did remind us that we would have seen them sooner if we had not completely forgotten the meeting in February. Bruce, their GT6, is almost together but still having a few teething problems. Frank has now sensibly decided not to bank on Bruce being ready for any particular event but just to surprise everyone - probably including himself - by taking Bruce along to whatever event comes up once he (Bruce, that is) is finally behaving himself.

Robin is considering a new hobby of chainsaw carving, but starting slowly by taking down a fir tree in his garden, his neighbour thinking he was having too much fun on his own so came to join in.

We hear that Kevin has been in the wars, his Australian Spitfire didn't appear to like having it's bottom cleaned and jumped off its axle stands and walloped Kevin on his Achilles tendon putting him in plaster for the summer. Our commiserations and we hope that he heals quickly and well and doesn't get too disillusioned with his Spitfire - not that we think that's likely to happen.

Not sure if we'll be able to get to the **Durrington Show** this year but do go if you can, always a nice mix of cars and other vehicles, stalls and arena events.

July also sees a new event at **Lydiard Park** near Swindon (more info in the Swindon Area News) so possibly another for your calendars.

**Next meetings**

**Thursday 13th July - The Bell, Weyhill, SP11 0PN**

**Sunday 16th July Durrington Village Show at**

## SOUTH BUCKS

Tel. 07818 052276  
e-mail: [varsas20@yahoo.co.uk](mailto:varsas20@yahoo.co.uk)  
[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)

I am told the South of England meeting had a great turn out, including South Bucks members Carl and Harry in the 2000, Simon and Tracey in their TR7 and Chris in his TR6 all enjoying the lovely weather and many Triumphs.

The Hart and Magpies meeting was much calmer than last month, with the strict entry requirements being mostly kept to. Hopefully this means the event can continue as it remains a highlight of the month.

The monthly Squirrel meeting was well attended, and I would say Carl, Harry and I were very modest and only took up about half the night with stories of our glorious victory at the Isle of Wight quiz the previous month.

I have now fitted the callipers to my Stag. As a result I have much smoother, even braking but the pedal still seems long. I'm going to bleed them again before I start pulling apart the rear brakes in search of the cause. The master cylinder is fairly new so if there is still an issue the rear brakes must be where it is. Unfortunately that will have to wait as I seem to have a cooling issue.

Coolant is defiantly disappearing somewhere, with the only clue being a small amount in the vee of the engine. At first I thought the problem was a stuck thermostat but that turned out to not be the case. I am now hoping this is inlet manifold gasket failure (in a Stag coolant runs through the inlet manifold to get from one head to the other) but last time I thought that it turned out to be head gasket failure so place your bets. More worryingly, even when the coolant is full there seems to be no circulation, with cold radiator hoses and no heat from the heater despite high temperature on the temperature gauge. I will change the inlet gaskets and hope that's all it is, the head gaskets were done on this car only about 5 years ago so I will be disappointed if they have failed so soon.

If you can't wait for the next instalment of 'how sick is my Stag' the next **South Bucks meeting is on 19th July** from 8pm onwards at the Squirrel pub in Penn Street. Also in the **first weekend of July is the Goodwood Festival of Speed** hillclimb/car show. **The 8th of July** sees the **Chateau Impney hill climb**. I have not been to this event before, which seeks to revive the hill climb the venue used to run from the 50's/60's, but my tickets are booked and it looks like it will be a great day out. **The 16th July sees Brooklands host Supercar Sunday**, with runs up test hill. The ever-popular **Uxbridge show is also on this day**. The **Chiltern open air museum** is holding their annual **classic car show on 22nd July**. As you can see there is plenty to do!

Hope to see you out and about soon, just look for the cloud of steam.

*Daniel*

## CHESHIRE

Tel. 07779 878125  
[www.tssccheshire.webspace.virginmedia.com](http://www.tssccheshire.webspace.virginmedia.com)  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

The first event this time round was Capesthorne. As is usual with English weather forecasts one would be forgiven for expecting anything between a heatwave and snow. On the Sunday, it was dry but cloudy and there were lots of cars. A new development was marquees for the traders so they would be dry in the event of inclement weather.





**TSSC AREA NEWS**

Quite a number of the regulars were spotted in the course of the day. On the Monday we went to Halifax, and driving over the top meant driving through cloud.

Our June meeting was the first run out, to the Swettenham Arms, also the 4 (or 5) Area Meet. Attendance was a bit down on previous years, and (for me) an issue with Heap the Vitesse taking lessons from Dave's Stag and requiring emergency repairs in the car park, meant my attention was diverted from being very sociable.

See the North Staffs report for details of my problem, there's probably a photo or two as well.

Saturday at Tatton was very well attended. We got to the Knutsford gate at 3 minutes to 9 to be greeted by a queue of cars spilling out into King Street and all surrounding roads. It has been known for the gate attendant to wait until the dot of 9 to open the gate, but often they spot the old cars overheating in the queue and let us in. Not this time. The queue in the park itself was also long and painful. The weather was kind, just a little drizzle in the afternoon requiring hood up to drive home. I may even have found a new club member! On Sunday, we set off earlier and went in the main gate and the journey from home to G plot took 15 minutes less than Saturday. Lots of people again, a serious rain shower in the morning, and a very pleasant day. Both the Cast Iron World cars (GT6 and Vitesse) behaved well in the queues.

By the time you read this, TriumFest will have happened. As I type this report, arrangements are very far from being sorted. It's a long way (135 miles) in a Herald (even with over-drive) and there and back in one day isn't sensible for an old wotsit like me (so that's what I'm now thinking of doing....). Decisions will be taken once we have a good idea of the weather for the weekend (I hope Bern has got a nice big bribe for the weather elves).

I have lots of things for **July, Wilmslow Show on the 9th, Hale Barns Carnival on the 15th and 16th, Heap the Vitesse's 40 years ownership on the 22nd, Capesthorpe Hall on the 23rd, Silverstone on the 28th to 30th and finally Bodelwyddan on the 30th.**

Our next meeting is on **Thursday 6th July starting at the Cock and Pheasant**. Second run out of the year, so 7:30 for 8. This will be the run via Wildboarclough to the Hanging Gate. The route will appear on the (TSSC) web site before the 6th.

*Henry*

ter around the beer tent. On Sunday it was an early start for some, going to Haynes for the breakfast club meet. Has I had been before I decided to get my tent down whilst it was dry and give my car a quick rub down. At 10.30 most of the cars were back from Haynes and ready for the show and shine. We had a raffle at 12ish and then came the announcements of the winners, as we all gathered around it was announced that the best Spitfire was COD 54OT MINE !



Well pleased with the win and my rosette, but I must say that everyone of you is a winner. Next years dates have already been booked **1st to 3rd June 2018.**

A great event I shall be returning hopefully with more Cornwall members one not to be missed.

As you will see elsewhere our Cornwall Christmas Dinner and Dance has been booked. I shall be needing your deposits asap please. Our Christmas Event is very popular with members attending from all over England, I can go back several years of TSSC Christmas Parties all of them I have enjoyed immensely. Please get in touch to book your place. Safe and Happy Motoring everyone.

*Carol*

**Up Coming Events**

**July**

- 1st - 2nd Padstow Vintage Rally and Country Fair**
- 7th - 9th Crash Box Club Powderham Castle car show**
- 8th - 9th Penhallow Vintage Rally**
- 13th Club Night The Hawkins Arms Zelah**
- 16th Wadebridge Wheels**
- 22nd - 23rd Sticker Vintage Rally and country Fair**
- 28th - 30th Bocconnoc Steam Rally**
- 29th 30th St Buryan Rally**
- 30th Trewithen Vintage Rally**

**August**

- 6th Mount Edgecumbe Show**
- 10th Club Night The Hawkins Arms Zelah**
- 12th Carnhell Green Car Show**
- 18th - 20th Cornish Steam and country fair Stithians**
- 25th - 28th Great Trethew Vintage Rally Liskeard (previously Morval)**

**September**

- 8th - 10th Swanage Steam Railway, Vintage Vehicles and Folk festival**
- 9th - 10th Lanlivery Steam and Vintage Rally**
- 22nd - 24th St Mawgan Steam and Vintage Rally**

**CORNWALL** Tel. 07979 464643

e-mail: [carol.63@hotmail.co.uk](mailto:carol.63@hotmail.co.uk)  
[www.autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)

Hi All. May where did that go, the year is passing so quickly. We had a good turn out at the May club night, thanks to all those that came along. Firstly, I would like to say a big thank you to Malcolm, Cath and Tony who helped to marshal at The Lizard and Lands-End for the TSSC Five Point Tour. I look forward to hearing all about it. A few shows at the end of May hoping that some of you managed to go along.

I attended the first south west gathering of triumphs at Southfork Caravan and Camping Park in Martock. This was organised by Martin Hughes and his team from Somerset. A marvelous weekend, with sunshine and a few showers, over 40 cars attended from Cornwall, (me)Devon,Avon,Somerset Andover and Essex.

On Friday night it was meet and greet night at the beer tent, Saturday it was off on a car run to a village fete in Corfe lovely show even had a aircraft display. The evening saw some of us going out for a meal at The Brewers Arms at South Petherton, great food and then a nat-



**CUMBRIA** Tel. 01229 474077

e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

Last month was another good turnout for our rather damp and cold meeting. As usual it was very lively and the rest of the events for this year were confirmed. It was good to see Mike and Esther safely back from their trip to Australia.

The year seems to be flying past and by the time you are reading this it will be **Distington show weekend, 2nd July**. Last year I understand that the club stands were moved to another area. If like me you did not go because you were at Le Mans, it is possible that we are not in the in the same place as we have been for many years.

8 people have said that there are going to **Ripon show July 30th** and no one is camping this year. I therefore have two passes left. Contact me if you intend going.



# CUMBRIA DEVON

## TSSC AREA NEWS

Den Teignmouth was attended by several Triumphs, GT6s x2, Herald, Vitesse, 2.5S and Spitfire a glorious day by the sea, nice enough for a bit of a tan."

"We returned from our travels to meet up with several others at Exeter Services for the trip to the popular Pecorama Show at Beer. Defying the dire forecast, the weather was kind, though we gather the show was short of 100 entered! Nevertheless, there were 21 Triumphs on the TSSC area, supplemented by Somerset and Dorset members, and even Neil from Leicestershire came along with his 2500S. We are not sure what the collective noun for a group of Area Organisers is, but there were four of us there! Unfortunately, the Stag Owners were parked at the bottom of the drive this year, but there were several there, including Peter G and Claire & Stephen. We gathered up the 'Exmouth two', Chas and Dave with their lovely GT6's who had entered independently – ie had not put TSSC on their forms!

Bank Holiday Monday saw a good gathering of TSSC members at the little show at Collaton St Mary, Paignton. We took both ours, Nigel's Spit, Jackie's 13/60 estate, Ian's Spit and it was great to see Gren & Mandy out in the Vitesse, looking great after a re-spray locally. The green Spit which Nigel saw at Newton Abbot was there, as well as the GT6 recently purchased by Richard from Totnes. Best in Show went to a Triumph this year, the beautiful 2500S belonging to Wayne. Relief all round as the fairground organ no longer comes to this little show – relief to the eardrums!

## Cumbria Continues

After much discussion I have now booked **Dalemain August 20th**. There are 10 passes available. If you want one please let me know. The organisers of this event are now very strict about the entry at the gate. If you do not have a pass displayed you will be turned away.

I have heard that Tony has bought a Spartan to run around in while his Spitfire is being rebuilt. We now have three in the area. Phil had one before I did, but it is in bits.

Because of the election the MOT exemption announcement has been delayed. Under controversial proposals, vehicles made more than 40 years ago will not need an MOT. So if your vehicle is tax exempt then it will not need testing. Personally I don't think that this is a good idea but if it happens then it will save me a hundred pounds a year.

Safe motoring

*Roy*

## DEVON

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www. [www.tssc-devon.org.uk](http://www.tssc-devon.org.uk)

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

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

Nigel Kenneison has now put a full list of shows etc on the TSSC Devon website calendar – please do use this facility [www.tssc-devon.org.uk](http://www.tssc-devon.org.uk) as there is lots of info on it. Between them, Nigel and Darren will be putting the monthly show lists on the page which will save sending them out to everyone.

Although John and I could not be at Route 5 for the first of this year's Southwest Triumph Meets, Nigel told us there were 17 Triumphs in total mostly Stags, Spitfire, couple of Vitesse, Heralds and Dolomites and a PI – not too many of our members but good weather – everyone sat outside so it was very pleasant. Afterwards the Stags went off for afternoon tea at Powderham after a drive across the hill. The next one is as usual at **Windy Ridge Diner on Sunday 17 September**.

Thanks to Nigel for the following: "As Sue and John have been off hunting the Fiords for a Norwegian Blue, she has asked me to write something on May's events. Starting with the Uffculme Country Fayre with a 1948 Roadster, a TR4 and a Spit. The next events were the classic show at Killerton House, a large number of cars but only four Triumphs on the TSSC site with Nigel attending a different event at Newton Abbot Racecourse on the same day – this event was mainly moderns (souped up / jazzed up etc) with a few older vehicles Escort, Cavalier SRI, and of course a selection of Minis. His Spitfire was not the only one as another one was present that the person had purchased the day before. Lots of interest in the "Spit" as it was significantly different to everything else there. A good day which was the first dry day for a week. Interest in the club from several people, some young ones.

The Club night was its usual event, well attended but not many Triumphs as the weather that day had been atrocious but some enjoyed seeing the alloy radiator in Nigel's Spit and seeing the results of the "North Devon Rope and Chopstick trick" for the windscreens surround (the last of the shiny stuff being fitted to the Floozie) and hearing about his encounter with the RAC on the Monday. The event at the



Huge congratulations to Martin and the Somerset crew for their first West of England Gathering at Martock – Southfork Caravan Park is already one of our favourites and we had virtually the whole site. A big-ish crowd of us were able to support the event and Jacky's 13/60 estate was judged to be Best Herald – congrats Jacky (and Allan of course). Martin has already booked the site for the first weekend in June next year, so one for the diary folks.



A fuller report is on the Devon Facebook page – Devon TSSC with loads of pics.

### COMING UP IN DEVON

**The Martock Retro weekend is the first weekend of July** and some are going up to that again. We are going to try a new event, the little show at Dunsford in the Teign Valley. Then it is the big one – **8 and 9 July is of course Powderham Show**. The TSSC stand is fully booked, but if may be worth checking with us if there are any cancellations. Anyway, do come along for a chat – our stand is always at the railway end of the site. Martin (Somerset AO) is happy to do insurance valuations on the Sunday - £15 per car.

**Club Night is Wednesday 19th July – at the Claycutters Arms, Chudleigh Knighton** as usual.

**Paignton Green show is Sunday 23 July** and although entries are full Derek from Somerset is co-ordinating a TSSC

## DEVON NORTH



### TSSC AREA NEWS

stand there.

Loads of shows to take your car to in July and August so let's hope the weather stays nice so that we can enjoy our cars to the full this summer.

#### DEVON DIARY

**Thursdays 6 July & 3 Aug North Devon Meeting at the Crealock Arms, Littleham**

**w/e 7/9 July Powderham Historic Vehicle Gathering**

**Wednesday 19 July Club Night at the Claycutters Arms**  
**Sunday 23 July Riviera Car Show Paignton Green (TOWC)**

**5/6 August West Somerset Railway Assn Steam Fayre nr Taunton**

**and Torbay Steam Fair at Paignton**

**6 August Mt Edgcombe Show**

*Sae & John*

**DEVON NORTH** Tel. 07806 351499  
e-mail: [darren@tssc-devon.org.uk](mailto:darren@tssc-devon.org.uk)

**Date: Sunday 21st May**

**Event: Run to the Kings Arms, Georgeham.**

Sunday 21st May was the second run from Milton Damerel to The Kings Arms in Georgeham. Last year was a sunny but very cold day, as it was a month later this time around it was definitely warmer and the sun came out again as well.



The starting point is close by to where I live (the perks of organising the run), so Michele & I (Herald), Mike Hadley (Spitfire) all the way up from Brixham, Si & Max Whenmouth (Stag) and Andy, Jules and their children (VW Camper) all met here.

Next stop was Torrington where we picked up the Brace family (2 Spitfires) and Patrick Squire (GT6) then onto Bideford where Malcolm & Mandy Huxtable (Spitfire), Rob Shaddick & Partner (Vitesse), Ann & Bob Mellor (Stag) and Geoff & Dawn Wheeler (Stag) joined us.

Then to Barnstaple for Pete Robinson (Vitesse), who was supposed to have his wife Bianca with him, but she lost track of time gardening so wasn't ready, so our route to Croyde took an unscheduled divert to Pete's house to collect her.

A final stop at Croyde where Kings Arms owner Steve Cave (Vitesse) was waiting for us. The final leg to Georgeham is only a short distance, but Steve left a few minutes before us all so he could film us arriving, which can be seen here: <https://tinyurl.com/ycoodvk3>. To ensure we had an unbroken convoy of Triumphs, Andy was talked into leaving the car park first in his VW and blocking the road, so we could all get out together. He done a great job and even managed to join the back of the procession. We then all got to park in the bus turnaround at Georgeham as there's no services on a Sunday, Gerald Bailey was already there in his lovely Daimler to complete and compliment a great turnout of cars.

The food at the Kings Arms is consistently excellent and it

makes a great venue, so a big thank you to Steve & the rest of his crew for looking after us so well, see you again next year!

**Date: Thursday 1st June**

**Venue: Crealock Arms, Littleham. EX39 5HN.**

The June club night didn't start well for me, my Herald died ½ mile from my house on the way home from work. A quick lift of the bonnet and I quickly diagnosed a loss of Fuel pressure as the regulator has a pressure gauge attached (remember we are talking EFI here, so fuel pressure is easy to check). Fortunately the lane to my house has a gentle downward gradient, so a quick push to get going and in no time I was 200m from home, unfortunately the gradient starts to go upward at this point....Damn! Thankfully a couple of neighbours took pity and helped me for the last part.

The problem turned out to be a rubber hose becoming detached on the 'in-tank' fuel pump. I had to extend this hose to make the pump fit the tank, so I used R9 fuel line which is suitable for Injection and the modern fuels which are laced with ethanol. What I didn't know was that the outer layer of fuel hose isn't particularly fuel resistant and is a different composition to the inner layer. The outer layer doesn't like being constantly submerged in unleaded and had softened and popped off its connection. A lesson learned.

A quick turnaround and out to The Crealock Arms in the SLK, it never feels quite right going in the Merc, but on the plus side the weather was good so at least I could do the journey with the top down.

Due to my little breakdown, I was later than usual arriving and several had arrived already. Ann & Bob Mellor and Molly the dog were outside making the most of the evening sun-



shine. Dawn & Geoff Wheeler pulled up as I was talking to Ann & Bob so we made our way in to see Mike Hadley and his wife, Patrick Squire, Alan, Janet & Dan Brace and his girlfriend, David Whitehead and soon after Malcolm Huxtable & Simon Whenmouth also arrived.

Everyone on the evening (except David) had completed the Georgeham run the week before and all seemed to enjoy it, so one for next year's diary.

The week before there had been the most terrific electrical storm across Devon, so it was the topic of much discussion. Somehow this lead to us talking about extra-terrestrials and that Janet had aliens blood. Even though it was explained why this was the case I still didn't really understand, but maybe this is the reason why she can no longer eat puddings?....

Mike had to make a decision on coming in his Spitfire alone or bring Mrs Hadley in their Mini, he made the diplomatic choice so we all got to meet his better half. Patrick looks to have cured his rattling and banging from his rear end [insert you own joke here], which seems to have been a loose exhaust mounting. Simon is still battling with leaky 'O'rings on his Stromberg carbs, after changing them constantly he's now been advised to wrap them in PTFE tape, not heard of





# DEVON NORTH ESSEX . . . GLOUCESTER

## TSSC AREA NEWS

### Devon North Continues

that trick before but let's hope it works.

Geoff had a flat battery issue on the Georgeham run, this has been fixed by disconnecting the electric radiator fan, must be drawing too much power when running on after the engine is off. What's wrong with a mechanical fan anyway! Malcolm's Spitfire scraped through its MoT J, OK, so it went through no problem, just needed leaning off a bit to bring the emissions down enough to make the tester happy.

We had a late showing from a couple of the Barnstaple TR guys, always good to these guys turn up.  
That's it for another month.

**Date of next meeting: Thursday 6th July 2017** *Darren*

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May club day, just a small group of us as many on hols for the up coming bank holiday, and a few working plus a little bit of sickness. The weather was great and those that could had their roofs down of course. A great lunch as always. Poppy got sausage and chips especially done for her by the chef. The cafe was very busy so after lunch we headed out to the patio area for desserts and a natter. Plans were made for the up and coming next camping weekend in Somerset with the TSSC Somerset first event. We ended the meeting. Mike and Marian went for a drive, we headed out to camping and generally to get a new air bed for the camping weekend. Poppy loved in and out of the tents playing peek a boo. When we got home Allan had a look at the Spit ready for the next weekend and decided she needed a top up of gear oil, so he jacked her up ready to do in the week.

Bank holiday Monday saw a few of us at the local church fete followed by a BBQ at ours. We had 6 triumphs and a guest mg. plus Colin with no car as "pooh" is still off the road.

We had cars in place by 12 noon and a quick bite to eat soon saw the fete open. Lots of activity by the cars, a trip up the tower for Janet and Jack



who reported it was well with the climb. A bit of shopping and goes on things by all. The church raised just over £5,000 for the replacement of the church floor.

TSSC Somerset gathering first weekend in June. Two Spitfires met at Thurrock services ready for the off. We soon hit traffic and 9 stationary hold ups later, a stop for lunch, we arrived at South Fork camp site Martock 7 hours later. Funniest thing Marian jumping out off the car to get some roadside strawberries with Mike in the queue and making it back to the car.

The tent up and looking like home, Mike and Marian settled into their



Travelodge, we headed down for a drink. Met up with Martin, Tina and Chewey and the nattering never stopped the whole weekend. The catering van arrived and was soon up and running. Much appreciated with excellent food. The evening ended with plans for a run out to Corfe fete the next day.

Saturday saw most of the cars heading out in convoy to Corfe. The day started a bit damp but soon turned out to be sunny. We all made it, and the fete was fantastic. There was a flying display which we watched while having a cream tea. A bird of prey display and lots of other stuff. We headed out after to Clarke village for another coffee. Later on in the evening, more drinking eating and nattering.

Sunday saw a few of us heading out to Haynes museum for their breakfast meet. Last month they did approximately 500 breakfasts. So we were up early. Well worth a visit if you ever get to go, a great sight to see. We were back by 10.30 for the start of the show and shine.

We stayed till Monday but there was a forecast of heavy rain, and very kindly the owners of South Fork asked us if we would like to stay in the pod Sunday night. Thanking them, it was warm and dry. We slept 10 hours straight. Monday morning we packed up and headed home.



Many many thanks for a great weekend to Martin, Tina and Chewey, who made their first event a fantastic one. Essex will be back next year, it is in our diary. The format was relaxed but organised, there was the catering wagon which was a brilliant idea on site all weekend, and barman Chewey had all drinks on tap. Allan got a couple of valuations under his belt too.

We got home in better time, but our poor little Spit blew its alternator 5 miles from home, a quick phone call to son in law and we were still home inside the hour taking 5 hours to get home all together.

New alternator on order, but we do have the spare Toledo for following weekends.

Somerset was the best relaxing, camping weekend in a tent we have ever been too in our tiny borrowed tent (thanks Joe) next year Toledo's turn and a bigger tent.

Cheers

*Allan & Janet*

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Well they say that absence makes the heart grow fonder so not having managed to get an area news in for a couple of months you should all be chomping at the bit to read this one, ha who am I kidding but here goes anyway.

A project that began quite a while ago (about a year) came to fruition and as a result Gareth and I took his mum's TR7v8 for a test drive, the five point tour seemed to be a reasonable tryout for a rebuilt engine so off we went, the car and the event were both faultless and we enjoyed some 1500 miles of trouble free classic motoring with a very fine group of like minded Triumph enthusiasts unfortunately it has now been handed back to Sheena for her to enjoy so we will have to play with something else now. Thanks to Chris for organising the event and to Bern and Angie for a warm welcome

## HERTS & BEDS ISLE OF WIGHT



### TSSC AREA NEWS

and good feed at HQ at the finish.

The area meeting was as per a nice busy evening and it was good to see Paul and Clare too as they have been absent for a little while now.

Vicky was busy handing out the tickets to those that were heading to Belgium for the SPA classic and as usual there were some that hasn't been paying attention to the arrangements (you know who you are - Vincent) but most had a rough idea of proceedings by the end of the evening.

The trip was excellent and we even got some sunshine to help along the way. I also enjoyed my track laps with a wind-screen in place, a tad less draughty than last time.

Unfortunately I missed the pub run to the Crown Inn at Cerney Wick but I believe there were a few in attendance but I can't be sure as nobody told me.

We have just returned from our trip this the Laon Historique and what a great weekend it was, fourteen cars and twenty eight people departing the ferry in Calais and all going in different directions to the same destination, don't you love European trips. Works every time.

We had sun, rain, scorching sun, thunder lightning and torrential rain then more sun and as usual lots more rain once we were off the boat in Dover, none of which stopped us all enjoying a very good full and enjoyable trip.

We counted them all out and allowing for a couple of minor adjustments (changing a wheel, some loose nuts and an intermittent overdrive) not all on the same car, we counted them all back in again.

Good company, good food, good wine, cold beer and classic cars, they are all ingredients for a great weekend, roll on LeMans 2018.

There are still lots of goodies coming your way on the events calendar so take a look and hopefully we will see you out and about soon.

*Andy*

#### Events.

**Wednesday July 5th pub run to the Rose and Crown at Nympsfield.**

**Friday-Sunday July 7th-9th the Tr international Weekend at Malvern.**

**Monday July 17th club meet at the Aviator, Staverton.**

**Tuesday July 25th pub run to the Drum and Monkey.**

**Friday-Sunday July 28th-30th the Silverstone classic.**

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May 21st. We dashed out to see Jo and Derek who moved away to Tydd St Mary to squat on the lawn and raid a local pub, well a wonderful carvery and sunshine all day.

On June 4th Simon organised 12 of us to park in the market square for the Stoney Stratford Classic. We all met up and squeezed in the parking area, well organised with plenty of marshalls, lots of cars, a good day out with 3 Stags, Herald, Burlington and My 2000, Ray and I managed to distribute a good few Duxford fliers, which seemed well received especially as all other fliers were £40 to £63 which made Duxford seem excellent value!

We are not supporting the **Kimbolton classic July 9th** this year but have passes available for those who wish to go. Likewise the **Luton Festival July 11th**, I've got cold and soaked, tis unfortunate but we'll give that a miss this year, if you want to go pay on the day at the gate organised by CVPG.net, our local Chiltern vehicle preservation group. We try to arrange a run each month, gets the cars out not sat in a field counting rivets.

The annual **Falcon Fish and chip run** is Friday 7th July this is an evening tour followed by fish and chips this

will start in Hitchin around 7pm approx this is free just pay for your meals.

**July 30th sees our run the Whitewebs motor museum**, Martin is heading this, more details soon.

John has a new knee so now he walks round in circles, we wish him a speedy recovery, donations of WD40 are welcome but unsure if you spray or insert, I'm sure he will be up and running very soon.

**July 22nd is Matt's Saturday Revs and Rythms** held in **Shefford recreation field** 4pm till late, music, food, good company.

Martin is planning a run in **August 13th to Glen Millers departing airfield and museum at Twinwoods, Bedford.**

**August 20th is the famous Tewin (Welwyn) classic** with stalls a food and much more, best pre booked but on the day is possibly full see <http://www.tewinvillage.co.uk/classic-car-show/> for details.

**August 28th is the Bucks Steam railway pre 78 rally**, you can turn up on the day or pre book, free train rides all day <http://bucksrailcentre.org/>

Don't forget **DUXFORD September 10th**, we will be hounding you to volunteer very soon, remember a few hours arm waving and tea bag straining gets you in for FREE.

That's it folks

Keep them engines running

*Pete*

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The summer is well underway now and just perfect for enjoying our classic cars. Our meetings seem to revolve around food, always a good excuse to drive anywhere!

A few of us met up for pizza on Freshwater beach, Wightwood pizzas really are delicious and cooked to order, what better than a fresh pizza by the sea and if that wasn't enough we went on to The Chequers for beers and pudding.

Our last brunch run was more of a meet in the middle, we went to Bluebells Cafe at Bridesford Farm for a lovely breakfast, we had a few new faces too which we encourage, everyone is very welcome.

Jason and Elaine have just returned from the London to Brighton Run in a Stag, they had a great time by all accounts meeting up with her brother in his Stag, maybe something for us to plan next year if you are interested.

Our next **brunch run is on Sunday 23rd July and then our annual barbecue on 20th August**. Look out for Facebook posts and emails for further details.

Look forward to seeing you all soon.

Happy motoring.

*Tracy & Elaine*

**IMPORTANT NOTE**  
**Guideline for Area News Length is 1200 words of "Relevant" Area News and 2 Photos**  
**Really long reports and lots of Photos mean I have to Reduce the Size of the Area Event Adverts due to Space Restrictions.**



# WEST KENT LANCASHIRE . . . M25 EAST

## TSSC AREA NEWS

### WEST KENT

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So kick off with Leatherhead. I was up the top of the field on mechanic duties so missed the awards. I knew Anne had an award. But completely missed Chris Tickner and Paul Adams getting both the awards for Spitfire so in all 3 awards. Got a quick picture of the guys at the last meeting. Still need a picture for Anne.



Shows not much this month. The Saturday breakfast meet was a bit thin, I don't think there's much life left in that one. But the Sunday lunch meet much better. Good turnout, but so nice having dedicated food and bar in the field. We must get more down there, it's so local. Did do the Deal show on the hottest of hot days. Took the Dolomite with her new radiator, Revotech radiator fan and Davis Craig electric water pump. 150miles so great test run for TriumFest. Well broke down and limped home so that proved nowt. But by now all will be done and successful. Monthly meeting going from strength to strength. This month at the Moody Mare exactly what I was hoping. Some in the beer garden, some eating, Del on valuation duty so most out in the car park. Then all tucked up in the clubhouse. 10 regulars plus welcome David Henderson with a glorious GT6, and also to Kevin and Lynn Meakins. So 13 in da house with 8 absent. Wednesday saw 5 cars in the car park of the Royal Oak. And 6 bodies at the bar. This is the 3rd meet and picking up fast, but we need to welcome more. So dates in July,

**Buds of May - 2nd July** (please no rain) **Whitstable - 16th July, and the Ringmer Steam and Country show on the 29th / 30th. And our meetings on the 25th and 26th July.**

*Colin*

### LANCASHIRE

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With the car show season in full swing this month there has been lot to tempt us out in the cars.

19th - 21st May - North Yorkshire triumph weekend 'Runswick' This will be the 6th year we have attended this weekend, and the format was exactly the same except for the restrictive space for camping. (more later). We arrived Friday morning and set-up camp Lancashire in light rain which obviously stopped afterwards. Martin (Club Triumph) and Dennis & Julie arrived later in the dry.....Friday evening was meet and greet in the marquee but numbers seemed down on previous years which we thought was due to the poor weather forecast. Saturdays run out to the Lion inn on the tops of the moors was absolutely fine and I enjoyed a fast road section leading to the pub. Once back at the campsite the weather turned a bit so Keith and I made our way to the Royal Hotel (wonderful view over the bay), and we were

joined by the rest of our group in the Runswick bay hotel. The evening saw a live band in the marquee with more beer.....I slept well that night!!! Sunday morning and a nice day (weather-wise) so a pack down and a quick look around the cars on the show field before leaving for home. Oh and which numply left his mobile inside his tent after it was packed away.....yep, yours truly.

Back to the restrictive camping.....the campsite has turned over about a third of it's area for luxury lodges (11 of them) so this year is probably the last at Runswick. After discussions it seems that it will be held at the Fox Inn, Roxby which is about 3 miles away from Runswick....Will it be the same!!!!

30th May - Monthly meeting. Always weather dependant, and it was chucking it down in the east of the county so me and Dennis didn't go in the Triumphs, in fact there was only one Triumph on the car park (well done Norman) but ten of us in the meeting, it was good to see Debbie again, her and Leyland have been busy moving house to the posh end of St Annes. They are still working on a Spitfire that she will be using on hill climb events.

2nd-4th June. - Dales Run. Years ago this event was run by west Yorkshire area, but recently North Yorkshire had been carrying it on, however they were running this year's event in memory of Alan's Partner Jennie who passed away late last year (she loved this event). So once again the three amigos turned up Friday afternoon in Dent and set-up camp Lancashire. The schedule was a relaxed Friday evening in the two pubs in the village, a Saturday run in the day taking in the Sedbergh steam museum and Tan hill pub and entertainment in the village hall in the evening with the games master Alan.

Just to explain the photo....A few years ago on a TSSC event we encountered Keith Lister (the guy in the middle), a unique



individual with many inspiring qualities. Since then we coined the phrase 'Be More Keith'. Knowing that he was attending the Dent weekend we made up the shirts (well Dennis did so place orders with him!!!) and ambushed him Friday night. I think he was suitably impressed.....

A very enjoyable weekend with a healthy amount raised for charity, thank you North & West Yorkshire.

That's all for now.....

*Kevin*

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Hello everyone, or should I say Bonjour mon petit pous, as a few of us have recently returned from continental escapades on the other side of La manche in French France. A full report will be in next months Area News.

We've been out and about every weekend lately at local one day shows including a trip down to Faversham for their Transport weekend. We like this one as the cars are parked in the closed off streets and as luck would have it for us, right outside Wetherspoons. so, that was breakfast sorted. On



## MANCHESTER

the other side of the road was another pub which was handy for a couple of beers at lunchtime, well it was warm !! It was a lovely day and the punters were very interested in our cars, so much so, they even wanted to sit in them ha ha, Vince !

The show at Hedingham Castle was a bit different this year. Not an ordinary car show but a full on 'Vintage Fair' which meant loads of stalls selling toot, sorry, Vintage items. Donna and Lisa each bought bits for our respective 'Dandys'. Proper 1960's( ish) coat hooks, very cool !! Oh, and not forgetting Barrys new hat. It does suit him, very 'Peaky Blinders' ha ha. We also had the company at Hedingham of Bella the Wonder Dog. She was very excited to be out, especially when she went for a paddle in the lake.



The weekend after saw us with a clubstand at The Enfield Pageant. Due to various other commitments it was split between 2 days. 3 Spitfires did the honours on Sunday and 2 Heralds, 2 Vitesse's and a Stag were there for Monday, oh and not forgetting a Mini. There's still loads of stalls and stuff but I think the show has had its heyday. Lots of empty clubstand space but hey ho, it's free entry and you do get a nice big area. One of the highlights of the day was 'Dave's Quiz', a selection of tricky music and general knowledge questions. No prizes, just for fun as ' we don't take quizzes too seriously ' Lol. Well done and thanks Dave, look forward to your next offering at Silverstone.



Right, let's get on to what else has been happening in your favourite area. Well, at long last the wind deflectors of Myself and Mr Wing are finally complete with their front curtains. It does make a difference, no wind getting underneath and a bonus in that it keeps out of sight anything you may be carrying on the back seat. Looking forward to TriumFest, I think it's going to be more of a 'Dandy Fest' with no less than 4 of us now owning them. '4' I hear you say, yes 4 ! as Barry and Laura have now taken the plunge and bought an early 1980's example. Hopefully by the time TriumFest is upon us Barry will have something to tow it with ha ha. Keys Herald is now sporting its towbar so no probs there. He couldn't have chosen a worse day to have it fitted as it was lashing down all day.

Oh well, it's all done now, happy camping. While we were at Laon the subject was brought up about what sort of shows we hope to be attending next year, yeah I know it's a bit early for that sort of thing but strike while the irons hot etc. Anyway, the general feeling is that now we've done Laon for 2 years in a row and as fantastic as it is, maybe it's time to try something new. Just to stop it becoming stale. I don't think anyone is particularly interested in going back to Le Mans for the simple reason that the cars aren't used and us and our cars aren't part of the event.

So, my suggestion is, as we all like a bit of camping and weekends away is maybe to do some of the other TSSC Areas events. Or what about some other events in foreign lands. Suggestions Folks. TTFN

*John*

### July Events

Saturday 1st – The Big O Festival

Sunday 2nd – Maldon Motor Show (Clubstand)



## TSSC AREA NEWS

Sunday 9th – Queen Vic Show/Billerica Summerfest  
 Sunday 16th – Whitstable Classic Motor Show  
 Sunday 23rd – Pegasus Classic Car Show  
 Thursday 27th to Sunday 30th – Silverstone Classic

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Hi Everybody. Had a good turn out at our June meeting with 15 members braving the British weather, non stop rain...

May was a busy month for us, firstly we had a social get together at Altrincam markets, had a great evening with a few too many hic !,



some members attended Chipping Steam fair with Graham winning a rosette



for is Stag, definitely one for our diary next year. Some members went to the Barrow Hill Rail Ale festival and others went on the annual trip to Laon Historic being their first trip there and they really enjoyed the experience, not just the cars but all the local history, memorials etc. Also the cars stood up well to the journey with no problems. Finally some attended the Yorkshire Dales run weekend and had a great time, Next up is the main event at Santa Pod followed by the Peak run weekend, so hopefully will see some of you there.



Some members had their birthdays so would like to wish Dave and Julie happy birthday.

The planning of our Manchester area weekend to be held **1st to 3rd September** is taking shape, a sci fi themed fun packed weekend held at **Elm Cottage touring park, Winsford**. The weekend is named "**Sci Tri weekend**", keep a look out in the Courier for details of when and how to book. Start thinking of your Sci Fi outfits and car decor...Hope to see some new and familiar faces there, should be fun.

We have created a diary of events / runs out etc , this is updated and handed out at our monthly meetings, or please visit our facebook page, click the info tab then scroll down to files, then download "tssc events 2017"

Please check the website news for updates on our forthcoming events on [www.tssc.org.uk/tssc/areanews.asp](http://www.tssc.org.uk/tssc/areanews.asp)

Also please look at our Facebook page [www.facebook.com/groups/tsscmanchesterarea](http://www.facebook.com/groups/tsscmanchesterarea) That all from me, see you soon.

*Mark K*



## NORTH EAST . . . NORTHANTS

### TSSC AREA NEWS

## NORTH EAST

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Hi all. Well as usual the weather is doing us no justice at all, nice and sunny when I am at work and then torrential rain when I am off. Durham MG club, show at Chester Le Street riverside park, was well attended with 9 club cars on show, and a lot of interest in our cars plus a couple of possible new members were asking all the right questions and showing a lot of interest, the weather on that Sunday was one of the better days we have had this year and lots of nice cars on show, I nearly didn't make it myself, as my clutch master cylinder decided to leak fluid, a quick bodge job got me there and a new cylinder ordered that day, Michael has had new front wing repair panels fitted to his Herald and as I am writing this is waiting for them to be painted, Kevan's GT6 broke down again on his way home, so the RAC was called out again, that's the 3rd time this year, they are going to rename it the Russel Auto. Collection and invite him there Christmas party, on the plus point he does have his stag back complete with new soft top.

We had a good turn out at June's meeting with 6 cars in the car park, Mick Lewis has got his spit back on the road after fitting new rear hub bearings, the old bearings chewed through the hub so the hub had to be replaced, he got a second hand one from Andy at Sports car supplies for £15, an excellent price for this item.

Andy Dunning has for disposal to anyone who needs them a pair of rotolux drive shafts and hub assembly's + a tow bar, just let me know and I will forward his details.

Andy Boyes has his MX5 in the garage getting new sills fitted so hopes to come along in that soon.

Welcome to the Club to Philip Jordan from Cleadon who we spoke to at Chester Le Street, after having a chat with him at the show he has gone and purchased a mk1 Vitesse convertible, he brought it along for us to have a look at, it has been fitted with a GT6 engine and the bodywork is good condition fitted with leather seats and a new hood, once he gets used to it I am sure a host of modifications and upgrades will make this an enjoyable addition for him and his family.

The **mg Show at Corbrige is on the 2nd of July** and it looks like they have closed the entry's for this earlier than normal this year, I tried to book in after our meeting on the 4th June and was informed that entries were closed, so I will probably arrange a run out on that day instead, I will keep everyone informed by E mail

**SILVERSTONE**, we still have one discounted ticket available for this weekend if anyone is interested, **W/E 28th July** cost £105 for all weekend including camping fee.

**August 5th 6th** sees the **Nostalgia Weekend at Croft circuit Darlington**, this is an excellent weekend of historic racing and exhibits, if you want to display we will need to book in for this, camping is available if needed, more info on Croft circuit web site.

Start thinking about next years expedition to France/ Belgium or wherever, October / November is the time we will have to book and will be here in a blink of an eye  
let me know of your preferences

See you all in **July**

*Geoff*

## NORTHANTS

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Our charity breakfast run in aid of Cancer Research UK once again started from Bosworths Garden Centre where we fuelled up with bacon rolls and tea or coffee and took a leisurely drive out to a Nene Valley Railway, it was good to see a good number of our cars out for this event the amount



raised will be announced as soon as we get a few minutes to work it out but in the meantime thanks for the support.

Tracey and I took our first trip to the continent in the Dolomite. A round trip of 720 miles took us down to Spa Classic, a surprisingly easy journey as most of it was motorway. We met Nigel and Di at the Dartford crossing and Colin Saunders at Dover and spent a very good weekend with them enjoying the sights and sounds of one of the best racing circuits in the world. Certainly a trip well worth making and I would definitely recommend it. Having driven round the circuit a few times the Dolomite is now getting an anti roll bar so that Tracey shouldn't need to hang on quite so hard on the corners if we do it again HeHeHe.

Since we were not sure whether we were having a Northants camping weekend this year we have just returned from a brilliant weekend organised with our friends from Lincolnshire at Woodland Waters campsite. Promoted as the Chill weekend it proved to be the case as nothing seemed to run to time and no one really cared. Friday saw the ever popular Dutch raffle (you have to be there) and you never know who will land up with a prize. On Saturday Carl arranged a Drive out which incorporated a visit to and tour of Rimmer Bros. This turned out to be very educational as few of us knew the scale of the company over 3000 orders taken a week and shipped all over the world and an active program of remanufacturing parts no longer available. Rimmer's looked after us with refreshments and gave us a 10% discount on anything we bought. We then moved on to Batemans brewery where we topped up with supplies for Saturday night. This year we kept things a lot simpler with just a few quizzes taken with varying degrees of seriousness and a poncho and sombrero theme. On Sunday we had the usual people's choice concourse and presentations. Steve Cox did well winning "Car you would like to take home" plus the Lincolnshire trophy well deserved with his Dolomite Sprint. Helen won "Best hard top" with her GT6 prepared by Richard East got "Best Soft Top" again with his Stag and Carl took "Car That Makes You Smile" with his Vitesse. The quiz was won by "The Alconbury Massive".



Thank have to go to Cosworth for the Pistons for the trophies, Rimmer Bros for their hospitality and contributions to the presentations, Hart Family Brewery of Wellingborough who gave a presentation pack when I went to buy beer for the raffle. Carl for organising the run and Rimmer's visit, Katie for the Lincolnshire goodies for the quiz prize, Jane and

## NORTHERN IRELAND

## TSSC AREA NEWS



Tracey for sorting and presenting the quiz and Pat and John for the raffle and marquee transport. Thanks most of all to everyone who attended and made event so much fun.

See you all at the Sunshine Rally  
Cheers

*Nigel*

Come along to **Overstone Manor Sywell 8.30 on the second Wednesday of each month** for a warm welcome.

## NORTHERN IRELAND

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Well what a busy month we had in May as far as the club was concerned. Totally Triumph. We had our Totally Triumph Show at Wallace Park, Lisburn Full report in main magazine (Area Showtime).

May Bank Holiday Run to Kilkenny. Five cars met up at Sprucefield this year for our run to Abbeyleix near Kilkenny, Frank (B), Barbara, Yvonne and Edward in their Vitesse, Alan (H) and Maureen in their Herald, John (G) and Billy in their Spitfire and Alan (F) and Pam in their Vitesse. Once again I was in the TR6 along with Heather - with the roof up due to the weather! After a reasonably quick run down the A1 we headed inland at Newry through Crossmaglen and Carrickmacross area to our lunch stop at the quaint little village of Moynalty, Co Meath where the staff appeared to be overwhelmed when fourteen of us arrived at their door. At the end up they managed OK and we had sufficient to eat to continue our journey through Kells and Portlaoise, using the minor roads where possible, before arriving at our hotel at Abbeyleix. The only disappointing thing in all of this journey was the fact that it rained practically all of the time and so there was no opportunity to get the car roof down. A quick check in by all and then it was time for our evening meal. All I can say about the meal was that we were well satisfied and there was certainly plenty to eat for everyone and no cause for complaint. Sunday saw us making a reasonably early start and making our way to Kilkenny Castle that had its medieval foundations dating from the 13th century and built by William Marshal, 4th Earl of Pembroke. Well worth seeing if you are ever in the area as it has been well refurbished over a number of years after being in the care of the Office of Public Works since 1969.



The next stop was Nicholas Mosse Irish Country Shop at Bennettsbridge for a short time for the ladies to view before driving to Graiugenanagh in the far east of the county before heading south again through Mullinavat for a very late lunch - sorry to all on the run - before skirting Waterford on our way to Kilmeadan. Here there was a heritage narrow gauge railway that follows 8.5 kms of the abandoned Waterford - Cork railway route. Like excited school kids we paid our fares and had a nice forty minute journey see-



ing Kilmeadan Castle and also a brief stop at the Magic Wood where Fairies and Leprechauns live happily together. (Photo By now it was getting late and we had a quick run up the west side of Kilkenny via Callan and Freshford before reaching our hotel at about eight - too long a day me thinks and I'm sure the others agreed. Another excellent meal was had by all and then most of us retired to our rooms to rest whilst a few stayed and enjoyed the entertainment available.

Monday saw some of us visit the village for a time before beginning the long route home but we had to be sure to be in Crossgar in the late evening for a meal at AJ's as we were celebrating not only Alan and Pam's 42nd wedding anniversary on the Sat but Alan 66th birthday that evening. A quick run north brought us to Athy where we had a nice lunch on time although the traffic was terrible. I have to admit that the journey to Crossgar was a bit of a disaster from my point of view especially in relation to route and timings. Between arriving at towns at the wrong time of day, school time, and traffic volume and poor sat nav reading by me, never mind the fact that the coil of the TR6 kept overheating. Eventually a new one had to be temporarily fitted by Alan (F) to ensure no further stoppages along the way. Due to the time lost we made our way direct to Crossgar via the A1 to Dromore, after previously joining the M1 near Dundalk, and then for tea. As we have come to expect we had a good meal at AJ's and of course the obligatory Happy Birthday song for Alan. Like everyone else then after our evening meal a quick buzz home and to bed for a bit of a rest after a draining weekend. If I learnt anything from this run it is, don't try and do too much, update the sat nav and buy a new road map of Ireland - as soon as possible I hear you all say. By the time you read this report the show at Kilbroney will be over and hopefully we will have had a good turnout and the weather was kind to us.

Just a reminder that our **Wed 5th July meeting** will not be at Nortel but we will meet at the car park near the toilets at **Carrickfergus Castle** at 8pm to drive to the Rhinka at Islandmagee for some ice cream and then to the Spurlie household for an evening treat again this year.

The next event for the club will then be the **Sperrins Run on Sat 22nd July** planned by myself with final details at a later date and hopefully with better planning than the Kilkenny run and lunch on time!

We will then revert to our usual meeting place on **Wed 2nd Aug for our monthly meeting** and then the **Antrim Hills Run on Sat 19th Aug** in the capable hands of Alan (H) with more details at a later date.

The June monthly meeting was poorly attended with only three of us turning up, Alan Hayes, Mark Raine and, of course myself. To be fair at least four of the regulars were on holiday, which also knocked out Laurence, but we missed a number from Carrickfergus and the surrounding area. Believe it or not we had a good meeting in terms of the fact that we discussed gear selection and adjustment on a TR6, coil problems - once again - and the replacement and fitting of a new steering rack to a Triumph 2000. Hopefully we will have a better turnout for the next "meeting" that will be the "Ice Cream Run" to Islandmagee as mentioned above.

Until we next meet or make contact keep on happily motor-ing in your Triumph.

*Douglas.*

### IMPORTANT NOTE

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





# NOTTS OXFORD

TSSC AREA NEWS

**NOTTS** Tel. 07976 163006  
e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)

In the Notts area our monthly meeting is going from strength to strength after joining with another classic car group, we were joined by the Notts scooter crowd they had a special presentation night with a little ska music and pie in gravy with mushy peas.

Myself and Di completed another five point tour back in May which is always a great event and nice to catch up with friends around the country. Following weekend we then set off to Spa in Belgium. We met up with Tracey and Nigel Hawes from Northants for coffee, and caught the ferry to Calais. Sun was shining then rain then sun.

Arriving at the lovely camp site we made camp then beer :- On the Friday day time off to the circuit for our track lap in the pouring rain. A few scary moments around the hairpins. Having the chance to walk around paddocks and have champagne in the main stand. If you haven't experienced SPA it is one to tick off your bucket list, great venue, fab atmosphere and excellent company.

We also attended a local Notts event at Wollaton park auto karna, great to see so many local groups and wonderful classics..

- Up and coming meet nights are..
- 19th July 16th August and 20th September at the Mansfield Stags football ground.
- Other events for locals in July
- 1st/2nd July Elvaston steam rally.
- 8th/9th July Rampstone steam and country show.
- 28th/30th August Belvoir castle show.

We are so grateful to have a wonderful hobby in classic cars and enjoy meeting all the enthusiastic drivers of Triumphs and other classic car users.

Hope to see you at our meet.  
Cheers

*Nigel & Di*

## IMPORTANT NOTE

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

**OXFORD** Tom Tel. 07972 039532  
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OXFORD AREA GROUP SATURDAY RUN OUT- May  
On Saturday 27 May we had a run out to our new venue for our monthly meetings. As of July 2017 we will be meeting on the third Tuesday at 7.30pm at The Duke of Cumberland's Head, in Clifton (near Deddington). This pub is owned by one of the villagers so no big corporate overlord. It is beautifully decorated and more to the point the food is excellent. So come and support your local village economy. Car park



accessed through the arch. We had in all 10 (12 if you count the dogs) attendees in 7 triumphs. A TR7, a GT6, 4 spitfires and an MR2. Not all pre-



sent at the same time! Well done all those who turned up. I had an excellent afternoon out. After lunch the weather improved so that we could sit out in the garden.

Looking forward to the next visit.  
For our June meeting at Brewers Fayre Bicester (usual long



delays in service) we had 10 members and 7 classics . 2 TR7's (yes!), 2 spitfires, a GT6, and a Vitesse. We also had a n MGB but as he is a good sort I forgive him at least!

Topics of conversation ranged far and wide. At TriumFest AO Tom took his Spitfire down the quarter mile track... .. twice! I won't embarrass him by giving out his final speed or time taken to complete the distance! But we are talking a standard Triumph here. Well done I say for making the effort! There was much assistance for Tom in suggestions for improving his quarter mile.



Don't forget that next month we start at our new venue!  
Regards

*Tom and Nick*



## PETERBOROUGH SCOTLAND NORTH EAST . . . SCOTLAND CENTRAL



### PETERBOROUGH

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

Despite receiving several apologies from regulars, it was nevertheless a little disappointing to see only eleven members for this summer meeting. The weather wasn't balmy by any stretch of the imagination but it wasn't bad by recent standards and was almost warm enough for sitting outside. I reckon next month will be even better so let's hope for a bumper turnout then.

Both Doug and I have been particularly busy of late so we didn't have an awful lot of news items to present. There are of course lots of shows coming up and by the time you read this hopefully several members will have been to the TriumFest event at Santa Pod. Sadly, I am working that weekend so I won't be there. However, I am looking forward to some reports next month.

The chances are that the **Baston Car and Bike Show** will take place just around the time the July Courier drops through your letterbox. It is on **Sunday July 2nd** and Doug is heavily involved with the organisation. This year Angie from HQ will once again be bringing the club Courier Van along so we hope we will get a decent turnout of club cars for our TSSC stand. I am actually not working this year so if I can get my Vitesse roadworthy in time I do hope to make it.

Fingers crossed!

Also before our next meeting but hopefully just after you receive your July Courier, is the **Sporting Bears Charity Classic at Kimbolton on Sunday July 9th**. The TSSC Peterborough area, along with the Northants area have supported this excellent event for many years now and it is always a really nice day out. This year the tickets have been emailed to me so I will be able to forward them on by email as well. If you are reading this and you would like to go please contact me (Paul) asap and I will get some tickets to you. You will need to be quick as this is only a week or so away by the time you read this report!

**23rd July is the TSSC 40th Anniversary Founders Run**. This will start at Newport Pagnell services on the M1 and takes a scenic route to TSSC HQ at Lubenham. Unfortunately, the last edition of the Courier omitted any details of this run so I would suggest you give Angie a call at HQ for times etc. (*Advert on Page 11 this issue Ed.*)

Finally, the weekend of **28/29/30 July is the Silverstone Classic** event. This has quickly established itself as one of the best shows of the summer so get online to get your advance tickets.

Our next meeting will be on **Monday 10th July**. As always it will be at the **Golden Pheasant at Elton near Peterborough** and we start around 8pm. Do try to get along for a good old natter about all things Triumph, plus a light bite and a drink or two to wash it down. And don't forget, there is always the chance of a quality prize in our monthly raffle. Everyone is very welcome so we look forward to seeing you all there!  
Cheers

*Paul*

### TSSC AREA NEWS

### SCOTLAND NORTH EAST

Tel. 01224 742315  
e-mail [dannysportssix@btinternet.com](mailto:dannysportssix@btinternet.com)  
[www.brmmbrmm.com/club/grampiantr/4.htm](http://www.brmmbrmm.com/club/grampiantr/4.htm)

Hi Folks, I have not got much to report on this month as I have been away on holiday and Triumph spotting in Australia.

The events and car show season are now in full swing I know that a few Triumphs were at the GTM "How Many Left" event which was held on 21st May, Graham Robertson was there with his Acclaim and Graeme Crawford was there with his Spitfire & his TR7 V8. On the same day the first Turiff Car Club held their first event, by all accounts this was a good show but I don't know how many Triumphs attended. The Crathes rally was held on 28th May, there is also usually a good turnout at this show. The Fraserburgh rally was on the 4th June with a few Triumphs in attendance, one of them a Mk4 spitfire was for sale.

Here in the North East all the Triumph Clubs get together to form "Grampian Triumph Clubs" and hold joint meetings and runs, we normally meet on the last Thursday of the month and during the summer there is also mid month meeting.

Our July meetings will be on 13th July at the Kildrumny Inn and 27th July at the Muggarthaugh Hotel. Meeting at 7:30pm some of us will be there with wives and partners for a meal but you can just come along for a chat.

The events due in **July** are as follows;

**2nd July, Alford Speed Fest**, I will be attending with my Stag.

**8th-9th July, Glamis Extravaganza**, this is one of the best shows always with plenty Triumphs.

**22nd July, Blast from the Past**, this is a brand new event and will be held at **Thainstone Inverurie**.

Have a look at our website <http://www.brmmbrmm.com/club/grampiantr/4.htm> where there is an Events sheet and information on the club.

I would encourage you to join us on the Grampian Triumphs Facebook page at <https://www.facebook.com/groups/GrampianTriumph/> you will see what we have been up to. and also the Central area Facebook page <https://www.facebook.com/groups/TSSCScotland/>  
That's all for this month.

*Danny*

### SCOTLAND CENTRAL

Michael McCallum  
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When we arrived at the Harvester on the 1st of June it was clear that summer had arrived in Glasgow, how could we tell you may ask, was it sunny? Was it Clear? Where we wearing shorts and applying the sun cream? None of the aforementioned and it was a simple one, the rain was much warmer than usual. There was a good gathering of 20 people at the meet (not sure the term for a gathering of Triumph enthusiasts, possibly Trumphers) We had a long lost Spitfire at the meet that we had not seen it in a couple of years due

**IMPORTANT NOTE**  
**Guideline for Area News Length is 1200 words of "Relevant" Area News and 2 Photos**  
**Really long reports and lots of Photos mean I have to Reduce the Size of the Area Event Adverts**

Scotland Central Continues

to Iain Macpherson undertaking a restoration on Euan's yellow Spitfire Trevor, we all had a thorough look at Iain's handy work, the black vinyl roof (fitted by a well-known celeb) and black bumpers were highlighted by the fresh yellow paint, you can have a chance to view the car at Santa Pod when Euan runs what he brung, we hope Euan has many years of fun with Trevor.



Trevor the yellow Spitfire

We retired indoors before the rain cooled down and we thought it was winter again, many soft drinks, teas and coffees were consumed during the evening and another impromptu quiz was organised by Mark. I think some of us were a bit suspicious as there was only one question in the quiz and we were each given a sheet of A4 to answer the question "how far is it from Glasgow to Santa Pod" I felt compelled to use all the available space and write in giant numbers, several of us were close but someone managed to guess to the correct mile, the answer was 368 miles and Alyson was the winner of the prize as Mark held her a set of Triumph car keys, she was not quite sure what he was doing and tried to return them to him, then he told her they are yours and your prize is outside, as we all walked out to the car park there she was an 1968 Triumph Herald, now I am not saying the quiz was fixed but it was rather a coincidence that Alyson got the correct answer and that she had just passed her degree,



Alyson and her first ever Triumph.

could Ken have given her a surprise present for all her hard work and what she had achieved? Well done Alyson on gaining your degree and I know we will see you at many meets and events with your Herald.

Once back inside after Alyson's drive in her new car around the car park we discussed more things Triumph. As mentioned in last months report another achievement took place within the club and it was not down to any individual but rather down to each individual within the club, this was of course the Area of The year award that was presented at the five points tour checkpoint in which several of us marshalled. There was a good turnout of cars at the event and even the weather was a lot milder for everyone this year over last year, as mid-night drew closer there were more 5 point tour cars arriving and it was great to meet



with our fellow Trumphers from south of the border, refreshments and some fast food was scooped prior to Chris Gunby presenting the Area of the Year trophy, if you have not seen the trophy please join us on many of our events that we have planned this year as the trophy will be touring with us.

By the time this report reaches print our busiest month of the year will be over, June is packed full of events, we have Hamilton Car show (followed by pizza from Dave Fray's new hand built pizza oven after the show) then we have TriumFest at Santa Pod and we have a good number of Trumphers attending this year, there will be 1 meeting point for the 368 mile journey however there will be 2 separate convoys heading down, some will have left on the Thursday and the remainder on the Friday.

One of the key events for our area organisers is that the TSSC will be running a masterclass at TriumFest that will allow us to undertake valuations, therefore no longer having to wait for down south events or post your photos away for that all important valuation, this is a good step forward for our area and provides a key service to our members.

Once returning from TriumFest the following weekend will be the Roots Classic Car Show at Moffat, this is always a great show with plenty auto jumble.

Erskine show will be held at Braehead shopping center, reports on each show will be in next month's report.

July will host the Silverstone Classic show and as with TriumFest we will agree starting and meeting points for the journey down, again we have a good crowd of Trumphers heading down.

Thank you to everyone who has and continues to contribute to our facebook page, this is a fantastic way to keep people bang up to date with what is happening and updates are available in real time.

The website could be doing with a minor makeover and I hope to address that once the show season is over. While on the subject of makeovers I would like to congratulate Dave Fray on his massive accomplishment of shedding several stone over the past months, I think you will need to order yourself a new Slim Fit TSSC Scotland polo shirt.

On the subject of TSSC Scotland regalia, Dave has ordered baseball caps for our area, therefore if you would like one contact Dave early to avoid disappointment. We were very pleased to welcome some members to our meet who have not attended a meet before and we look forward to seeing you at many more in the future.

I have been made aware of 2 cars for sale locally, first is a very solid Spitfire MK3, it is in good condition and sounds sweet, the owner is looking in the region of 8k for the car. The second car is a Triumph Burlington 2 litre straight six, that car looks minted and if you have any interest in either cars please contact one of the AO's.

July's Items:

Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP at 7:30 (6th July 2017)

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 16th July at 10:30am. Come along and sample good company and breakfast.

Visit our web site and checkout the year's events at [WWW.TSSC-Scotland.ORG](http://WWW.TSSC-Scotland.ORG)

Please join in our social banter at:

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

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Log into Facebook to start sharing and connecting with your friends, family, and people you know.

Michael



## SOMERSET . . . SOUTHERN

### SOMERSET

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Hi all. There was a good turnout for the May meet. Main topic for the evening was of course the upcoming Gathering in Martock! With volunteers still needed for certain tasks. A couple of people agreed to help if marshalls etc were needed so hopefully we were going to cover last minute needs!

The weather for the weekend was supposed to be reasonable so with everything crossed it was hoped all would go well!

Preparation of the site started on the Thursday, with borrowed/loaned items picked up and delivered. Thanks to Alan and Pete for a gazebo each. We even had our new event shelter available (this though was not erected there and then!) The site owners supplied and erected a gazebo and 5 picnic benches for us to use. The Friday evening saw the catering wagon sited, and a few camping/glamping/caravan stalwarts including 2 Essex and 3 Leicester cars arrived to boost the crowd. There were enough bodies around to warrant the chuck wagon firing up to supply food and drinks. The bar was opened by Chewey (thanks Mr Bacca) and the happy hour went on till about 11-30. The weather didn't quite play the game as it rained but didn't seem to dampen the drinkers enthusiasm. Apparently the local cider (thanks Dave) may have helped in forgetting the damp conditions (wonder why)!



Saturday saw enough cars arrive to boost the numbers to 17 for the drive to Corfe (near Taunton) for their village fete! This left only 5 cars on site, which proved to be a bit of a turn off for some early show visitors, who decided not to stay around! From this we realised the information we provided was a bit lacking on exactly what was happening over what we deemed to be a chill out day! (lessons have been learned!) The drive out cars returned in ones and twos during the afternoon and by 16-00 hours we had 25 or so cars on the field. During this slack period we decided to erect our event shelter. It looked simple but without the help of the Leicester lads we would probably still be there trying! Hopefully now we have done it once, all will be plain sailing. The shelter did offer an area where we could all enjoy a drink or 2 during that evening!

Sunday saw the weather less than we hoped for, with cloudy skies and a sense of rain in the air! Luckily though it didn't deter another 27 cars turning up for show day. We also saw 4 members set up auto-jumble pitches. As the weather did a turn for the worse it was decided to bring forward the vehicle judging to 12 noon. With 42 Triumphs (photo 1), 1 Bedford, 1 Jaguar and a Rover all to be checked out, the judges made the following choices!

### TSSC AREA NEWS



Best Herald- DGW 846H  
Best Small saloon- WYB 21M  
Best Large saloon- NGV 301M  
Best Spitfire- COD 540T  
Best Vitesse- 794 BRX  
Best Stag- UYG 858N  
Best GT6- RUT 513G  
Best TR- NBE 290M  
Furthest travelled- NPR 936P

**Car of the show was VVY 825H a TR6.**

This car was chosen independently by the site owners and was their personal choice!

With the rain now settling in many cars made for the exit to hit the A303 etc on their trips home! Yes we made some errors but these have been noted and will be sorted out! But overall most people were hopefully satisfied enough to want to come to a gathering again in 2018. Many thanks to all who helped make it work this year. Especially Tina, Chewy, Mandy, Alan, Shirley, Dave and Steve (cheers folks)!

Guess that's about it for now but don't forget **Powderham and Paignton Green in July** will both be upon us soon, so if you have booked we hope to see you at either/both!

Cheers for now,

*Martin & Derek*

### SOUTHERN

Tel. 01252 722432

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

Hi Folks. As I write this report, article, call it what you will, I realise that we are nearly half way through the year.

It seems Christmas was only yesterday, me thinks it must be that age thing.

Well down to business. Yes it's show report time. Saturday 29th April saw Mike, Karen, Barb and I on our way to Queens's mead in Farnborough to a new show held in the shopping precinct. A good number of cars present for a first timer, lots of interest from the public.

Monday 1st May saw the two of us journey to Popham, a different layout this year. No club stand for us so we parked up as normal, soon to be joined by Guy and Suzie and later Paul and Carol joined us. As usual there were lots of stalls and cars. Weather being quite good for Popham. The highlight of the day for me was seeing the Russian AN2 fly. The first time I have seen it in the air for decades.

Saturday 13th May saw David and I make our way to Awbridge, a pleasant day out, usual format with lots of sunshine and yes.....a beer tent!

Sunday 14th saw a convoy of David and Wendy, Mike and Karen, Barb and I conjugate at California Park for the start of the Hants and Berks Early Bird Run. Once again a very nice run finishing up at the Army School of Flying Museum at Middle Wallop. Vastly improved and a lot larger than when I last visited, say 20 years ago.

Saturday 20th saw a short journey to the Surrey Heath show at Frimley attended by Mike and Karen, David and Wendy, Barn and myself. A nice sunny day, the show gets larger each year. No beer tent! But there was a man from Ascot Brewery flogging bottles so I stocked up!

Saturday 27th left ours at 7 o'clock, David and Wendy, Mike and Barb for the long journey to the Cuckoo Fayre near Lewes in East Sussex. As last year, lots to see and do. Met up with Mark, Vanessa and the kids and Mark S who were

**Southern Continues**

camping for the weekend. Never did see Jackie. We enjoyed a nice run home in the sunshine.

Nest day it was off to Haslemere for the annual fair. We all went under our own steam meeting up on site. Wendy in the Spitfire, David TR6, Mike Healy and me Stag. Mike and myself had our respective navigators. We set off on a 60 mile run through Surrey, Hants and Sussex. The halfway stop being at Lasham Gliding Club, a very pleasant venue. I have it on good authority that it is the largest gliding club in the world. On the return to the showground we parked up together and enjoyed what the stalls had to offer. Met up with Derek and Jackie, Mickey in his Vitesse and Julie in her Herald. By mid afternoon heavy dark clouds began to build up followed by a torrential downpour. Some 80% of people and cars leaving at this point, in spite of it all a good day out.

Saturday 3rd June saw the six of us hit the road at 8am from ours making our way to Beale Park Boat Show. A nice sunny morning, 50 minute drive saw us at our destination, we were the first classic cars to arrive. The show itself much the same as other years, slightly less stall holders, this seems to be the trend at most shows these days. Never the less if it was boat related, you would have found it somewhere on the site. An enjoyable day out rounded off by a meal on the way home. P.S. Yes we did have a beer tent, very nice too.

*Mike*

As Mike has mentioned, Mark, Vanessa and the kids as well as Jackie and I booked into the Cuckoo Fayre for the bank holiday. The journey over there was a little fraught getting stuck at the junction of the A23 for nearly half an hour in hot weather didn't help. But we eventually found a corner of the camping field which will be forever Southern.

All in all this is a very good show with lots to see and do. Just to mention a few, traction engines, large and small, classic cars (lots of) bike commercial vehicles fun fair, circus (that was free) model boats on the pond, tractors and many static displays and jumble stalls.

The weather was mostly good all weekend, apart from Sunday night early Monday morning when we had a terrific thunder storm but was dry and sunny by the time we got sorted for the day.

The only down sides to the event was the loos were not good and it took us forty five minutes to get out of the showground as everyone was collecting their plaques.

Mark and Vanessa had a little bit of trouble on the way home as their alternator decided to die and they had to call the AA out to get them going again.

4th June was the SHVPS show at the Queen Elizabeth Country Park, always a popular show with a great variety of classic cars and a good auto jumble

We had eight cars on show this year, two Stags, TR6 Spitfire MK3, TR7, GT6 MK1 Vitesse 6 and Mike and Karen in the sudo Triumph Healey 3000.

On the same weekend Robin had taken his grandson to the West of England meet at Martock. He has reported the weekend was very good and well attended with forty cars there, which is a very good turnout for an event in its first year. This is an event I will be looking into going to next year.

A good evening was had at our regular meeting at the Seven Stars, five GT6s' and a Spitfire in the front line up and nearly thirty members turning up for the meet.

We would like to welcome Phil Bryan and his son Matt to the club. Phil had an early MK3 GT6 in pimento red. Phil has had



the car for just over six weeks now and says that the previous owner did a lot of the hard graft to get the car on the road and it has a few modifications inc adjustable top wishbones, Gaz shocks and cv shafts to replace the dreaded doughnuts on the rotoflex system.

**Up and coming events**

**July**

**2nd The Crotch Cooler, Classic Car Sunday.**  
Basingstoke road, Alton GU34 4BH

**4th Regular meeting. The Seven Stars GU32 3PG**  
**15th, 16th Kingsley Steam rally, Sickles Lane,**  
GU35 9PD

**20th Roaming meeting. The Red Lion, Charlton.**  
PO8 0BG

**23rd Amberly, Classic car summer Show**  
**29th Worthing**

**August**

**1st Regular meeting, The Seven Stars GU32 3PG**  
**5th, 6th, Stroud, South Cerney Airfield, GL75QD**

**6th The Crotch Cooler, Italian and French Sunday.**  
Basingstoke road, Alton GU34 4BH

**11th-13th Retro festival, Newbury Showground.**  
RG18 9QZ

**13th Cranleigh**

**17th Roaming Meeting, The Flower Pots, Cheriton,**  
SO24 0QQ  
**19th ,Capel**

**20th, Worthing (Southern Classics)**

**26th,27th Hellingly**

**25th-28th Rudgewick Steam Fair**  
**28th Wisborough Green**

**September**

**2nd , 3rd . Balls Cross**

**3rd The Crotch Cooler, Classic car Sunday,**  
Basingstoke road, Alton GU34 4BH

**5th Regular meeting, The Seven Stars GU32 3PG**  
**17th Tilford**

**21st Roaming Meeting, The Golden Lion Winchester**  
SO23 0JZ

**23rd, 24th, Kingsfold**

**October**

**1st The Crotch Cooler, Oldtimer Oktoberfest,**  
Basingstoke road, Alton GU34 4BH

**3rd, Regular meeting, The Seven Stars GU32 3PG**  
**15th Sunday Lunch, The bat and Ball, Hambleton,**  
PO8 0UB

**November,**

**7th, Regular meeting, The Seven Stars GU32 3PG**  
**19th, Sunday Lunch Meeting,**

**the Jolly Drover, Liss, GU33 7QL (TBC)**

That's all for this month  
Take care,

*Mark*



**TSSC AREA NEWS**

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Over half way through another year already, the months seem to fly by and we have not attended a great number of events so far this year.

A few of us did join the local Rotary Clubs Transport Extravaganza at their new location which was in a better location than before on Sat 20th May.

This had a very good attendance but rain spoilt the latter part of the day, especially when you struggle to get the hood up in the rain, I had to remove the latch bracket to free the hood.

Since then I went to lower the hood and it's now jammed in the up position as the rear catch won't release, looks like I will have to remove the rear seats to get at the release mechanism, (don't get these problems with an MX5.)

For the Bank Holiday weekend, we went to Sandon Hall which was holding a Spring Fair.

The hall had put out a request for some classic cars to park in front of the hall as an extra attraction, this was very much appreciated by the public who showed lots of interest in the cars as they were not expecting to see a range of classics from Bentley's to three wheelers.

On the Bank Holiday Monday, we went to Smallwood show which had lots of lorries and tractors but not that many cars, but have lots of stalls and displays.

As I was planning to go to Tatton Park on the first Saturday of June I decided to fit an electric cooling fan to the Stag as there is often long queues getting in and out of the show, as it turned out to be a warm day it was probably a good move.

We were pleased to see John Burt, who joined us for the first time with his GT 6 which he has just finished restoring, John said it was in a very sorry state when he bought the car and has spent two years on its rebuild, well done John putting another Triumph back on the road.

By the time you read this TriumFest UK will have taken place lets hope the weather is kind and we have a great turn out, unfortunately, I will only be attending on Sunday.

There are a number of options for June, one I need to get more details of is at Carsington Water the week after TriumFest.

**For July we have:**

- Lichfield Cars in The Park 1-2nd July**
- Shropshire Vintage Rally 1-2nd July**
- Tatton American Car Show 1-2nd July**
- Chateau Impney Hill Climb 8-9th July**
- Manchester Airport 22-23rd July**
- Capesthorpe Hall 23rd July**
- Bodelwyddan Castle 30th July**
- Audlem Show 30th July**
- Stafford Castle 30th July**
- Cromford Steam Rally 5-6th Aug**
- Next meeting 26th July**

Have a good summer with your Triumph

*Dave*

**SUFFOLK** Tel. 01206 250360  
 e-mail: Suffolk@tssc.org.uk

At the June meet we were down on numbers, due to holidays and horrendous weather on the night. Just 6 of us made it to the Sorrell Horse, with only 1 Triumph in the car-park, which was my Stag.

Colin was fully intending to bring the Herald estate, but a weird noise from the starter, followed by lack of engagement

put paid to that. All his other Triumphs are currently off the road, although the TR6 is awaiting a road test of its metering unit fix.

Lindsay circulated pictures of his latest purchase, a CP TR6 project, with an interesting moss patina. Looks like it will be lots of work, but it's all there, complete with tidy hard-top and should keep him busy for a good few months. Also, bigger news, his Vitesse is almost ready for MoT.

Chris had almost finished his TR5 restoration, that was looking resplendent in its Signal Red paintwork and its first MoT is due next week. He was also contemplating pulling the increasingly sick engine from his TR250 and either swap it or rebuild.

Rodney has been busy sorting wheel bearings and UJs on his Spitfire. After many months of clicking he's cured the problem with a whole refurbished half-shaft assembly, much to his relief.

I've been refurbishing the seats on my MK3 GT6 projects, with foams and leather covers from Park Lane Classics. I cannot recommend them enough, superb instructions and a lovely product that has transformed the grotty cord covered seats, into a little bit of luxury.

And throughout this meeting, while we were telling each other of our maintenance trials and tribulations, the list of jobs we all had to do, on which of our multiple cars and projects, sat Lyall, with a big smile on his face. After each story of badly fitting parts, scuffed knuckles, being stuck upside-down in footwells, he would just say, "I'm so glad I only have one Triumph". His look of relaxation was a picture.

See you all next month, on the **4th of July**.

*Russell*

**EAST SUSSEX** Tel. 01273 813691  
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Hi all. Another good turnout this month, I counted seven Triumphs in the car park including my Spitfire at last. Also there were a couple in their modern general cars.

General chat was about the Cuckoo Fayre show, for those that don't know it is a country fayre show and there was something for the whole family young and old, they even have a small circus, and a few of us went along and had a very good weekend.

We also chatted about those going to TrumFest UK what days and times, a couple of our members are going and planning to take there cars up the strip.

Other news, Richard has stripped out the rear end of his lovely Vitesse convertible to at last get rid of those horrible rotoflex couplings.

For July meeting I will not be there as I am on holiday, but Clive will be chairing the meeting, so big thanks for that Clive.

That's all for this month bit short and sweet I know

**Next meeting 5th July.**

Cheers

*Ian*

- Forthcoming Events**
- July 9th Horam Fun Day**
- July 15th -16th Michelham Priory Car show**
- July 29th=30th Ringmer steam show**

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





# SWINDON . . . THAMES

## TSSC AREA NEWS

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**Meetings Cover Swindon/North Wilts area**

We held the inaugural meeting of the new Swindon Area at The Village Inn at Liddington and were pleased to meet a few local-ish members and some from further afield as several from Newbury Area came along to help get the new area off to a good start. Unfortunately the damp and dull evening didn't encourage many club cars out although we had taken the Bond 2+2 in the hopes that members we didn't know might recognise it as a club car and find us, and we almost got excited when Lloyd from Newbury arrived in another fibreglass car - but his was a Scimitar.

We were pleased that we did attract some members other than ourselves and Newbury area members and welcomed Wayne and Mandy Bull. Wayne had been a member many years ago when he had a Spitfire but later on, having sold that and bought a TR4A, found that in those days the TSSC wasn't the ideal club for him in terms of the Club insurance scheme so switched to the TR Register. He has recently rejoined the TSSC and they came along to see what we're up to these days.

Bryan Bowley came along without his Herald 13/60 but with his son. Brian's from Cirencester but seeing where we were holding the new Swindon meet, in a village very near to Rob, persuaded him to come along too.

We hope to see them at future meetings as well as other people from the Swindon area.

There is going to be an **Auto and Retro Festival at Lydiard Park**. We've not been there before so don't know what it's like. Not sure either if we'll be able to make it but some of you may like to give it a go. <http://autoretrofestival.co.uk/>

### Next meetings

**Wednesday 19th July, from 7.30pm at The Village Inn, Liddington, SN4 0HE**

**Saturday 22nd July Lydiard Park Auto & Retro Festival at Lydiard Park, SN5 3PA**

*Guy & Suzie*

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Welcome all. We had another great SEM, even though the problems we had booking up the playing field. Hopefully this has now been resolved and we won't get the same grief next year. We have also been to the Chiltern Hills Rally & Haslemere shows (see below for details).

### SOCIAL EVENING AT THE GEORGE INN 18th MAY.

It's a wet evening on our way to the meeting, our Triumphs are resting in the garages as we use the modern. At the George Inn we have the great company of George B, Graeme C, John P, Mike H, Doug B, & Chris C. Work on our Triumphs has been: - John P has fitted electronic ignition and a dual oil pressure and water temp gauge to his Vitesse Mk1. Doug B has replaced the coil on his GT6. We enjoyed doing George's crossword and putting the world to rights **SHOWS & EVENTS.**

**SEM AT LEATHERHEAD MAY 5TH/7TH.** - With all the show equipment loaded into the van and the caravan hitched to my Vitesse we headed off to Leatherhead. There we meet up with George B putting up his tent. We are soon setting up our caravan as more campers start to turn up. We take the Vitesse to collect Julie's Herald and do the shopping run. Visiting the Chip shop on the way back for supper. Which was eaten around George's camp fire and washed down with some beers and wine.

Saturday and we are busy setting out the parking rows for George to white line, putting up the marquee for that night's quizzes, roping off the entrance and setting up the paying gate and welcoming more campers, as well as a few Triumph owners that still seem to think it's a two day show still, although one auto jumbler did very well on the Saturday. With our tasks done we could relax a bit enjoying the weather and a beer while bbq'ing our meal and making the most of being surrounded by friends. As darkness fell the marquee lights were fired up and we encouraged campers to take part in the quizzes we had set. We hope you enjoyed doing them as much as we did watching you all working out the answers. We finished off the evening back around the fire with wonderful company & merriment.

Sunday morning nice and early saw me putting out the different Triumph models to their posts and making ready the entrance gate. Welcoming the early arrivals, until the gate was manned by our George. Soon the hour comes to announce the show open at 10am. The sun has yet to make an appearance but the field is filling up nicely and there's a buzz about the place as friends meet up old and new, the auto jumblers are busy selling there unwanted part to those looking for the wanted parts for their Triumph's. The TSSC Club Shop was always a blur of activity as I passed by. We got our judges out to marvel over their favourite Triumph's. It was not long before the awards were announced brought forward this year as we had already lost one winning car and another had promised to collect a family member at a certain time. This moved the raffle draw to afterwards and gave time to enjoy the show a bit longer. As the sun came out we were starting to pack up the equipment and loading up the van and folding up the caravan. With the field empty we parked up the van and drove the Triumph's home and returned to collect the van. Once home I collapsed on to the bed until noon the next day. It was a fantastic show and so good to see so many people there. A big thank you to all the help we got from everyone over the weekend and all the stressful months leading up to the show.

### 21st MAY, CHILTERN HILLS VINTAGE VEHICLE RALLY.

Julie is following me in her Herald as I take the Vitesse on to the M25 heading to the show at Weedon Park, Aylesbury. We arrive later than hoped but before the show had started and parked up next to Carl's Mk2 2000 saloon, but spot George B in his Vitesse convertible, Ashley & Janette, in his Mk1 2.5Pi saloon on the other side and bit further down, so we drive down to park up with them. We are soon relaxing with a hot drink. Also in Triumphs but not on the TSSC stand were Kirsty & John, in her Mk2 Vitesse saloon, Dave in his Herald 13/60 convertible, Helen & Duncan, in her Herald 1200, Peter & Kate, in his Mk3 Spitfire. Other Triumphs there were 8 Tr6's, 8 Tr4's, 2 Tr3's, a Tr2, 2 GT6's, a Mk2 2000, 7 Herald's, 9 Stag's, 4 Vitesse's, 10 Spitfire's, 4 Dolomites (1 was from 1938), a 1500 FWD, an Acclaim & a Tr7. There was some Auto Jumble, trade stalls arts & craft stalls, food vans, beer tent, Kid's rides, Dog show. It was a very enjoyable day, with some sunny spells and great company.

### 28TH MAY, CLASSIC CAR SHOW HASLEMERE.

With time in the morning to wash the Vitesse & Herald we both take a stress free trip to Haslemere in the sunshine, we

## NORTH WALES



## TSSC AREA NEWS

are parked up on the second row as noon comes. Relaxing with a cuppa we watch the classic turn up that had been on the morning tour, with them are Mike & Barbara in their Stag, Wendy in her Spitfire Mk3, David in his TR6, Mike in his Healey 3000. Jez & family in his Spitfire4 & Courier van selling Patteson's Original chutneys, pickles & preserves. Other Triumphs were, 2 Stag, 2 Herald, 3 TR6, a Dolomite, 2 Spitfire's, 2 Vitesse's, a Roadster and a Mayflower. It was a nice show with some lovely stalls to look through, lots of food stall to tempt you and some kid's inflatables, ice cream vans, beer & pimm's Bar. We sheltered from one shower in the Herald but when the rain started once more we headed home as did most of the other classic car owners. But all in all a good day out.

Our next meeting at **The George Inn at Wraybury is in July on the 20th & in August on the 17th. On the 6th of July** we have a roaming meeting at the **Thames Court Shepperton, and on the 3rd August at the FAIRMILE Cobham**. Please come and join us for a warm welcome or call me on 07773623807.

### COMING EVENTS.

#### July

- 2nd Berkshire Motor Show Prospect Park, Reading
- 9th Macmillan Cancer Car Show Clandon Park
- 16th Auto Show Uxbridge
- 22nd Classic car meet & show Ripley
- 23rd Founders Run TSSC 40TH Anniversary
- Newport Pagnell Northbound M1 Services 10.30am
- 23rd Retro-Autojumble & car show Brooklands
- 28th /30th Silverstone Classic Silverstone

#### August

- 13th Surrey Classic Car Show & Autojumble Cranleigh
- 13th Summer Fair & Classic Vehicle Show Tongham
- 19th Surrey Classic Car Display Camberley
- 19th Capel Village Car & Bike Show Capel
- 26th Wings & Wheels at Dunsfold Park
- 26th/27th Egham Surrey Royal Show Egham
- 26th/28th Rudgwick steam and country show Horsham

*Mickey & Julie*

**NORTH WALES** Tel. 01691 600215  
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Hello, everyone. May began with our monthly meeting at the Trevor Arms on Tuesday 2nd, and although Helena had planned to go she had decided not to, as whilst still lambing sleep deficit had taken over at that point. However, M.G. Joan reported that the meeting had once again been well attended with another great raffle, and the pub supplying chips, complete with bread and butter. Another good night of chat and laughter.



Sunday 7th May was a "drop of the hat" picnic to Bala Lake, planned by M.G. Richard, and quite a number of our group went along. The weather was smashing, being so warm, and

this added to the day. Everyone thoroughly enjoyed sitting in the sunshine with their picnics, and generally relaxing.

Sunday 21st May was the Dearnford Lake Classic Meet. This is a no charge event, just turn up in your classic and join dozens of enthusiasts from many areas enjoying a wander and a chat, taking refreshments in the cafe. Terry was there in his Triumph aphetic, and he took many for a trip in the lake in his "car"! Another great day, in such great company.

On Friday 26th May thirty of our group met at the Chester Boat company on a glorious sunny, warm evening for a trip along the River Dee on the "Lady Diana". This company run three cruise boats in their fleet, the previously mentioned Lady Diana, the Mark Twain and The Jackie, and do a great variety of trips, including private hire. It was a very pleasant cruise, the boat trip took us a long way through Chester, then past country villages and farms for a total of two and a half hours. The trip included a hot meal and some scrumptious sweets whilst cruising, and with a well stocked bar for those who were not driving home. The weather was so warm, it could not have been better. A great evening, thoroughly enjoyed by all who went.

Sunday 28th May was the second staging of the Bala Festival of Transport, and it was a very pleasant day, with lots going on, including timber felling competitions with competitors using axes cutting through trees with incredible speed. The vehicle displays were large and varied, classic cars, motorcycles, tractors, and small steam engines. There were also many stalls with displays, plus items for sale. Then, of course, we had to take a trip on the narrow gauge railway, which runs from the station where the show was based along the side of Bala Lake to Bala station. A number of us got off at Bala, where an old bus was waiting to take people into Bala itself. We had a good walk and a mooch around the shops before returning to the station via the bus for the journey on the railway back to Llanuwchllyn.

This was the same weekend as the Prestatyn run and show, and Sunday 28th was the run. This was well attended, and a number of our Chester & Wrexham group participated, meeting at Mold Civic Centre car park to collect their plaques and route instructions. The run was very good, again finishing opposite the Beaches Hotel in Prestatyn. Monday 29th was the static show, and again a number of our group went along. The report back was very favourable, a good day being enjoyed by all, the weather also being kind in spite of looking a bit dodgy at times.

That is that for now. So, please remember that our monthly meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is also a meeting at The Plough in St. Asaph on the third Wednesday of the month** at 8.00 p.m. It doesn't matter what classic you have, come along and meet us, and all ladies are welcome, whether you drive or not!

Please note:- **July's monthly meeting has been put back a week to the 11th.** This is for the July meeting only.

Forthcoming events:-

#### July

**1st - 2nd July:- 30th Shropshire Family Vintage Show, Agricultural Showground, Berwick Rd., Shrewsbury.**

**1st - 2nd July:- Llangollen Railway Classic Transport Weekend.**

**8th - 9th July:- Cheshire Steam Fair, Daresbury.**

**9th July:- Caerwys.**

**11th July:- Monthly meeting at the Trevor**



**North Wales Continues**

- Arms, Marford:- (Moved back a week).
- 16th July:- Wem Vehicles of Interest, Wem.
- 19th July:- Meeting at the Plough Inn, St. Asaph.
- 22nd - 23rd July:- Llangollen 60's Weekend.
- 22nd - 23rd July:- Manchester Airport & Aviation Transport Fair.
- 23rd July:- Cheshire Classic Car & Motorcycle Show, Capesthorpe Hall, Macclesfield.
- 25th July:- OFFAL.
- 28th - 30th July:- Bolesworth Car Festival - Children In Need.
- 30th July:- Audlem Festival of Transport.
- 30th July:- Bodelwyddan Show.
- August
- 1st August:- Monthly meeting at the Trevor Arms, Marford.
- 5th August:- Oswestry Agricultural Show.
- 6th August:- Weston under Redcastle Show.
- 13th August:- North Cheshire Classic Car Club Annual Show, Claremont Farm, Old Clatterbridge Road, Wirral. Tel:- 0151-336-6019.
- 16th August:- Meeting at the Plough Inn, St. Asaph.
- 19th - 20th August:- Tatton Park.
- 20th August:- Wheels Within Wem, Tilstock.
- 20th August:- Market Dayton Festival of Transport:- 10 - 4.
- 26th - 28th August:- Oulton Park Gold Cup.
- 27th August:- Cheshire Classic Car & Motorcycle Show, Capesthorpe Hall, Macclesfield.
- 28th August:- Northwich Festival, Mid Cheshire Classic Car & Vehicle Show:- Contact Steve Farrell - 07841-379521.
- 29th August:- OFFAL.

Regards,

*Helena and Roger.*

**SOUTH WALES** Tel. 07802 204068  
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e-mail: alan.gourley@hotmail.com

Whitland CCC Carmarthenshire County Run  
SUN 14th May 2017

At 0645 on a bright but cloudy Sunday I arrived at Bern's as he fired up the TR4a. Looking pristine, as Bern had washed the TR the previous day due to a rumour of impending water restrictions as a result of a week's continuous sunshine somewhere near Brecon. A quick pit stop for fuel and we were soon headed west on the M4 towards the first meeting point at Pencoed. We pulled in just in time for the only shower of the day to hit which knocked the idea of taking the roof off into the long grass. By the pre-arranged time no one else had arrived to we headed back onto the M4 and Bern unleashed the horses. It was great not having to wait for slower cars and we were soon at Point Abraham Services where the M4 ends and rural Wales begins. We were mid breakfast roll and coffee when George rang Bern to say he would not be on the run as had forgotten he had sold his Herald to Rob and Pete.

We left a few minutes later than planned but soon made the

time up on the road heading west towards Carmarthen. It was very unusual not to see any other classics on the road, no sooner said when we saw an XK120 going the other direction. By now the sun was trying to break through and with the TR4a pulling strong it wasn't long before we were pulling into Whitland Rugby Clubs car park. "This is where all the



classics have been hiding" I said to Bern as we were greeted on the gate by Jeff Court and efficiently marshalled into the 4th line of vehicles forming up for the run. We went to the admin tent and registered and got the coffee pot on the boil. There was a great variety of classics and not so classics there for the run and we were soon meeting new friends and catching up with old mates.

Tom Eaves turned up in his immaculate red Vitesse which unfortunately had lost a Rostyle wheel trim to a vandal. Another vandal (I think he is known as Banksy) had tried to make things right by painting a cartoon replacement on a normal wheel trim. Then Frank and Cindy appeared in their recently commissioned White Spitfire 1500 which was looking almost factory new with its matching hard top. I had a look over the route map and fired up the You Are Better Off With A Real Map in this part of Wales Nav and we were on our way. Unfortunately for the first few miles we were staring at the tailpipes of a Porsche which seemed to have all the performance of a 2CV towing a caravan.

Once out into the backroads of Carmarthenshire the scenery was stunning and several times I glanced at the Scrap Nav to see that we were actually on roads and tracks which do not appear. The sheep were very welcoming and most of them stayed on the green bits as we passed. It was great to see all the old timers on the beautiful roads of west Wales and all the Classic Cars as well, especially the Triumphs. At around the 50 mile mark we pulled into a very scenic picnic area for lunch and a chat with other drivers on the run. With only crumbs left in our lunch boxes we had a look at the map and headed off for the second half of the run which took us into the mountains and beautiful scenery of the Brecon National Park. The miles went in and we seemed to see fewer of the cars on the run ahead of us and it was not long before Whitland Rugby Club was in sight again. A quick pit stop and we said our goodbyes and thanks to Jeff and his team at Whitland CCC for organising a great run and super day out. The TR4a pointed its long bonnet towards the east and we decided to go off script and follow the more scenic route back towards Cardiff and stay off the motorway. "Well what we lacked in club members on the run was more than being made up for by the mileage Gwyn and Tim were clocking up at the other end of the country" said Bern "FAN.....EXCELLENT" I said.

Thanks to all who made it a very enjoyable and entertaining day out in Carmarthenshire

**Cardiff City Stadium Show SUN 21st May 2017**

At a very respectable hour of around 0830 we found ourselves tanking along in Bern's weapon of choice for the day his Standard Vanguard Phase III Vignale. To see one on the road is rare, to get to travel in one is rarer still and a real nos-

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**IMPORTANT NOTE**  
**Guideline for Area News Length is**  
**1200 words of "Relevant"**  
**Area News and 2 Photos**  
**Really long reports and lots of**  
**Photos mean I have to Reduce the**  
**Size of the Area Event Adverts**

talgia trip if you ever get the chance. We were headed west-bound on the M4 towards Junction 33 in hot pursuit of Mikey J in his immaculate yellow GT6. We were soon at the Services meeting point and as this is one of the South Wales local shows and only down the road for the Cardiff based club members it was by now well stocked with all the different classic marques assembling ready to proceed to the Cardiff home of the Bluebirds. Thumper Watson was already parked up in his Toledo with The Monmouth Mafia Mike and John in the Acclaim with Tim in the Spitfire fresh from the TSSC 5 Point Tour the previous weekend. It was also great to see Steven and Mal's out in the Mystery Machine as we were joined by some new members Michelle and Mark in Michelle's orange Dolly. Then Gwyn, Barbera, Paul and Doty arrived in the second orange Dolly. Bern said "Well what we lacked....." "Not yet" I said.....

Just then we heard the screech of engines, crunch of gears and the roar of brakes as Crazy George arrived in his red herald convertible. Yes the one from last week that he forgot he had sold to Rob and Pete. As Rob and Pete were in Spain laying carpets for Gareth Bale, George thought that they wouldn't mind if he took it to the show just to make sure the 3 wheel to 4 wheel conversion had worked. George led our convoy (which wasn't a convoy just in case some stupid EU rule was broken) towards Cardiff and were soon taking the wrong turning into the Cardiff City Stadium. As we had arrived together



the marshal's aided by a Matt Smith Dr Who look alike complete with Tradis, were doing a stirring job of preventing us from parking together but the Monmouth Mafia soon had sense prevailing again, and we parked up and soon had the kettles on thanks to Paul and Doty. I decided to get the club flags organised but they have a mind of their own and don't stay up for long resembling Norah Batty's stockings after half an hour in a light breeze. Then Terry arrived in his running resto Vitesse followed by Robbo on a German copy of a Triumph 1200 four which he was selling.

The sun was wall to wall as we all went off to look at the exhibits and auto-jumble stands and to seek out bargain brunch pies and cakes. While we were away Ant and Amber visited but could not stay long as Ant had to go to his Tap Dancing class. He still has a limp from falling in the sink last time he was there! Chris also appeared for a chat explaining that the other two Amigos were working to rule and wouldn't be attending. Then Bern got kidnapped by Steady Eddie GT FM Radio Edwards and had to take the Vignale, with Thumper and George as minders, to the display area to explain why he didn't like Mini drivers with loud microphones. St Elaine (George's wife) arrived with a selection of George's grandkids who all seemed to be experts in identifying the parts that came off Rob and Pete's herald as they played in it. George had bought his grandson a toy Spiderman off one of the toy sellers to distract him from stripping the herald "you could have got that cheaper off the web" said Bern laughing. Derek (immaculate red TR6) appeared who we had not seen for a good few months and explained that he no longer had his TR6 as he had not been able to source a good pair of replacement seats and had sold the car for parts. Derek said that two weeks after he sold the

chassis as scrap, as he was moving house, the market was flooded with pairs of immaculate TR6 seats on Gum bay tree.

Time was marching on and it was soon 4pm and vehicles were on the move home. We all got packed up and said our goodbyes and headed for the exit. Dr Who the Matt Smith look alike was on the exit helping to give out the pens and stickers to the cars that had attended. He made the mistake of handing the items to Bern with a cheery "Thanks for coming" "You're welcome Matt" Bern yelled at the top of his voice "Ha ha, You're welcome Matt"

"Well what we lacked in Dr Who's sense of humour was more than made up with the number of orange Dolly's on show " I said " If they had not all been orange they would have been Dolly Mixtures" said Bern "You're welcome Matt" Haa...CLASSIC

**Porthkerry Classic Car Show Sat 27th May 2017**

I set off for our rendezvous point at Junction 33 services on the M4 in my daughters Triumph C1 a little known early concept car. I am sorry to admit but I still have not got my Spitfire back on the road much to the amusement of all the club members. If a jobs worth doing.....and all that.....anyway. As I pulled into the services I could make out Thumper Watson's immaculate green Spitfire 1500. "Where's Bern" he said as I pulled alongside "Long story "I replied, with a good morning thrown in. George apparently had a tip off from a man in his local that if you go to the RHS Chelsea (soon to be renamed Arsenal) Flower show on the Sunday at closing time you are allowed to take a basket and fill it with flowers as the stands and displays are dismantled. Bern and George had gone to London with a box van and 300 empty hanging baskets to make George's fortune....assuming he got past the magic bean sellers on the gate. He had claimed he was dropping ten off to a big house in Windsor and some place called Highgrove was having a dozen on the way back to Cardiff. The bloke from Highgrove had said the colours didn't matter as long as the flowers could make good conversation.

The Monmouth Mafia arrived in the Acclaim, John and Mike had stern faces when they heard that George had cut them out of the hanging basket racket. Then Paul G and Doty arrived in their Triumph Mazda and our little team for the day was complete. We rolled out of the services and headed for Porthkerry. For those who have not heard of Porthkerry (no not the place where they filmed The Prisoner) it's a pretty little caravan and residential village on the coast right under the approach glide path into Cardiff Airport. We were soon at the entrance and very efficiently marshalled to our display spot for the day. I recognised Steady Eddie's Mini 25 parked beside us and thought "I hope they confiscated his microphone at the entrance", then I saw the BRO Radio flags and knew we were safe for the day at least as he is GTFM. The beautiful MG TD which was parked beside us was piloted by John who had been the guy who raced back to his house to get a trolley jack when Bern's Standard Vanguard prop shaft detached itself at the same show last year. Paul and Doty

**South Wales Continues**

soon had the kettle on and we did a quick scout of the auto-jumble. I thought it a bit strange when I saw a slightly used set of prop shaft bolts on one stall then realised it was the Barry Metal Detectorists Stand and a display of last year's interesting finds.

Where we were located was right on the centre line of the approach to Cardiff airport and during the day BA's computers failed and the airport became very busy with diversions coming in to land right over the show. We picked up a few good auto jumble bargains and looked around the assembled classics and retro's at the show. Thumper had to leave early for West Wales as he had to run a training camp for the security Druids that would be manning the road blocks around the Champions League Final the following weekend. Dotty boiled up the kettles one final time and collected the tea and raffle contributions. We did have a shower of rain but it soon cleared up.

Time marched on and it was soon time to head home after a great day out. As we snaked our way out of the car park the 4 o'clock news was on and I heard "What British Airways lacked in computers that worked was more than made up for by the number of satisfied customers George and Bern had with their By Royal Appointment Hanging Baskets"

Thanks to all who made it a very enjoyable and entertaining day out in Porthkerry

**Al**

**Pecorama Classic Car Show Sun 28th May 2017**

We left Monmouth at 6am in the Triumph Sierra and set off down the M5 motorway towards Exeter. We had planned to meet Sue and John Franklyn of the South Devon TSSC (didn't take them as mafia – AO). We set off to Pecorama with Sue wearing her new hat in her very rare and immaculate Triumph Herald estate. When we arrived and got parked up at Pecorama there were many different classics cars there to look at and old friends to talk too. Sue asked how everyone was in South Wales and we had a very good day with very little rain and free tea and coffee.

Thanks to all who made it a very enjoyable and entertaining day out.

**Mike Partridge**  
AKA The Monmouth Mafia

**Vale of Glamorgan Classic Car Show Sully**  
**Sat 27th May 2017**

I set off for our agreed meeting point at some time after 7am; I had agreed to meet the club cars en-route from our normal M4 meeting point as the Sully show is almost within walking distance of my home in Penarth. Again I was in the Triumph C1 concept car as I was transporting the tea equipment and the club flags. The road to the show was very quiet at that time of the morning but we had agreed to assist the Vale of Glamorgan Classic Car Club with marshalling as most of their volunteers are not familiar with the process of winding up the Jaguar Owners Club by parking them a mile from their event shelter.

Then through the morning mist Bern's immaculate red and white Standard Vanguard could be seen approaching with Rob and Pete in the immaculate 'Bluebell' Herald Estate bringing up the rear. I fired up the Triumph C1 and we were soon proceeding in an early morning convoy (as no one would be watching) to Sully Village Sports and Leisure Fields

which was our venue for the day. We got parked up in pride of place and were soon directed to our various lookout positions by Neil from VOGCCC who was directing operations.



The TSSC marshals did a sterling job of directing and parking up nearly 350 vehicles prior to the public turning up at 10.30am all for the reward of free bacon butties and lots of coffee. A good sit down was required after we munched our way through the 350 bacon butties and the club display ranks were swelled by the arrival of Mike the Bass and Sandra in their very immaculate original green Herald 1200 Saloon, The Monmouth Mafia Mike and John in the Acclaim which is always immaculate. This was Mike and Johns third show in three days as they had attended Pecorama Classic Car Show the previous day and Porthkerry the day before, well done lads (hope that keep me in their good books!). Bernard (the other one) had also weighed in, in his immaculate white Vitesse. It was also great to see John out in his immaculate red TR4. Later in the day Mike the Cake and Emma arrived as they had decided to get up early.

Throughout the day the club cars drew a lot of interest, espe-



cially the Standard Vanguard which has many admirers; most of them have to ask what it is. The award for best show car went to a lime green Ford Focus ST. Well with sponsorship from Specsavers what do you expect! The show had been cloaked in mist for most of the afternoon and we had to dodge the light rain from time to time. We had many visitors and many chats with friend old and new, and a few old work colleagues that we hadn't seen for many years. It was great to see them all. George had been conspicuous by his absence and had phoned to say his new friends from Highgrove were so impressed by the hanging baskets he had supplied that they were calling round to his house in the week to pick up another dozen.

Time marched on and it was soon time to head home after a great day out. As we trundled our way out of the car park the 4 o'clock news was on and I heard "What British Airways lacked in computers that worked was more than made up for by the number of satisfied customers George and Bern had with their By Royal Appointment Hanging Baskets"

Thanks to all who made it a very enjoyable and entertaining day out at Sully in the beautiful Vale of Glamorgan.

*Al*

**IMPORTANT NOTE**  
**E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)**  
**News in By 8th of Month please**

## WESSEX WEST MIDLANDS . . . WIRRAL



### WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk  
Email Trevor: trevorcarlyle@btinternet.com  
or Martin Berry: berry223@btinternet.com

**Wessex Area Club Stand at the  
Hants Classic Motor Show at Breamore  
on Sunday 13th August.**

For details etc. contact Trevor 01425 475376.

The BPPC run starting at the Toby was well attended and most took advantage and started the day with a full English breakfast. It was not a long run and finished just outside Wimborne, which gave everyone time to relax, have an ice-cream and still be able to get back in time to go down to the sea front for Cars on the Proms. Beaulieu Auto Jumble went very well, the weather was almost perfect, not too hot and not too cold, a couple of showers kept the dust down. We combined the club stand with Suzie & Guy from the Andover area, soon to be of the Swindon area. Trevor shed a crocodile tear as he pocketed the money for his Triumph 2000 springs, it must have been a wrench, it won't be the same without them. But I think they will now be replaced in our affections by his collection of 6 cylinder inlet manifolds, Jerry's water skis, my reel-to-reel tape recorder and collection of Beano/Dandy annuals! Yes you are right, this is Beaulieu Auto Jumble, but hey, if it sells take it! But I must admit in this case it didn't work! It also gave Gary a chance to go some way to losing his title of "king of the wheels", he sold a set! The ferret made appearances during the day, we were very privileged to get a glimpse of this endangered species, for no sooner had we spotted him, than he would disappear! For those of you who do not have a clue who I am talking about, this is Roger and his ferreting for auto jumble rarities!

June 3rd, Stockton Nostalgia Show, got off to a shaky start with Trevor having to back out due to a lack of hot water at home and an unwashed Trevor is not the best greeting to be confronted with at 7.45 am on a Saturday morning! Anyway we still had a good turnout with seven cars meeting at Ringwood and making the short journey to the other side of Salisbury and Wilton. The show seemed to be geared to the 1950's with many dressing up in period costume, making us feel the odd ones out in normal attire. They even had hairdressers to make you up to look the part and stalls selling period clothing! We had intended on staying for the evening entertainment, but as the weather was not the best, we all agreed to come back earlier than planned. Dave and myself arranged to do the Hardy Run on the Sunday, but that also was jinxed and Dave's Vitesse was bought back, courtesy of the RAC home recovery! The problem was the after market, electronic ignition! How many of you have thought it a good idea to fit and then regretted it?

July - whilst we have nothing formally arranged as the club, there is the crazy busy weekend of **15th - 16th** with a choice of 6 shows! - If you are interested in one or more of these, we thought it best that you enter individually. Also there is the "quay for my car meeting" on the Friday evening of the **28th, "Best of British"**, which attracts a good selection of pre 1983 vehicles.

**August.** There is the **Lymington show on 6th** - another one for individual entries due to limitation of space.

**Friday 11th to Sunday 13th is the Purbeck show**, which you can download an entry form from their Webb site. Also on the Sunday (13th) is the Hants Classic Show at a

### TSSC AREA NEWS

Breamore, which we have a club stand. Last year we won best club stand, due, we think to the diversity of the cars on display. 24th to 28th is the Dorset Steam Fair. I have sent a more comprehensive list to our local members, so that you have got a wide choice to choose from. As you can appreciate, with so many events, it is impossible to do them all!

#### Events

**15th July, Fordingbridge Summer Festival**  
**15th/16th July, Sherborne Castle**  
**16th July, Broughton Pageant of Transport**  
**6th August, Lymington Classic Car Show**  
**11th - 13th August, WVPC Purbeck Rally**  
**13th August, Hampshire Breamore Show**  
**24th - 28th August, Dorset Steam Fair??!**  
**1st - 3rd September, Beaulieu Auto Jumble**  
**8th - 10th September, Swanage Railway**

As always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the **Tyrrells Ford, Thursday 27th July.**

*Martin*

### WEST MIDLANDS

Tel. 07505 110922

Drive it day went very well, a great turnout across the range of Triumphs, including a Del Lines V8 estate, it was a chilly start to the day, I persuaded my wife into the Herald convertible with the hood down at just 5°C.

We all met at the McDonald's at #2 M5, cut across the Black Country, stopped for tea break at Church Stretch and then made our way to Welshpool for lunch, good morning it warmed up during the day. Well done to the organising team who researched the route, produced an excellent route with photos at important points.

Luke, our youngest member successfully completed the TSSC 5 point tour, with his dad Adam and fellow Herald owner Malcolm Swingewood, we still can't work out how two tall people and one not so tall people managed to last two days in a 1200 saloon, well done guys.

Five cars attended the Cosford Air show four from West Mids and Roy Lacey from Shropshire, sunny with showers and windy took the edge off the day but it was enjoyed by all. Next year it's envisaged that we will try and get a lot more cars to attend.

Monthly meetings continue to be supported well, the Great Barr meeting proving to be the most popular, this weekend coming sees myself and a few others off to Santa Pod raceway and TSSC TriumFest UK.

Regards

*Cheris*

### WIRRAL

Tel. 0151 625 3172

Hello all. Firstly, my apologies for the lack of update these past months - I'm back! (for now!). I should clarify that whilst acting as official spokesperson (area organiser) for TSSC Wirral, on Wirral this involves no organising whatsoever, this job being admirably managed by the venerable (vulnerable?) Dave Evennett who is the Lord of Wirral Triumph Appreciation along with his trusty cohort 'mad' Andy Postelthwaite who provides the energy (and much more), locally referred to as 'Batman and Robin'. Of course in Wirral



## Wirral Continues

we also have a Penguin, Joker and Riddler (but who are they...?). Sadly no Catwoman but anyway, I digress. My role is purely to relate what others have told me – in fact, I am rarely able to attend the meetings or events – but I am a long term GT6 owner (34 years) giving me some Triumph credentials, albeit nobody on Wirral has ever seen my car on the road!

So this last little while has been quite taxing for some, especially for Dave who had to wait for and finally undertook, major heart surgery. Thankfully he is now on the road to recovery and on behalf of Wirral Triumph, we wish him all the best – and promise not to take him for granted ever again (for now anyway!).

Andy has kindly noted what's been happening locally (since thanks Andy) which I impart here, some of which goes back a few months – but hey, we've been off air, so here goes.. In late February we took part in the traditional 'inter-club' quiz, coming 7th I understand (Andy doesn't mention how many clubs participated but I suspect err, seven). March 19th was the Spring Rally and a trip to Denbigh's 1950's Museum, a step back in history and 'home' to Andy's haircut; it is well worth visiting with many very interesting exhibits. Six cars participated followed by a magnificent slap up lunch - which I assume was 21st Century.

Drive it day in April involved around fifteen cars blowing off the cobwebs and heading off to Wirral's favourite driving location, Llangollen, taking in the ever spectacular Horseshoe pass and on to the Britannia Inn for lunch. The convoy was 'enhanced' by two accompanying Alfa Romeo supercars - but the day of course belonged to the classics (our 'super cars'). A trip to Llangollen is never complete without a stop at the fabulous Llangollen Motor Museum run by good friend of the club Geoff and family. The motor Museum is truly a feast of motoring history with over 60 cars – go if you can [www.llangollenmotormuseum.co.uk](http://www.llangollenmotormuseum.co.uk)

On May 1st Andy managed to get along to Gawsworth Hall, near Macclesfield for the annual classic car and motorcycle show. A very well organised event with lots to see.

On May 14th our friends at Wirral Classic Car Club held their annual and another very well organised classic car show at Claremont Farm, Spital. This is a great show with plenty to see – and this years event did not disappoint with a very good attendance (and no deaths this year).

Not content with April's visit to Llangollen, the club organised a bank holiday fun weekend there between May 27th and 29th, incorporating camping and days out to the Motor Museum. I understand that a lot of fun was had by all - though of course, what happens in Llangollen 'stays in Llangollen...' nuff said.

A brief update about my own situation. My GT6 was joined



in my garage by a Spitfire shell which I purchased on a whim. Limited space meant that I had to build a platform above my GT6 to contain the Spitfire, luckily the GT6 being low enough to allow for this! So I am left with a double-decker arrangement – which is a very interesting use of space. The photo (if published) shows this unusual arrangement and incorporates two chassis stacked one above the other in the foreground. Shoehorning the Spitfire on to the platform was finally achieved with thanks to Steve 'Bear' Hill and Pete 'the weld' Dunne (aka Laurel & Hardy) who provided invaluable muscle (ahem) – hampered by 'everyone knows best' but hastened by the coinciding Beer and Curry night, which has become a regular event. Thanks fellas!

**Events coming up: July 1st/2nd Llangollen Classic Transport Weekend – just turn up; July 4th Club night at the Cottage Loaf, Thurstaston; July 9th Clwyd Practical Classics; July 23rd Wirral Classic Car Club Historic Vehicle Rally; July 23rd/24th Llangollen Railway 60's Weekend (Concert & Beer fest).**

That's it. All the best.

*Rick*

## WORCESTER

Tel. 07745 299457

[www.tssc-worcester.org.uk](http://www.tssc-worcester.org.uk)

Hi Folks. Another month so another report needs to be done and as we have done a couple of things other than breakfast clubs I thought I'd better get one done!

First up was our trip to Belgium to the Spa-Francorchamps circuit at the beginning of the month. A select group of 4 cars made their way down to Dover for an overnight stay before catching an early ferry over to France. It was a fairly bracing start to the day when it transpired that the hotel didn't have any hot water for the morning shower - never mind it certainly cleared any trace of a hangover for some of the passengers..... We managed to break a club record when we lost one of the four cars before we even got to the docks (which was only 5 miles away), we normally start losing people in France but this time we hadn't even left the country before one of our number ended up on a different boat! Not to worry, we gained another car as one of our group was staying in a different hotel and was catching a later ferry but due to various reasons ended up with us, so we were back to four. The trip over to Spa is mainly motorway due to the distance that needs to be covered but we still managed to stop at a village to sample the local plat de jour to help sustain us. We arrived at the campsite in dry conditions - always a bonus when you have to put up a tent - and after sorting things out it was down to the serious stuff of fetching supplies. Did I say dry conditions earlier, well that soon changed and as we dripped around the local supermarket loading up on food and drink we did wonder what we had signed up for. Outside and the weather had changed again, harrah a chance to dry out! As ever the weekend passed far too quickly, I think it's something to do with enjoyment and time flying but what with watching the racing, eating, drinking, catching up with people, chatting to complete strangers about cars and generally watching the world go past, where do you have chance to enjoy yourself?

Not to worry, two weeks later a few of us had the chance to get it right as we were off to Laon - surely this weekend would drag on? It seems that we can't help ourselves with this enjoyment lark. It started with the handing out of the team shirts on the Thursday night (what's wrong with peppermint green?) and didn't really stop. We had a few people who'd never been before and trying to explain what the event is all

## WEST YORKS



### TSSC AREA NEWS

about is actually quite difficult as there is nothing like it in the UK, in the end you just have to say 'It's brilliant and you'll love it' and hope for the best. I'm happy to report that it was brilliant and they loved it and they'd quite like to go again. Needless to say this weekend passed by in a blur as well - this time we had to fit in enjoying ourselves in between eating, drinking, driving the fantastic route prepared for us (which took in a lunch time stop at the Reims circuit) on the Saturday and the town parade on the Sunday. All I can say is if you haven't done this event you really must check it out - it's brilliant and you'll love it.

The season is in full swing and several members have done the breakfast clubs that are in our area - we are lucky enough to have three good ones to chose from, Shelsley Walsh, Prescott and Malvern - as well as some of the autojumbles dotted about. Whilst we don't always go in numbers to these events there's usually a couple of Triumph enthusiasts rummaging around the junk boxes highly valuable parts bins.

If you're free on the **first Monday in July, pop along to The Nightingale on the Spetchley Road** and see what we're about - we don't bite I promise!  
TTFN

*Vicky*

#### IMPORTANT NOTE

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

## WEST YORKS

Tel. 07944 909823

[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

I Would like give a very big thanks to all that came to the Dalesrun organised by Richard and myself and a big thanks to Candi for all the work she did before the day with the bookings ETC and all the work she did on the Saturday night and her three young ones little Rosse for helping out with the games.

Friday was meet and greet to all that came that day and evening.

Saturday we set off on our long run through some off the best scenery in the Dales, on the run were cars from North and West Yorkshire / Manchester / North East / Lancashire

On Saturday night we all went in to the village hall for fun and games and not forgetting drinks. This was a charity weekend to raise money for Cancer at the Bexley unit at ST James, Leeds. SO far £500 and some to still come in,

Before we left I was asked if we were doing one next year ? I loved the weekend and so did the members that came.

I would like to give a Big thanks to all

Regards

*Alan*

# BASTON CAR & BIKE SHOW

EVERYTHING FROM THE  
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SUNDAY 2<sup>ND</sup> JULY 2017



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REMEMBER TO PUT THE DATE IN YOUR DIARY!

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## CHRISTMAS DINNER & DANCE 2017

SATURDAY 9TH DECEMBER



**AT THE FOWEY HOTEL ESPLANADE**

**PL23 1HX**

**7PM - 7.30PM**

Dinner and Dance £30 per Person, Rooms from £79 for a standard double inland room with breakfast. Bookings now being taken via Carol Coventry, £10 deposit needed for the meal asap

**Email: [carol.63@hotmail.co.uk](mailto:carol.63@hotmail.co.uk)**

**Ring 01726 824 523 / 07979464643**

**after 6pm**

Please book your own room with the hotel direct on **01726 832551**

We will be meeting at 12noon at The Galleon Inn for lunch and a pint, followed by a stroll around Fowey for a bit of retail therapy or more sampling of the real ales. Then its back to the hotel to dress to impress Party on and enjoy our Christmas Event

**A SHORT TIME IN THE FUTURE  
IN AN AREA NOT VERY FAR AWAY.....**

Manchester Area's  
**Sci-Tri Weekend**  
Star Date: 1st - 3rd September 2017



*Why not book yourself a fantastic weekend away with the TSSC Manchester Area at our weekend retreat with our very own Space captains? Join us at the "Sci-Tri" space station for fun, games and fabulous runs through the galaxy.*

**Venue:**  
Elm Cottage Touring Park, Chester Lane, Winsford, CW7 2QJ

Pitches available for tents, trailers and caravans. There are some limited sites in the area too.

Item	Rate
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to SciTri Events. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	£50.00
Additional Car <i>(For families lucky enough to have more than one Triumph)</i>	£5.00
Electric Hook Ups <i>(Electric Hook Ups are limited, and will be provided on a first come, first served basis at an additional cost of £7)</i>	£7.00
Run Only (No Camping)	£10.00
<b>Total</b>	

For more details contact Anne & Wayne on 07402548386, email anne1717@sky.com or consult the Manchester Area Facebook page (Search for tsscmanchesterarea)

Space: the final front truinnion. These are the voyages of the starship Entertainment. It's 3 day mission: to explore strange new worlds, to seek out new life and new civilizations (from other areas), to boldly go where no man has gone before...



*TSSC Herts & Beds Area  
Present the 24th*

# ALL TRIUMPH & CLASSICS DAY at DUXFORD



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Adults & 15+  
**£14.00** each  
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Full site access  
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Refreshments as usual  
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Discount entry Kiosks close at 2pm  
**Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations**

**SUNDAY September 10th 2017**  
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.