



Leicestershire and Rutland Area Triumph Sports Six Club



You are cordially invited to the
32nd SUNSHINE RALLY

4th - 6th August 2017

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Friday night

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Saturday

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Saturday night

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

Details to be confirmed. Car show. Peoples choice.
2 nights inclusive £42, per pitch no hook up.
2 nights inclusive £52, per pitch with hook-up.

For more details & booking form contact:

Jan 07799804415 j.muschialli@ntlworld.com

Neil 07530307371 tr6scimitar@yahoo.co.uk

Dave 07770650802 davesmith.triumph@hotmail.co.uk

Triumph Sports Six Club

The Courier 446

AUGUST 2017



August 2017



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This Years Favourite Photo!

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
 No.446 VOL 39. August 2017
 Price £3.50 Free to Club Members.

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NO Text DOCUMENT Attachments please

Courier Copy By 8th of Each Month

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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 68.

HONORARY MEMBERS

Chris Allen. Dennis Barbet. Trevor Collett. Martin Cox.
 Mike Crewes. Dave Glead. John & Pam Griffiths.
 Leon Guyot, Pip Flegel. John Macartney. Fred Nicklin.
 Paul Richardson. Bill & Jo Sunderland.
 Frank Spencer. Paul Swanson. Peter Williams.

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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SUNSET ON
 SUMMER FUN

PICTURE
 ANDY BROOKER

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2017 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk**

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

August 2017

FRI SAT SUN 4 5 6 AUGUST 2017

**TSSC LEICS & RUTLAND
31ST SUNSHINE RALLY**

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September 2017

FRI SAT SUN 1 2 3 SEPTEMBER 2017

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CONTACT ANNE & WAYNE
07402 948380**

SUN 10 SEPTEMBER 2017

**ALL TRIUMPH & CLASSIC DAY
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November 2016

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CoMment

Better with Age

BY NEVILLE WRIGHT
COUNCIL OF MANAGEMENT

I have been a member of the TSSC for over thirty years and during that time have seen Club cars, particularly the Herald and its variants, change from cheap, daily use vehicles to cherished classics. Values have of course moved up accordingly and many cars have, over the years, been the subject of extensive repair and restoration. I would say that the "average" condition of members cars today is much higher than when I joined the Club although the cars are that much older.

This was brought home to me at the TSSC TriumFest UK at Santa Pod in June where so many of the cars on display seemed to me to be in better condition than when they left the factory. However, personally I liked the fact that there were also cars present in more "used" condition - cars which, although sound and roadworthy, did not display the highly polished standards of perfection of some of the almost concours examples on show. While it is inspiring to see

Club cars in immaculate condition and I have great respect and admiration for the owners who put in the time and effort to maintain them in that condition I think it is also good to see cars in more used condition. For me these cars demonstrate that those of us who lack the skills to restore a car to first class condition can still enjoy the hobby - and in my case they take me back to my youth in the earlier days of the Club.

Obviously the condition of individual cars is reflected in their value. Current values appear to range from a few hundred pounds for rebuild projects to amounts well into five figures for top class cars. But for most Club members I suspect that the value of their cars is secondary. Old Triumphs are not generally purchased as investments but as



a hobby - because their owners enjoy driving them and working on them whatever their condition. So ultimately it does not matter whether your car is in concours condition or showing its age, whether it is 100% original or modified or whatever its value. It's about the enjoyment of owning, driving and maintaining it. So make the most of driving your car - or if it is not drivable working on it - while the summer lasts.

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Leon Guyot Honorary Member

The Council of management are pleased to announce that we have made **Leon Guyot** an honorary member of the TSSC, Leon has been a member of the Club since March 1981

He was one of the original organisers of the South of England meet which enjoyed its 35th Anniversary this year.

Leon moved to the United States of America in 2002 where he now resides with his wife and his beautiful 2 litre Vitesse convertible, Leon created the Vitesse page on Facebook and has nearly 2000 followers, always the first to promote the TSSC he now does it on a global scale being 6,000 miles from TSSC HQ.

A huge thank you for everything you have done for the TSSC in the past and were sure you will carry on doing so in the future.

Chris Gunby
TSSC Chairman

Lubham Scarecrow Open Day at TSSC HQ

Sunday Sept 10th 10.30am to 4pm
As last year we will be holding an **OPEN DAY** and offering a Barbecue and some liquid refreshments (for a Small Donation) from the 'HERALD' Members Bar which will, of course, include a Guest Ale for those of you who are not driving.

Come and see the Range of Special Offers in the Shop.

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

**See you at TSSC HQ,
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Spitfire IV/1500

Herald / Vitesse



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AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

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- Classic car cover for drivers from 17 upwards (Footman James, Peter James)
- Support from the Club Office
- All five brokers offer a full range of high quality insurance policies, including multi-vehicle.

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

HERALD 13/60 Register

e-mail.

herald1360@tssc.org.uk

Phil Willson



TriumFest UK 13/60 Gallery



Lovely cars, one and all, and many thanks to the owners who brought them to the show. Mine should have been there as well but it objected to my plan. There were others there the next day but, as will be regaled later, I went home on



in the magazine. The first car we looked at was MFG59G, which is a very recent purchase. It's a very solid car and, if the owner wishes to make

the Sunday morning so unfortunately I didn't see them at all.

Two of the cars shown here were used in the TSSC Insurance valuation training that we did on Saturday afternoon when a number of AOs were inducted into the system with the aim of getting hands-on valuations more readily available around the UK. There is more on that elsewhere



improvements, these can mostly be done as part of a rolling restoration.



It has at some point had a 1200 tan interior fitted whereas the commission plates shows it was originally black.

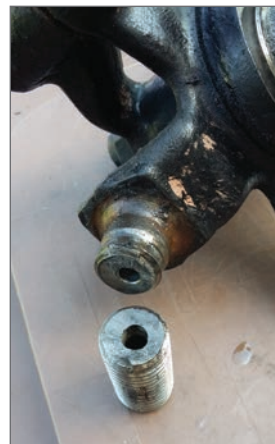
The other Herald we looked at was the immaculate FMM714J (Pic 1.) This car will be familiar to most of you as the winner of a number of prizes at TSSC and other shows. It was also a star of Car SOS when it was 'raced' against the petrol-injected Herald that Fuzz & Co had been working on. It belongs to John Hill, AO of

the M25 East Area and what a stunner (the car, not John).

Santa Pod or Bust!

Well at least I got there! Despite not having done the overdrive conversion I nevertheless made the big decision to take the Herald. The Herald, bless it, thought otherwise and decided to throw a hissing fit and have a catastrophic failure for the first time in 32 years of ownership.

On the Tuesday evening before the event I took the car to my local car club meet (The Forest Hill & District Classic Car Club) in Eltham. A very good time was had until on my way home, pulling up outside my friend's house, the front nearside suspension collapsed. Of course, I could see exactly what had



Broken Vertical Link

happened – it was the vertical link snapping just at the top of the trunnion.

I am aware that this happens most often due to poor or complete lack of maintenance, which includes greasing rather

than oiling the trunnions. I am not guilty of this crime – oiling my trunnions is in my DNA. I think it is largely down to the poor state of our roads and the ubiquitous road hump. On this particular journey I do recall being caught out by a particularly nasty manhole that may well have been the last straw. One thing I noticed shortly after hitting this dip was that the steering wheel had gone a little off centre but it was late in the evening and I didn't attach

enough significance to it. It is obvious to me now that the link was beginning to break but the final straw was a very slow right hand turn outside my friend's house, which is at the end of a cul-de-sac. At low speed, steering is at its heaviest and the greatest forces are being applied. Luckily it is usual that these things break during such low speed manoeuvres, the same being true of Morris Minors.

Anyway, I called out the breakdown service that comes with my TSSC insurance. The AA man was with me in less than half an hour and he managed to lift the car so that we could get it onto my friend's driveway for the night. The breakdown cover is one of the many benefits of the Club insurance scheme and this is the first time I have had to use it.

The next day I was able to find an good replacement component in the Philpart shed,

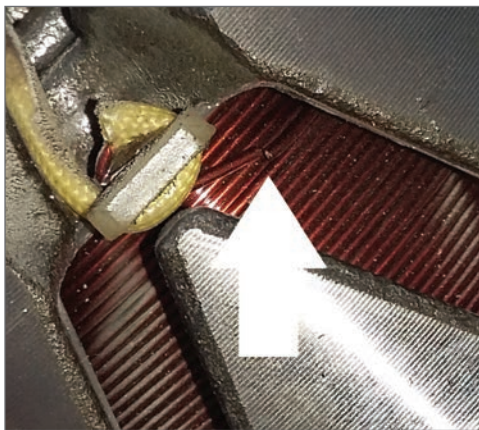


clean it up and fit it. The job itself only took about an hour and I was able to drive home. However, I didn't have time to give the suspension and steering a thorough check before

heading for Santa Pod/TriumFest so I took the Stag instead.

Plain sailing? Nope. It got me to another friend's house in Bozeat (very near Santa Pod) when I noticed that the charge light was very dim and not going out. The voltmeter confirmed that there was no charge. To cut a long story short, as this isn't a column about Stags, the three year old alternator had failed. They are a bit of a pig to get to on the Stag, so I left it alone. It got me to TriumFest on the Saturday and back to my B&B where the proprietors let me put the battery on charge for several hours.

It's quite a large battery on these cars and this was more than enough to get me home on the Sunday morning and get the problem sorted properly. So I missed the Marquee Day but at least there were no further dramas. A very kind Sussex member lent me a spare LRA100 unit just in case I broke down and could get it fitted, but luckily I didn't have to use it.



No connection

At home I stripped the alternator down, as it was out of warranty, and found a broken wire in the rotor winding, as I hope can be seen in photo 9. It is a clean break, not a burn out, just a couple of inches from the end of the winding so I am sure that taking one turn off and remaking the connection will give me a working unit again. To me this is indicative of the poor quality of some of the parts available to us. The unit is completely unmarked so I have no idea where it was made or by whom. At least now I am an expert on the workings of alternators. Again, the Philpart shed had a suitable replacement unit (genuine Lucas, not an unmarked copy) so I'm up and running with both cars again. Using a kit from Tony Hart I have modified the car so that the alternator is now in the same place as on Heralds and Spitfires rather than buried under the power steering pump, so any future issues should be easier to deal with.

The lessons I have taken from all this are, firstly, that you have to love your old cars if you are going to put up with their tantrums and, secondly, don't drive to friends' houses!

Phil

Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Simon Hogg	Co. Antrim	Philip Jordan	Sunderland
Robert Loxton	Derbys	Jonathan Parr &	
Norman Kendall	Derbys	Joshua Bell	Surrey
Nicola Hobson &		Paul McGuire	Surrey
Bob Cotterell	Derbys	David Haylor	Surrey
Michael McNulty	Dorset	Jonathan &	
Brian Tyreman	Durham	Jane Saunders	Sussex East
Daniel Wastnage	Essex	Chris Suffell	Warks
Evelyn C Dennis	Essex	Liz Rochford	Warks
Natalie Stangoe	Glos	Paul Pickering	Warks
Stuart Weyer	Glos	Toby Phillmore	W. Midlands
Tracy & Mark Holttum	Hamps	Steve Smith	Yorks South
Gary Murfitt	Hamps	Steven Phelan	Australia
Tanya Ridout	Hants	Cuvillier Fabien	France
Gary Aldam	Herts	Andrew Beech	Luxembourg
Paul Griffin	Mid Glam	Alf Gjessing	Norway
Sharon Humphrey	Norfolk	Joe Earnest	Usa
David Pepper	Oxfordshire	<i>We hope you enjoy your Triumph and everything the Club has to offer</i>	
John Waller	Scotland		
Michael Richardson	Staffs		



e-mail.

herald@tssc.org.uk

Colin Lindsay



What a (Solid) State!

It's been a very long time since I bothered with vehicle electrics; given that I've owned both my Heralds for quite some time now I did my usual alternator conversion as soon as they were purchased (and incidentally I replaced the complete wiring loom in both too, the original having become quite brittle) and that was that. If it runs, leave it alone! I still see quite a number of Heralds with the original dynamo and

phone chargers and overlarge speakers and are content to tootle to and from shows in daylight with occasional (and often regretful) use of the windscreen wipers proving the biggest load on the system.

Everyday drivers of Club cars tend to be slightly harder on the electric fluid which is why many went the route of converting to alternator. I don't get asked for details much these days which either means that all cars that need converted have been, or else owners are asking

someone else – easy enough in these days of instant Internet knowledge, and a quick search for “dynamo conversion” revealed 42 pages on how-to-do-it, including some that charge for the privilege of talking on-line to an ‘expert’ and one which informed me that “Sasha is waiting to convert you” which I suspect was more along the lines of currency conversion or possibly extreme surgery than Triumph electricals.

Electrics have really moved on in the last fifty years, and amazingly so in the last few years – I was looking at a potential purchase of a 2004 Jaguar recently and the boring, old fashioned dashboard layout really made me realise how much things have progressed in the thirteen years since. Even the dashboard and centre console of my old Rover 75 Estate was incredibly dated – comfortable, lovely to drive, but so old!

I've covered LED bulbs in the not so distant past



C 40 Dynamo

regulator box fitted, it seems to be a country-show type of thing where originality is more important than in the Club scene, where many cars are used by daily drivers and thereby require the upgrade for halogen headlights and CD player. The owners that I've spoken to recently have no intention of replacing the original setup and seem to be perfectly happy with what Triumph intended, although they usually have a noticeable absence of satnav,

but the rise of solid-state electricals has revolutionised many other areas of the automotive industry. I can remember when the words 'solid state' meant cheap, tacky and throwaway plastic radios and the like, mass produced in the far east but these days either our standards have dropped or manufacturing has improved to the point where electronics are non-moving, compact and more reliable than they used to be.

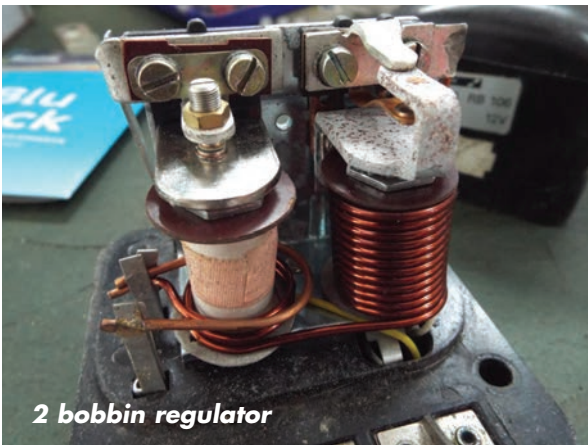
The electronic dynamo replacement – Dynator or Dynalite for example – is well known and again I covered these a while back. I bought one but never actually fitted it.... a sort of impulse purchase caused by too many Paypal funds from garage clearouts on auction sites but eventually I got fed up looking at it and sold it through a local autojumble, which probably financed yet another impulse buy... the chain goes on.

I'm pleased to see that one area of our cars is no longer in the dark ages – the regulator box. Heralds use the RB106 model with push-

is your voltage regulator and this regulates the flow of electricity especially to the battery. As your engine revs more quickly, the dynamo produces more electricity which could effectively melt your system and overload the battery, so, simply put, the regulator keeps an eye on the current and prevents it from getting too powerful. There are two screws on the base by which these coils can be adjusted; forget that I told you that and keep your hands off them unless you're very sure of what you're doing. How I miss my good friend Norman Edmonds who used to tell me that he'd amputate both my hands if I touched anything that I shouldn't, usually after I'd broken it and he'd had to reset it.

A very simple device, but quite archaic in the scheme of things these days; especially when you think that the current fluctuates quite noticeably between idle and driving and the knock-on effect on the system, for example instruments such as the fuel gauge, requires the

small regulator on the rear of the speedo to make sure the needles don't fly about correspondingly. This is also why your indicators sometimes don't flash at idle – there's not enough current being generated by the dynamo especially if headlights are on too. Alternators of course don't use the regulator box and the usual practice is to connect the wires



2 bobbin regulator

on terminals. Inside there are two coils; the more heavily-wound right-hand one is a cut-out, exactly the same as an electromagnet. This switches on when the engine is running, but most importantly switches off again when the ignition is turned off, simply to prevent the battery making the dynamo spin like a large motor as the current flow reverses and the battery becomes the power source. It's logical when you think of it! The smaller coil to the left



Dummy box

together and either throw the box away or use it as a dummy for spare keys etc. You can

actually buy dummy regulator boxes which are pre-wired for the dynamo replacement, simply using the same terminals as before, and which usually include a fuse to protect the loom. Any 45ACR alternator will do provided the mounting lugs are in the right place, so you can't go far wrong with an old unit from a

regulators have been around ever since someone invented the soldering iron; this offering using Maplins accessories apparently works, with the left coil replaced by soldered diodes... however professionally made versions are now being marketed by companies such as Dynamoregulators.com or CRDC – Classic Dynamo and Regulator Conversions - to whose website I navigated by error recently; I was actually looking for Lucas components but found several excellent quotes on the manufacturer which I trust they'll allow me to reproduce here:

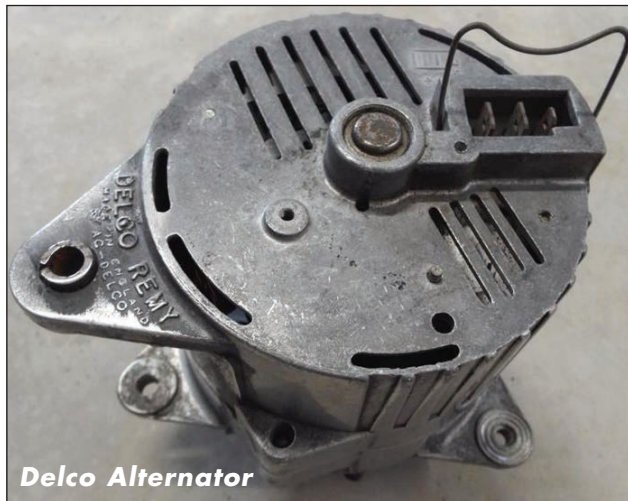
The Lucas Motto:

Get Home Before Dark.

Lucas: Inventor of the self-dimming headlamp.

The three-position Lucas switch: Dim, flicker and off.

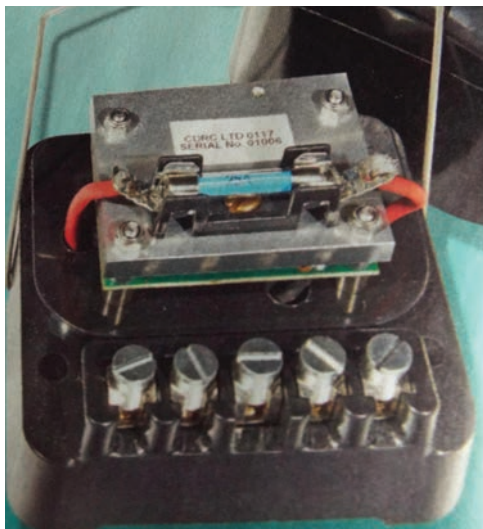
The other three possible positions: smoke, smoulder and ignite.



Delco Alternator

Spitfire or Dolomite. One of my favourite accessories for my 1200 is this Delco alternator which was an alternative version back in the day – note the lack of the black plastic cover that typifies the Lucas variety.

Good news for sort-of purists is that the voltage regulator box has now gone the way of all things electronic and been completely modernised on the inside, while retaining the look of originality on the outside. Homemade



Despite the great sense of humour CRDC supply all manners of regulators, rebuilt and restored dynamos and cut-outs. The photo shows the screw-terminal version but our type is available on the website, albeit with a very small photograph... fully original on the outside but no more switching, sticking or corroding



Homemade



Electronic regulator

inside. I didn't check the price but weigh up the options yourself... is it worth the extra outlay? If it makes the Herald's electrics more efficient and reliable, great. CRDC claim that no mechanical device will ever work as well as a solid-state version. They may be right but doesn't it take a lot of the magic out of motoring? You only have to watch an old 'hit and miss' mechanical pump at a show to see how an electrical pump can never have the same... appeal, and I suppose an old, basic, electrical generator system is the same.

Having said that I don't think any of us find any appeal in a breakdown or electrical fire, so there's something to be said for the improvement. It all helps keep our cars on the road more reliably, which is the important thing - especially at the roadside, after dark! Dim headlights are better than none at all, and third class driving is miles better than first class walking. Been there!! (and had to walk back).

If you've tried one, or have another variation, let me know!

Colin



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vitesse@tssc.org.uk

Dave Rumens



That just about Caps it!

Hello all, I hope you are enjoying using your Vitesse this season.

I had an enjoyable time using mine in early spring, [Picture 1](#), at a local Saturday classic car meet. As the weather warmed up in June it was a good opportunity to produce an article covering the renovation of the wooden door cappings and dash. The increase in the ambient temperature was the main driver for me, more of this later.

Pic 1.



Pic 2.

The construction of both the capping and dash is the same. They consist of wood faced with a thin veneer that is covered with a clear protective varnish. To ensure the colour and grain of the two door cappings and dash match, the veneer used on all three is taken

from the same cut. The left and right cappings have a number on the rear which should match, [Picture 2](#). In theory, the dash should also have the same number but I have yet to find this.

Mild damage normally take the form of cracked, flaking or discoloured varnish. Water damage can follow after the coat of varnish is impaired, which can cause discolouring. In the worst

case the veneer can also be damaged. Where the varnish is cracking and flaking off don't try to rectifying the situation by varnishing over the old varnish. The result of this will be a very poor finish which will continue to flake off.

Whatever the damage is, to achieve a good

finish, you will need to remove the old varnish. There are two ways of removing the varnish. The first is using fine wet and dry which if you are not careful will damage the veneer. The second method is to use a chemical varnish remover. This can reduce the risk of causing damage to the veneer. However, both contact with the skin, eyes and breathing in the fumes can be dangerous. If you do use a chemical varnish remover you must observe the manufacturer's instruction on safety.

An important point is the stuff will only work if the temperature is around 25C. So, on a hot summer day you can reduce the fume risk by

remove all the old varnish. If the surface of the veneer is rough, then very carefully smooth this

Pic 6.



Pic 3.

using the remover outside and not in an enclosed environment. You normally have to wipe the resultant mixture of remover and old varnish off the veneer surface, so wear gloves. You may need a couple of goes to fully

over with fine wet and dry, [Picture 3](#).

If there is no damage to the veneer apply three coats of clear varnish. Leave a couple of days between coats. The result is not intended to give the final smooth finish, [Picture](#)

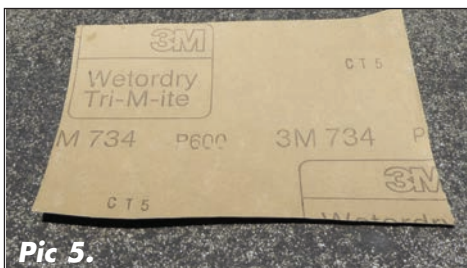
4. Therefore, now use fine wet and dry, [Picture 5](#), to smooth and flatten the surface, [Picture 6](#)



Pic 7.



Pic 4.



Pic 5.

& 7. Once you have achieved a flat smooth dry surface apply a top coat of clear varnish. This should give a deep shine finish, [Picture 8](#).

Moving on to where the veneer has parts missing, then you have no option but to remove all of it. However, if the veneer is complete but discoloured then leave it in place. In both these cases, dependent on the discolouration, all is not completely lost. To recover the situation you can use a coloured (stain) varnish to match both cappings and the dash. [Picture 9](#) shows capping without any veneer which has been

Pic 8.



smoothed down and is now ready for the coloured (stain type) varnish.

the capping to reduce varnish runs.

7. Always use three coats of varnish first

Pic 9.



Three coats of coloured (stain) varnish were then applied. Remember to leave a couple of days between coats. As before the result is not intended to give the final smooth finish. Now use fine wet and dry to smooth and flatten the surface. Once you have achieved a flat smooth dry surface apply a top coat of clear varnish. This should give the deep shine finish with a colour of your choice. I deliberately used a badly damaged door capping where water damage had lifted off the veneer and stained the wood base.

Picture 10 shows the result after renovation.

Though I have used a door capping as an example, in the past I have used the same principle to renovate a number of Herald and Vitesse dashes. I intended to produce an article last year on this subject, but the summer lacked the heat, 25 C, to both remove old and apply new varnish. So we had to wait.

The key points are-

- 1.** You need an ambient temperature of at least 25 C.
- 2.** When using chemical varnish remover always follow the manufacturer's safety instructions.
- 3.** Avoid a dusty environment.
- 4.** Use a new brush and tin of varnish.
- 5.** Lay the capping or dash horizontal/flat to reduce varnish runs.
- 6.** Run the brush over the side section of

and then (fine) wet and dry it to a smooth finish.

8. Once smooth apply one final coat of clear varnish.

Pic 10.



Finally, have you ever noticed when you are painting or varnishing how small flies always have a habit homing in on the wet surface!

To give a balance to the technical info most club members like to read of others' experiences with the Vitesse. Therefore, I am always looking for articles to feature, so let's hear about you and your Vitesse.

That's it for this month.

Safe Driving & Keep Running On All Six –
Dave.

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GT6

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Service exch oil pump 18/50 - Sprint 215573	£35.00
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SPITFIRE I - II - III Register

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Suzie Singleton



Santa Pod Scorcher!

It's more usual to be complaining about having a poor summer so it goes against the grain a little to complain about too much heat but it really was a scorcher at Santa Pod, wasn't it?

Perhaps the exceptional heat put some early Spitfire owners off coming along but Guy kindly snapped a few for me, a

Martin Hughes' Spitfire, Somerset Area AO



then I understand temperatures are due to drop again. It would just be nice to have a gentle increase and decrease in temperatures rather than the rollercoaster graph we're getting these days.

Although this year the Club is celebrating (besides its own 40th Anniversary), the 50th anniversary of the debut of the Mk3 Spitfire, this month I've

Mk2 and three Mk3s, while I was keeping an eye on our stand in the camping field.

A week later the mercury was a whole 10 degrees lower, but now as I write this we're in the midst of another few days of high temperatures, and



SPITFIRE I - II - III Register



effect, really.

Nick wondered if anyone might have some information on his car, as she was known. I checked the DVLA website for him and it shows that the tax ran out in January 1987 so there is a small chance that it's still lurking in someone's garage waiting for attention, although it could also have gone to the great scrapyard in the sky but not recorded as such by the DVLA.

If anyone does have any information on the car, now or previously,

been hearing mainly about the earlier Mk2 models.

We had a brief visit a week or so ago from **Nick Gillman** who had a 1966 registered Mk2 Spitfire some years ago, EMR 342D (known as Esmeralda). He happened to be passing near Marlborough so called in to see us on his way back to Lincolnshire. Interestingly the car was originally sold at the Bridge Garage in Marlborough, which was a Triumph dealer at that time. The original building itself is long gone, and, I'm sure, any old records they had but if anyone has any photos of the garage in those



Nick Gillman - EMR 342D



days it would be lovely to see.

Nick showed me a couple of photos including one when he was being artistic. Rather a nice

Nick would be very pleased to hear so please contact me and I'll put you in touch with him.

Staying with Mk2 Spitfires I recently heard from **Melvin Dawson** about his car.

"I purchased my Mk2 Spitfire in 1975 and drove it for a number of years before towing it to my current address (Romford Essex) when I moved in 1982. It stayed in my garage until about four years ago when I started the rebuild, gaining its MOT in December 2016. Back in the 1970 -80s following two tail end hits I replaced the tub with a Mk3 tub.

With the rebuild I have refitted the external as a Mk2, but need some guidance regarding the rear internal trim. Are you aware of an owner of a Mk2 with original internal trims that I could view?

I have attached a photo taken at a recent open garden and classic car show soon after



I keep trying to think of how I hate the cold and wet in the middle of winter and feel grateful for not being cold - why isn't that working?? Anyway, I thought this photo I found online a while back might make you think of those long cold days ahead of us.

I arrived. I had the hardtop on as it was due to rain and at present I am without the cover to the soft-top.

It would be great if you were able to help or point me in the right direction."

I've been able to make a few suggestions and offer photos of Sybil but if there is anyone in Essex with an early car, particularly a Mk2 who might be able to offer some advice to Melvin, again please contact me and I'll put you in touch.

And finally, something from our regular contributor, **Keith Lister**. This time it's actually of Keith and his car who take centre stage as his



Mk2 Spitfire was voted *"People's Choice Triumph"* at *Derwent Valley Area's Peak Run event*, as the car most people would like to take home.

And to finish, back to the ubiquitous topic of conversation in this country, the weather.

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SPITFIRE MkIV/1500 Register



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Steve Payne



So SPA, so good!

I picked up Rob (my co-driver for the next few days) at just after 5am and headed for MIRA where the first few of the Spa crew would rendezvous. The Spitfire had fired up almost immediately that morning but it was early days and I was wondering how long before something started to go wrong (ever the pessimist as I am)!

At MIRA I met Nigel in his 1962 Morris Minor Traveller, David in his Rover P4 and Liz and Karl in their TVR Grantura, oh yes, and Simon Goldsworthy, writer for Triumph World and MG Enthusiast, Simon was hitching a lift with as many people as he could! Paul Lewis (of the TR Drivers Club) had invited Simon to join us on the premise that most of the vehicles making the journey had been off the road for so long that it would be an interesting trip to tag along with and see what unfolded.

So, the four cars, drivers and passengers/co-drivers all set off to Watford Gap, the next rendezvous where we would meet up with several other enthusiasts! We were a little behind time leaving MIRA as David and myself had stopped to take a few pictures of

the cars and 'crew', however MIRA's security was ever vigilant and tackled us before we could make a hasty getaway!

Actually I slipped through the net and waited with the others whilst David explained to the security guard;

"Honestly we are just setting off on a 900 mile round trip to drive on the Spa Francorchamps and I just wanted to record the moment!"

The security guard looked at the three vehicles and the motley crew lined up at just after 5:30am that morning, scratched his head and then entered into a long discussion with David, the details of which David still hasn't relayed to us but in the end he was released to join us and off we set.

Traffic was building up and we were not going to make the 7am meet time, however we were not too far behind the others who had also experienced delays, at about 7:10 we joined Andy Owen in his MG GBT and Paul Lewis in his MG SVR. Paul had also invited a few friends who arrived in two MGF's and also a TR6.

Introductions and handshakes over there was just enough time for a breakfast roll and tea



before hitting the road to Dover and the ferry. The Morris Minor was asked to set the pace for the motorway journey and Nigel gladly did so. An average speed of 55mph seemed to be the pace prescribed and everyone obliged, even Paul in his MG SVR.

It was sunny, there was the odd cloud that dropped the odd spot of two or rain, but nothing to worry about. The convoy seemed to hold together well, despite the traffic starting to swell at the M1 exit for the M25 (surprise, surprise). The Spitfire was noisy and the carpets slipped and slid under my feet (I had not fixed the 'poppers' on to the carpet that held them firmly to the floor, instead I'd opted for a very quick fix of self-adhesive velcro, which lasted only 5 mins) but it drove well and I was glad of the four new tyres I'd purchased. Already I could sense a comradery forming, a few phone calls to cars to the rear had been made to see if the pace was OK and the two MGF's had gone ahead and then dropped back like sheep dogs keeping an eye on the flock.

There were a few toilet stops for the ladies in the MGF's but they were still spring chickens (the MGF's) compared to the Morris Minor, the TVR and even my Spitfire, so they caught up very quickly.

Before long we reached the ferry terminal, everyone happy with the progress and no major issues to report. We filled up at the fuel station and joined the line to board the ferry.

We had made perfect time.

Forward thinking meant that we had arranged for a low ramp (mainly to accommodate Pauls MG SVR and the TVR) and were directed to the lower deck with the HGV's and campers. We then duly made our way to the restaurant for fish and chips (we were after all by the sea!).

On the Ferry



It was a calm crossing and the conversation flowed so before long we reached Dunkirk and departed the ferry, we were heading for an overnight stop about 30 miles from Dunkirk where we would rest the cars for the night at Zeegalm Aparthotel, Belgium.

We all ventured into the local town to find a place to eat and drink and swap stories of the last 12 hours or so. The TVR suffered from some very erratic steering, as if caught in tramlines and requiring some effort to pull it out of the ruts. The P4 also seemed to have a steering

Ferry Terminal





Overnight in Dunkirk

issue which David was convinced was a locking nut of some description that had started to unwind. Nothing too serious then! As for me I found that the gearstick was fouling the gearbox tunnel, a plastic one that I had fitted several years ago but had not used it enough to appreciate the closeness of the casing to the gear stick vibration 'isolator'. It just touched the hard plastic sufficiently in 2nd and 4th to make a very annoying low 'drone'. It also made any attempt to seal the gaiter impossible so the odd glimpse of the road flying by beneath us as the gaiter flapped around was not unusual. Anyway it was now time to drink, eat and look forward to another day.

Unfortunately, over night the heavens opened and put all the cars 'water-tightness' to the test. Most suffered with 'water ingress' of some sort or the other, probably the worst being the TVR which required a minor operation to empty the nights offering. A small hole was drilled in the passenger footwell, which seemed to collect

most of the downpour. As for mine I had very damp side squabs on my seats where it had dripped through the door glass at the very top foremost corner of the hardtop. Something I also remember was common with my soft top! However, we all soaked up the access moisture by placing towels and yesterday's 'T' shirts on the dampest of the interior and set on our way, our enthusiasm certainly not dampened!

After a mixture of cereal and continental breakfast the journey began as the previous day, full of enthusiasm, the last leg of the journey to Spa. The rain started to come down steadily after only a few hours, my co-driver was stuffing tissues between the 'A' pillar and door glass to ease the horizontal droplets of water that seemed to hit us in the face, I think I fared slightly better than him, my tissues lasting twice the duration of his before it fell sodden into the footwell. The spray from trucks and faster vehicles made it hard going, once or twice both the rain and traffic eased but not for long.



Last Leg Fuel Stop

Drying out on the Campsite



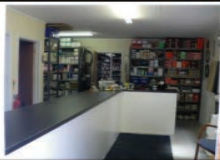
After a while we stopped for fuel and compared mpg, the Spitfire was averaging 47 miles per gallon! I re-checked the mileage and my maths and considering the speedo error which I estimated at 5mph (for some reason - to be determined) I was pretty sure this was if anything a conservative estimate. I heard similar stories of exceptional mpg from my colleagues and decided either we were suffering some form of delirium from the drink and food the night before or the forums I had read claiming such good mpg could be believed.

We grabbed some baguettes and a welcome

break from the poor driving conditions before continuing, the weather did ease a little for the last few miles and we eventually arrived at our campsite. The sun came out (at last!) and we could dry off both the cars and ourselves. But not for long as we had booked a lap of the circuit that Friday evening and we only had an hour or two to unload the luggage, tools and spares (we had pessimistically packed) to make our cars as light as possible for tackling the Eau Rouge! That's where the fun starts.

To be continued....

Steve.



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Big Saloon Register



e-mail. carlswanson@btinternet.com

Carl Swanson

Big Saloons are Back!

Hello, my name is Carl Swanson, and some of you will probably recognise that name, or at least the surname. I am proud to say that **Paul Swanson**, the founder of the TSSC is my father.

I am taking on the 'Big Saloon' Register Sec job as I had noticed for a while, that there hasn't been one, in fact it was when on this year's Isle of Wight meet, where there were quite a few of us enjoying the big Triumph saloons.

They are not the most glamorous models of the superb Triumph range, but it suits my needs and tastes, my family requirements too, so hence its been with me for some seven years.

I have either driven or owned a version of most post 1960's Triumph models up to and including the Stag. It was at this point after selling the Stag, I thought, what next? I had sat in a 2000 MK 2 at a show and was surprised how big it was, and could accommodate my 'ample' frame. My father had numerous jobs in his life. Being a Policeman was something he did before I was born, so only from pictures did I see his

Motorway patrol car, which was a 2500 Mk2 PI. We started talking about it, and thought it was a good idea to have one. So, the hunt was on for one. I found the one I have, a 1972 2000 Mk2 not too far away, via Ebay! Tuned out it was actually a TSSC member! The deal was done and I drove it home.

Its been to many classic car shows over the years and only a very hard to find burnt out



ballast resistor caused it to stop once. This was a few years ago on route to the Ace Café in West London. South Bucks Dan and I were in the 2000 in slow moving traffic along the A40 which is a three lane, 70 mph road. We were in lane three in the slow moving traffic when the 2000 stopped. Managed to start it again and we were on the way. It did this twice more until the last time and it wouldn't restart.

BIG SALOON Register



I then drove it to my local garage to investigate as we were out of ideas. At the time, one of the mechanics at that garage was using a 2000 mk2 as his everyday car. They eventually found it was the ballast resistor which had burnt on one side, so was allowing too much current and damaging the other electrical components. All the damaged parts replaced and all was well. As time goes by, it's needed various amounts of welding here and there for the MOT but that's about it so far, touch wood!

There is no hard shoulder on that bit of the A40, so we were stuck. No hazard warning

lights on that year of 2000! The traffic started to move and get quicker. This is when it started to become scary as you could see people on the phone, not looking, making sudden change of direction round the car! It was at this point that I went to call the Police. I then thought 'hang on' I wonder if my mate was coming to the Ace. I rang him and asked he replied *'I'm on my way but stuck in traffic as there is an idiot broken down on the A40.'* **I am that**

idiot! I told him. Fortunately my mate has a big Mitsubishi L200 with recovery rope. He managed to get in front and pull us away, probably quicker than the Triumph has done before on its own! We pulled off at the next exit, and left it there. We went to collect it late that night, and it started first time!!!

My father wrote an article about his times on the Leicestershire Constabulary back in 2009



so hopefully I can find it and bring it to you soon. *If you have any stories about your times and / or adventures in your Big Saloon, please do send them into me so we can make a regular spot for us fellow owners to read.*

Take care

Carl

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GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>
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Andy Cook

TriumFest UK - Santa Pod

A bumper issue this month with 40 GT6 Photos for you to enjoy! Another enjoyable weekend at Santa Pod for TriumFest in June. Not quite as many GT6s as last year but hey that was the 50th anniversary celebration so a special occasion. Anyway still quite a few nice examples for me to take photos of

MK1s at the Pod



Picture 3 Lovely Signal Red MK1, belongs to Mark Elbourne



Picture 1 Roy Lacey's well travelled White MK1



Picture 4 Dick Twitchen's purposeful looking MK1



Picture 2 Really nice white MK1, this won a trophy, car of show if I remember rightly.



Picture 5 George Raplh's MK1 Racer, more about this later!

Mk2s at the Pod

Picture 6 White MK2 owned by Alan Wells.

I'm glad to see this made it as he was having a few problems on the journey. A long Journey at that, Alan had travelled all the way from Edinburgh, and to make it even more interesting he travelled down the long way via Bristol! He had gearbox problems at Liverpool on the way down that appeared to be caused by the heat as it sorted itself after cooling down. Alan did 1045 miles as a round trip to the Pod. With a bit of a running commentary and advice from fellow members on the TSSC facebook group along the way to spur him on.



Picture 7 Metallic Blue MK2



Picture 8 Jasmine Yellow MK2 owned by Chris Edmonds

MK3s at the Pod

Picture 9 My Saffron MK3

My car was certainly running very hot due to the scorchio weather both on the way up and back and was suffering from fuel vaporisation in slow town traffic. I'm going to change back from an electric fan to the original crankshaft driven fan.

A school of thought is that electric fans actually cut down the airflow through the radiator and can cause overheating due to the area they block. Anyway, I bought a fan in the auto jumble so I'll report back if it makes any difference.



Picture 10 Magenta MK3



Picture 11 White MK3



Picture 12 This tidy French Blue MK3 was up for sale



Picture 13 Black MK3



Picture 14 Mallard MK3



Picture 15 Emerald MK3

Note the chrome sill trims along the bottom of the sills. This was standard fitment on Mk3 GT6s but rarely seen nowadays, may look nice but it can trap rust. Also note the Reflectors on the side of both Front and Rear wings, these were

normally fitted to export GT6s only.



Picture 16 Chris Hollingsworth relaxing by his Mimosa MK3 in the queue for a run down the strip



Picture 17 Chris in action



Picture 18 Another Emerald Mk3



Picture 19 Carmine Mk3



Picture 20 Powder Blue Mk3

George Ralph's Racing Mk1



One striking car from the weekend was George Ralph's MK1. I first know this car when George was competing in Hill Climbs and Sprints. However he has now moved across to drag racing.



George has made the comment that he is "chasing 13s", his best quarter mile time to date was a 14.1sec with a terminal speed of not far under 100mph so his target is to break the 14 sec barrier. On the Saturday at Santa Pod, Georges 1st run was a 14.3 so not far off his own Personal Best. Unfortunately his



George in action at TriumFest



2nd run was not so good, George heard a bang as he pulled away and even from the Grandstand I could hear a loud knocking noise as he coasted to a halt. Diagnosis is that the diff expired, probably a chipped crown wheel. Suffice to say that was the end of Georges racing for the weekend. George was



Rear suspension is uprated to the rotoflex set up but with a CV joint conversion. In fact his car sports the earliest version of the Bowler/Jones conversion.

**Drive Tribe
My GT6 Article**

Triple Webber powered



fairly Philosophical about the breakage, as it was better to fail at the Santa Pod RWYB (Run what you Brung) which is not part of the championship he races in so didn't impact his points potential.

A few facts about Georges Car.

It's a MK1 but has the later MK2/3 Engine although obviously in a pretty tuned up state

It's still a 2 Litre which is a better revving Engine than the 2.5.

Fuelling is via triple twin choke Webbers.

Gearbox is still Triumph, George currently has a special uprated box being built by Mike Papworth Triumph.

The diff as fitted and broken at Santa Pod was a Quaife ATB LSD, this diff set up is more ideal for track use than drag strip and George is thinking of replacing it with a Griper LSD more suited to the job. Diff ratio is a very low Gear at 4.11:1.



I mentioned last month that I had recently been invited to take part in a photoshoot for an on line magazine. The Article is now published on Drive Tribe which is

My Car appearing in Drivetribe Article**GT6s Out and About**

A couple of local TSSC meets feature in this month's pictures, both had a good turn out of GT6s in the June meetings. Thanks go to David Burden for his pictures from the Southern Area meet at

Clarkson, Hammond and May's on line magazine. It's a nice article following an interview with yours truly with some great pictures. If you want to read the article go to DriveTribe.com and do a search on "TRIUMPH'S STRAIGHT SIX FASTBACK STILL HAS IT" which will take you straight to the feature.

Many thanks to Tom Aiton and Tom Duke at "The Toms Editorial" for the photoshoot and article.

**Southern TSSC Area meet****GT6s at the Seven Stars Southern TSSC Area meet**

the Seven Stars, Stroud near Petersfield. A nice selection of GT6s of all

Marks, David's own Mark 2 has featured in my recent articles as it's unusual in having a MK3 bonnet and quarter valences.

It's a shame that my own local area meet (Hants & Berks) is on the same day of the month (1st Tuesday) otherwise I would make a visit to the Seven Stars as the Southern area is a neighbouring area to Hants and Berks and it's only 25 miles away from home plus the route there takes in some nice driving roads. However, I can't really not turn up at our local meet as it's a combined



Andy Collins in his lovely Mk1, Andy has owned this car since he was 18, which lets just say was rather a long time ago!



East Berks Area Organiser Mark Smith in his Powder Blue MK3 squeezes past Andy Collins's Dark Blue MK1, Doug Browns Mimosa MK3 is in the background

TSSC, Club Triumph and Dolomite Club meet and I am our local area rep for Club Triumph.

I do however often attend one of the other neighbouring TSSC area meets about the same distance away from home.

The East Berks Area meet at the Shire Horse, Maidenhead. And not to be out done there was a nice selection of GT6s at our June meeting that I snapped some photos of.

From the Archives

I'm having to make a guess regarding the location and year of this



Doug Browns Mimosa MK3, must be a trick of the light as the colour looks more like Inca yellow in this photo.

GT6 Mk I - II - III Register



Mark Smith's really nice Powder Blue MK3 - East Berks

The Saffron Yellow GT6 in the foreground was I believe entered into the concours, I can just about make out the registration number MYA29L, sadly, on checking the DVLA records this car is untaxed since February 2010 and has had no MOT since 2009. I wonder if it's tucked away or being restored. Either way it must have deteriorated somewhat since its concours glory days in

the late 80s!



My Mk3 takes centre stage - East Berks meet

month's picture that I found in my stash of old TSSC photos. I think it may have been taken at the TSSC International in 1988 when it was held at the East of England Showground Peterborough, this was the year before the event moved to Stafford.

If anyone out there knows about this car and if it has survived then please drop me an email about it.

Saffron yellow GT6 MYA29L, circa 1988 - TSSC International



TR 4/4A/5/250/6 Register

e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood

UK and Restoration



HERE WE HAVE "EPISODE" 4 OF COLIN FOWLER'S QUEST TO REALISE HIS DREAM OF OWNING A TR – FANTASTIQUE!

In Colin's own words

UK and Restoration

The car was fine and the journey back from Portsmouth was in fact relatively uneventful, apart from the ongoing reducing oil pressure. I made it to the MoT appointment and it passed.

The oil pressure was now too low, so I had no option - the engine's coming out.

Mates from the TSSC were kind

thanks again - your support was outstanding. The damage was a broken piston & a seized oil pump. "You were lucky to get back" Not a view that Jacqui shared.



Chassis like new



Body tub prepared

Still, while the engine's out (any of this sound familiar?)... ...I'll just tidy up and paint the engine bay. Actually, the chassis needs painting - better take the body off. Nut and bolt restoration, new floors, sills, a bare-metal respray and powder-coating.

Jacqui was a brilliant help, initially with the "arts and crafts" stuff like trim and carpets, but I walked into the garage one day and tripped over her legs, poking out from under the car while she tightened up the driveshafts

enough to help with the engine & gearbox rebuild. No names - you know who you are, so I'll just call you Adrian Harris & Steve Ford -

to the diff. Even a cautious man could marry a girl like this!

The target for completion was classic Le Mans



Bare-metal respray

in July 2016 - yup we did it and the car didn't miss a beat.

How much have I spent?

I've decided it's better not to know - I haven't had the courage to add it all up. Still - I didn't do all this just to sell it on, I'm keeping it!

Oh and yes, I'm still married. And yes - to Jacqui!

I call this a happy ending. I asked Jac whether she counted it as a happy ending too. More eye rolling and inaudible muttering.

Colin

And now in my words..... Colin has carried out a FANTASTIC restoration on his car and should be extremely proud of his efforts to procure and restore the car of his dreams, well done mate!

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

**PEMBROKE CLASSIC CAR SHOW
SCOLTON MANOR
JUNE 4th**

This is with no doubt one of the best Classic Car shows. I have been attending this for years

and never get bored of it as there are so many vehicles to see and stalls to visit. Set in the beautiful gardens of Scolton Manor near Haverfordwest it also affords the option of a country Manor House tour.

I started off from Cardiff with my mate AO AL riding shotgun and with John & Heather in their immaculate Acclaim, our 2 cars braving the wet (very) for the 56 miles along the M4 then the 60 miles along A roads, as we passed

Carmarthen the rain stopped, the clouds disappeared and the sun came out Fantastic!



Immaculate TR5



Beautiful TR4



Another Red TR4

Joining up with Mark in his Healey 100 at a pre arranged meeting point en route we arrived at Scolton Manor to be marshalled into a prime position by Pembrokeshire Classic car members and organisers of this event, Peter and Stephen (both TR owners). Pembrokeshire Classic Car club are always

appreciative of those who travel a distance to support their event and always give them 5 star treatment.

Again my TR4A performed immaculately (except for the new rubber gear lever gaiter causing it to jump out of gear on the over run in third) and my thoughts are slowly turning to buying a useable TR4 or TR4A and taking my 4A off the road to restore it while I am still physically able. I would then sell on the car that "stood in" for my car (or would I?).



Lovely TR6

The variety of cars as always was fantastic and amongst them I picked out the following images of some of the TR's in attendance.

Whether 6 cylinders or 4 a TR is more!



Standard looking TR4A

TR6 - 'A Type' Overdrive. Failed solenoid?

I thought that I would include a query from the very nice Graham Senior as it might be of help to other members.....

Hi, Bernard (I'm usually in trouble when called by my entire first name)

A quick question, if I may. I have a 1971 TR6 with factory fitted 'A Type' overdrive. Suddenly, the o/d has stopped working.

The switch seems OK - and is relatively new. The previous (possibly original) one failed a couple of years back. It became "floppy" to the touch. I replaced it, and all was well again.

Diagnosis so far.

Putting the ignition on, with the car in fourth,



Very Nice TR6

and flicking the switch in/out, there is a distinct "click" - but I'm pretty sure this is only coming from the relay (nearside under the bonnet, near the bulkhead).

Testing this relay, I get as near as makes no difference to 12v from port C2 (central, with yellow/purple wire) when the o/d is switched on - and zero when it's off.

The hydraulics look fine - no sign of any leaks, and fluids all seem to be OK, but there is no movement here.

I suspect a failed (or disconnected) solenoid.

Before I make too big a job of it, how do I access the solenoid, please?

From inside the car?

Grateful for any advice.

Graham Senior

(TSSC Membership No 72447).

Hi Graham,

Just a brief reply for now as I'm off out but realise that you may want to check out your car ASAP. It does sound like it's the solenoid (unless someone has altered the wiring, which believe me does happen, so just do a simple check first to make sure that the inhibitor switch is not wired in incorrectly and faulty, I have come across this – turn ignition on, switch O/D on then gently put the car into 4th gear while listening for the relay to activate, if it does the wiring is correct and the inhibitor switch is okay and adjusted correctly.

If the relay activates before you put the car in gear it could be the inhibitor switch is faulty and wired in incorrectly.

The solenoid is accessed from inside the car. You may be lucky and have a tunnel which has an access plate under the carpet, if not I would cut a hole (inspection hatch) in the gear box cover and make a cover to go over it after the solenoid is sorted, fixed with self tappers or similar (I would also do this for the gear box filler/level plug while the H section is off unless you manage to do it with the H section and the carpet in place). From under the car you can see the solenoid and measure roughly where you would have to make an inspection hatch, a small hole at first so that you can ensure you are in the correct position then you can cut the cover to gain ample access and check to see if

the solenoid is operating then the cables/connections/circuit. If the solenoid is operating check to see if it is adjusted correctly.

I hope this helps, please let me know.

Good luck

Bern

Hi, Bernard.

Having convinced the centre console's "stubborn" bolt that my spanner could move more than its rust could withstand, I've now managed to get at the solenoid. And yes, there's power to its connector, so tomorrow, out she comes. Replacement on order.

Again - I really appreciate your help and advice including advising me to change the crimp connectors to soldered type which you noticed when I sent you images with the gear box tunnel off. Much appreciated.

Cheers,

Graham.

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2. Unbolt from wishbone
Remove the wishbone from the hub. The wishbone is the part of the hub that is attached to the frame.

3. Unbolt from vertical link
Remove the vertical link from the hub. The vertical link is the part of the hub that is attached to the suspension.

4. Refit the trunnion
Refit the trunnion to the hub. The trunnion is the part of the hub that is attached to the axle.

5. Hub
Refit the hub to the axle. The hub is the part of the wheel that is attached to the axle.

6. Seal
Seal the hub. The seal is the part of the hub that is attached to the axle.

7. Vertical link
Refit the vertical link to the hub. The vertical link is the part of the hub that is attached to the suspension.

8. Wishbone
Refit the wishbone to the hub. The wishbone is the part of the hub that is attached to the frame.

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.

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Paul Lewis



SPA Classic 2017

Even though our minds are focussed on getting the cars ready to depart for the SPA classic it's the background activities that we should not forget about, like tickets. Thank goodness Angie (TSSC) is there to ensure that I haven't forgotten something. Without her calling me to remind me of things we might still be sat at the ferry.

Anyway back to the story. Last month I explained that there were 10 cars travelling to SPA this year from MIRA, three of which had not turned a wheel for 20 odd years. The Thursday came and in order to catch the 1200 o'clock ferry it had to be any early start. 5am, the MIRA contingent left meeting up with the remainder at Watford gap services at 0600hrs. All was well and we continued on to the ferry with no dramas at all. The cars were running well and everyone was in good spirits. The ferry crossing was a welcomed break for some as the convoy speed was 50

mph in order to take the strain off the Moggy Minors small engine. We stopped about 40 miles from Dunkirk at a place called



Middlekerk Belgium

Middlekerk in Belgium, a nice seaside town in some holiday apartments. We had a fantastic meal out at the local Irish bar and all went back to our rooms in need of some sleep.

Friday saw us travelling onwards to SPA and the local campsite at Ean Rouge. We had used this before in previous years and now



The MIRA Contingent

'Roving' adjustment



Midlekerk and then on the Monday morning back on the ferry and home.

An average of 900 miles was achieved by each car and we had a fantastic trip with no breakdown issues at all.

I think the thing that most people take away from events like this is that you need to use

choose to stay in Chalets as opposed to camping as it's a lot more comfortable. When we arrived the rain had started to fall, which normally would not have bothered us but we were booked on track laps that evening. The laps still went ahead with some interesting handling in the wet. I did manage to lap the Moggy which was always my aim.

Saturday was a day at the circuit to watch the racing and enjoy the cars. On the Sunday we packed up and went into the circuit for the last of the racing prior to heading back to



Wet Track Laps

your car to enjoy the memories. It went down so well that we have booked for LAON next year as a group.

So get your cars on the road and use them.

Paul



e-mail.

specials@tssc.org.uk

Trevor Collett

Long Term Relationship



As my regular readers know, I often put out requests, bordering on pleas, for stories about your kit car or special, and the other day such a story arrived in my inbox. It came from **Bert Hatley**, who lives in that beautiful, and very north, region of this sceptred isle, Cumbria. And there is one aspect of Bert's story that particularly resonates with me – his long term relationship with his car. You will see in a few lines time that Bert acquired his car 29 years ago; I completed the build of my Moss Malvern 33 years ago. Over to Bert:

How to buy a car – **NOT**

"It was January 1988 when an advertisement in

North West Auto Mart caught my eye.

This was the peak of the kit car vogue, when some rather dubious vehicles were let loose on the roads. The ad read, "MG replica, 1964, red [true], all steel [not true, actually composite alloy and fibreglass], Triumph Vitesse 2.0 engine [really a 1.6 litre], immaculate condition interior and out [at least the paintwork was; the mechan-

icals, brakes, steering, clutch and gearbox were most definitely not]".

The carbs tended to flood easily, due to the fact that the floats were made from thin copper sheet Araldited together, and the needles were way past their best. Add to that the fact that the doors fitted where they touched and had a habit of flying open at speed, which, with "suicide" doors, was quite something. It did go like



the wind – due to the continuously flooding carbs - but was bouncy, noisy, draughty, thirsty and lacking in stopping power.

But the floozy stole my heart. I could have bought a '77 Spitfire for a fifth of the price, but I was hooked.

One good thing I did was join the TSSC, although I must issue a belated apology to the



technical rep at the time; he was fed up with my pleas for details of the Solex B32 P1 carbs, until I discovered about the handmade sinking carb floats.

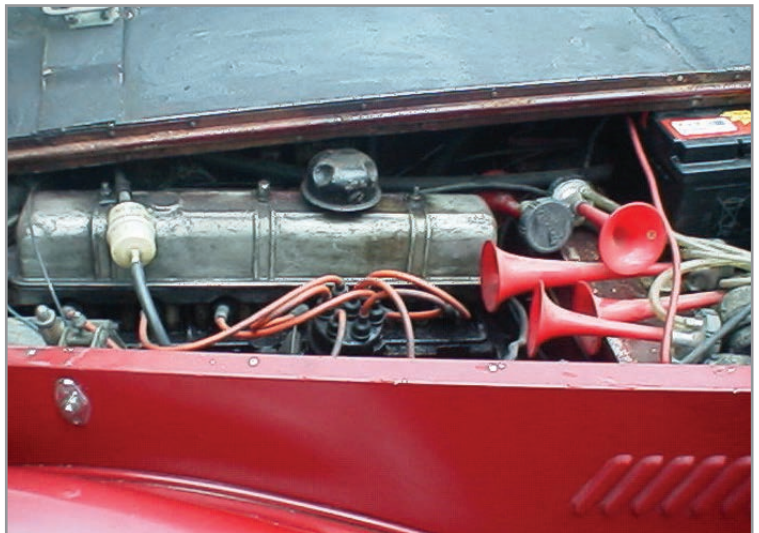
Fortunately I was able to locate, through the Courier, a pair of refurbished B32 P1 H carbs, which are incredibly rare.

The trouble was that the "H" version has an accelerator pump, which necessitated a small bulge in the very narrow engine compartment.

I am not a mechanic, merely a handy guy with common sense (apart from owning a certain car!), which has enabled me to keep rectifying the continuous stream of faults over twenty-five years. How my wife has put up with the "other woman" I don't know, but I suspect that she too has fallen under the spell of my feckless floozy.

The Courier became required reading and I still

who made the Naylor TF and parts for MGs, but then, again, no records exist.



Why stick with it you might ask; part of the reason is that I refuse to be beaten, but the allure of the shapely, red body is still there years later.

It has not all been slog and pain; everywhere we go the car catches people's eyes and once even a German bank manager said, "What a lovely car."

have articles on the various aspects, technical advice, advertisements and Triumph traders. These have been a great support over the many years that I have worked away at rectifying the list of problems. Part of the problem is not knowing who had made the kit in the first place. Gentry has no records relating to this car and I believe that it incorporated parts from Naylor Brothers,



German bank manager? That is a story in itself, which was caused by the taxman's unjust probing of my affairs. We both decided to go on a nostalgic trip; we decided that we might as well spend the money before the taxman got his claws into it. My wife and I both felt we wanted to revisit places of our earlier years - me to the scene of my time in the RAF in Fassberg in the Black Forest - my wife Joyce to revisit the South of France, which in those days was the venue for the "Jet Set". So, one October we set off for Harwich for the ferry to Hook of Holland, to find out what Fassberg was like since it had reverted to the Luftwaffe, and how the new Jet Set lived on the Mediterranean.

After only three miles on the way there was a smell of hot brake linings, which I traced to tightness in the handbrake cables. It turned out that the original builder had left out the 2:1 linkage in the cables. This caused the cables to shorten when extra weight was added. After a brief battle I managed to find the optimum setting, but the effectiveness of the hand brake was, well, minimal.

I had bought Dmark travellers' cheques and Francs (being pre-Euro), but no Dutch money, so in Holland we were getting hungry and unable to buy anything until I could change the travellers' cheques in Germany. Just over the border we went in to a Gasthof, whose owner

refused to change them due to bank charges, so, famished, we pressed on to the next town of Bocholt. On the way the wipers decided to take a holiday and there was a strong odour of petrol. I parked next to the bank. It was closed for lunch for the next half hour! The wipers stopped all together and the carbs were flooding like the deluge. Feeling down in the dumps, hungry and thirsty I was surprised when a well-dressed gentleman stopped and spoke in English, "What a lovely car." My reply was that for two old pence he could have it.

It turned out that he was the bank manager, so he opened up, gave us coffee and biscuits in china cups from a silver coffee pot. While we were being regally refreshed he telephoned a local garage to arrange for repairs. Wonderful, but we wondered why. It transpired that he was the very proud owner of an Austin Healey 3000, which he had just spent large amounts of money refurbishing. He took us to his home to show it off. It was completely immaculate; to quote a phrase, "dust would not have the temerity to settle on it." We booked in to a Gasthof for the night and enjoyed a meal with him and his family. Later they came to stay with us - not, sadly, in the Austin Healey.

The rest of the trip of 3,000 miles was great, with one or two minor hiccups, including one of the rear dampers losing a bolt, but overall it was

memorable; the trip to the Schlumph Bugatti museum being totally awesome – it contains literally hundreds of Ferraris, Rolls, Maseratis, so on and so on. It also contains two of the world's stock of five Bugatti Royales, whose value is unbelievable. Do go if you get the chance.

Since then, I have almost rebuilt the car over twenty five years; the list of replacements and repairs is quite something. But will I keep it? The answer to that is going to be governed by age –



mine, not the car's. It is getting nigh on impossible to get under the car and my strength is not what it was. Add to that a narrow garage with a sloping floor and you can see the problem.

How to buy a car - YES

Take a knowledgeable TSSC friend with you. That is the first golden rule. Next, try to see beyond the shiny paintwork. Finally, don't believe a word of the advertisement until you have checked it all out, test driven and checked again. It sounds heartless, but will save heart-break later, not to mention costs and inconvenience. When you do find a good one, enjoy it with the help of the TSSC team."

Thanks Bert. A really interesting piece, don't you all think? You've got to be impressed with

Bert's dedication to "sorting" his car, and his sense of adventure – taking a car like his over to mainland Europe for a 3,000 mile drive takes some proper cojones – respect. And, I don't think he will mind me saying, Bert is now well into his ninth decade.

It's a shame Bert's story doesn't start when the car started; he acquired it in 1988 as completed car, we really would like to know when

it was built and by whom. Bert tells us that he doesn't think his car is a "pure" Gentry, and that it also incorporates Naylor parts.

With only Bert's photos to go on I can see no reason why it's not "just" a Gentry. The Naylor TF was sold as a fully type-approved production car back in the Eighties, with – shape apart – no real engineering connection to MG, or Triumph. It's possible that some of the twiddly bits of Bert's car, like lights

or chrome, could have been supplied by the Naylor company. It's interesting to note that there were less than 200 Naylor TFs (including those made after the takeover by a company called Hutson) ever made, that's less than, I reckon, a tenth of the number of Gentrys built.

Is there, by any chance, anyone reading this that recognises this car, KJC479 (the "B" plate is a later transfer) and can fill in its early life? Contact me if you do.

Talking of my Moss Malvern – was I? – it is the subject of a five-page feature in the current (August/September 2017) edition of Triumph World. Mind you, if you've been reading my articles here for any length of time you won't learn much new about it!

Trevor

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Guy Singleton

3 Bonds....

...3 Different Tales

You may recall in my May article I included a photo of a red 2 litre convertible taken by **Linda Cross**.

Unfortunately I have a sad follow-up to that as I was contacted shortly afterwards by the owner, **Jim Bagley**. He had been going to a weekend show and had a coming together with a pedestrian crossing - or at least one of its poles - when he hit some oil in the road. The police arrived shortly afterwards saying "we heard it was a bit slippery here so came to investigate." Shame they were a bit late!

Anyway, after some discussion, the insurers have written the car off but Jim has bought it back and is going to rebuild it. The bonnet, as can be seen in the photo, was completely smashed beyond repair. I was able to let him have a replacement bonnet - which will still need a lot of work, but it is the right shape unlike the original, I was also able to supply a bonnet frame and wheel arches.

Jim is now busy getting the front of the

chassis repainted prior to starting on the bonnet.

One part I did not have for the rebuild is a replacement front bumper - does anyone have one? Either a Bond one or a 1300 FWD which is a bit wider but can be adjusted to fit? If so, please let me know so that I can put you in touch with Jim.

One thing that this has highlighted is that Jim's car was undervalued as are many Club cars. Even Bond values are increasing as are most of the Triumphs so



it is essential that you do get your car valued/re-valued regularly, either at one of the club events, at HQ or by post with photos.

Now, coincidentally another red convertible and another follow-up from a previous article (June 2017). I am pleased to hear that **Dave Abbitt's** RLG 450H, which has been a prize-winner at SEM



Dave Abbitt's car at SEM

I know the mechanical ins and outs and the Vitesse body and mechanicals but little about the Equipe GT.

My question for you is what are the standard pitfalls? Presumably it is a standard Vitesse Chassis with the usual out rigger problems for rust but what else do I need to know when I look at it?

I expect all the rubbers etc. will be dried out

and perished so will need some commissioning should it be road worthy (we don't have an MOT here).

Is the hood the same as the Vitesse as this is probably going to be shrunk at least.

What are the unobtainable bits peculiar to the marque I need to check are still there?"

I was able to tell Phil: "In general look out for

several times, has found a new home - or more precisely, its old home, as **Clive Fisher** who originally restored the car has bought it back from Dave. I'm sad to hear that Dave has sold his car but very pleased to welcome Clive back into the fold.

I have been hearing from **Phil Rousell** regarding a Convertible he found in Guernsey

Guernsey Bond

"I have just found out that there is a Bond Equipe GT convertible for sale on the island. It was apparently driven into the greenhouse where it resides 30 years ago. I have spoken to the executor of the former owner's will and he is arranging for me to have a look at it.

It's a car I am aware of from my youth.



Guernsey "Greenhouse" Find.



the same problems as a Vitesse or Herald, it will have rotoflex so anticipate driveshaft rebuilds. The screen frames can rust and are difficult to repair - the top and bottom are Herald/Vitesse but the side pillars are Bond items, the hood, hood frame, glass and quarterlights are also Bond items. Most things are available if patient, badges are difficult, I have been looking to get them remade but the costs are out of my budget at the moment."

Phil sent a follow-up and some photos after having seen the car.

"The car is definitely saveable. It looks complete, with no visible crazing on the fibreglass (that could easily change with a wash). The engine turns over by hand and the gear lever moves through the gears. I didn't try the brakes or clutch.

The only concern I have is that the screen moves when the doors are opened, it looks like the floor pans have been fibreglassed in and there is rust under the door tread plates so the lower bulkhead will most likely need some work.

I guess Bond painted the cars and so you can see that the paint is lifting off the fibreglass showing the blue gelcoat underneath.

The hood has no rips or tears but the webbing to the frame has rotted. It is difficult to fully assess the car without moving it but on the whole it looks OK. I think it is more work than I'm prepared to take on right now but if you know someone who is looking for an easy-ish resto this would be ideal.

The Greenhouse has carpet on much of the floor and there is polycarbonate on the roof so the car has been reasonably well protected.

The owner is open to offers for the car but the shipping costs from Guernsey are more expensive than running down the motorway. I think he would take £200 for the car which is more than the sum of good spares on it.

I'm happy for it to be stored on my drive if someone wants to collect it and add a holiday on Guernsey in the mix."

Phil

If anyone is interested in the car and or taking up Phil's offer please contact me and I will put you in touch with him.

This was a 'new' car to me not previously on my Equipe Register so great to hear of a new car - just hope there is a saviour out there.

Guy

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	fhc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fhc & dhc	1961-67	1147/4	14500	9500	6000	3800	1300
	van & est	1961-67	1147/4	11000	7000	5000	2500	1300
Herald 13/60	saloon	1967-71	1296/4	8500	5500	4500	2200	1000
	dhc & est	1967-71	1296/4	10000	7500	5000	3500	1400
Spitfire 4	sports	1962-64	1147/4	20000	16000	12000	5500	3500
Spitfire II	sports	1965-67	1147/4	17000	14000	10000	5000	3300
Spitfire III	sports	1967-70	1296/4	16000	13000	8000	4800	2500
Spitfire IV	sports	1970-74	1296/4	12000	7800	4500	2100	1300
Spitfire 1500	sports	1974-81	1493/4	14000	9000	6000	3300	1300
GT6 Mk I	fhc	1966-68	1998/6	22000	18000	13000	7500	4000
GT6 Mk II	fhc	1968-73	1998/6	22500	18500	13500	8000	4500
GT6 Mk III	fhc	1968-73	1998/6	20000	17000	12000	6000	3000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	3000	1500
	dhc	1962-66	1596/6	12000	9000	7500	4000	1800
Vitesse 2L	saloon	1966-71	1998/6	18000	12000	8500	4500	1300
Mk1 & Mk2	dhc	1966-71	1998/6	20000	14500	9000	5000	1500
Renown	saloon	1946-54	2088/4	12600	9100	7000	4200	1680
Roadster	dhc	1946-49	2088/4	25200	19600	16800	13300	7000
Mayflower	saloon	1950-53	1247/4	5600	3850	3080	1680	900
TR2	sports	1953-55	1991/4	35000	24500	15400	8400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	9100	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	8400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	9100	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	13000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	10000	4000
TR7	fhc	1976-82	1998/4	8400	5250	3500	2100	840
	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
TR8 (Factory/Grinall)	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	22000	17000	12000	8000	3500
2000/2500S	saloon	1963-77	1998/6	8400	6300	4900	2100	700
2.5PI	sal/est	1968-77	2498/6	10500	7300	6000	2800	1260
1300 & 1500	saloon	1965-73	1296/4	5500	2450	1820	1190	500
Toledo & Dolomite	saloon	1970-81	1493/4	6300	4200	3200	1400	600
Dolomite Sprint	saloon	1973-81	1998/4	10000	8500	4500	3000	1800
Acclaim	saloon	1981-84	1335/4	3500	2500	2100	1050	500
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	2500	900
	dhc	1968-70	1998/6	9000	6500	4500	2500	900

N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.

Please remember originality and rarity will always add to value

For guidance on Triumph cars not listed please phone the Club Office 01858 434424

Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

Convertible GT6's: Valued at Spitfire 1500 prices, only on proper conversions otherwise Mk IV Spitfire prices.

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Young Member's Co-ordinator



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



Chloe Parker **1967 GT6 Mk1 Rebuild**

In this month's issue of the Courier we have a Young Member **Russell Prior** telling us all about the restoration project he has been working on for his GT6. All of the work he has put into this is excellent and hopefully he will be able to tell us more about it once the project is complete!

If any other Young Members would like to write an article for our Courier, then please do not hesitate to contact me via email on **chloe@tssc.org.uk**.

But for now, over to Russell...

original engine still in and apart from a few missing parts was relatively complete.

The body is very rusty and the bonnet beyond repair and after much deliberation I decided to go for a new set of parts from TD Fitchet, and



1967 GT6 MK1 **Resurrection** **LTA 200F**

I bought my GT6 in October last year (2016) after looking for a MK1 restoration project for a few years. I did not realise how rare these cars are, difficult to find and rapidly increasing in price.

The story went that the car had sat in a breakers yard for ten years and consequently lost a few parts, I hadn't realised just how difficult it would be to find the missing parts, but I am getting there slowly. It had the

assemble a brand new bonnet. Putting the bonnet together really is like trying to nail jelly to a wall, it is so tricky getting the alignment right, 7 days in so far and still counting. The body I have decided, because I am worried about distortion, will be repaired as far as is possible on the chassis. After the bonnet I think the body will be quite straightforward. The front part of the roof is amazingly totally free from rust.

Mechanically we are going to keep the car relatively standard. The engine rebuild will include gas flowing, three angle valve seats, a very mild cam and a pair of squat dashpot SUs which should produce a very usable road engine. I am debating whether to fit an O/D

gearbox or stick with the four speed gearbox.

I am going to convert the rear suspension to the swing spring and fit an anti roll bar to prevent the rear wheels from kicking under.

If anyone has some useful hints and tips for this project that may help me I would be very grateful to hear them.

So if you have got (gathering dust) a, Front bumper and irons, Black gear stick knob, Hand brake armrest cover, or support rails for the under



dash compartments, I would be very interested. Updates to follow as this project progresses.

I can be contacted through Chloe.

Young Member
Russell Prior

Area Showtime



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



Oxford 1st Anniversary Bash

By Nick Morse & Tom Cope

Oxford Area AO's

Our July meeting coincided with our first year anniversary and also our move to our **NEW VENUE! The Duke of Cumberlands Head** did us proud. They reserved a table for us (for 8 persons) and not only that but let us use the camping field behind the car park.

To my delight and surprise not 8 turned up (our usual number) but 21!!! With 11 cars!

We had 1 MR2, 1 MGB, 2 Herald estates 1200, 1 Herald 1200, 2 TR7's, 1 Herald 13/60, 1 Vitesse, 1 Spitfire mkIV, 1 Herald

convertible 1200, 1 Spitfire 1500 hard top. Unfortunately Tom's Spitfire is still not well hence the lack of the brilliant white bonnet in the photos.

Much was achieved during the meeting: hopefully a heater that was stuck on was cured, headlight adjustment achieved, even a front brake pad was removed and repaired with much moral support.

We proudly displayed our new banner supplied by a family member.



Oxford Area 1st Anniversary



Those of us who ate in the pub all agreed that the food was excellent!

Many pictures were taken- far too many to add to this report so if you want to see the complete set of photos go you our Facebook page TSSC Oxford.

As it was our first year anniversary (has it really been a year?!) the AO's supplied three small cakes to celebrate.

See photo opposite.

The weather was good but storms were brewing so again it was testament to the group that so many turned up.

We were also pleased to see new faces too. It is also the intention to hold a camping 'festival ' weekend at the pub campsite sometime in the near future.

My car ran beautifully there and back. As we left the evening sky one way was a beautiful red glow but in the other a threatening slate grey. As I drove home with the top down the sky ahead was lit up by lightning flashes that appeared to be over my house! But thankfully nothing came of that and I got the car in the garage just as a little rain began to fall.

I heard others managed the same.

We think overall an excellent evening.

Tom and Nick



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Spitfire



1500 Due to recent relocation and lack of storage 1976 Spitfire 1500 for sale. Mileage 87500. MOT Jan 2018. Recently repaired by CCCR, needs some work and care. Ask for Kees. £2,750. ONO J. Vanhaperen (Market Harborough) 01858 565272.



1500 1978. Ground up restoration 1994, garaged, new hood, calipers, clutch master & slave, rocker shaft assembly, oil feed, none waxstat jets in good order, galv chassis. £4,000. Victor Szoln (Nottingham) 07914 427345.

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Herald

13/60 CONVERTIBLE. Non- runner. For restoration. Trailer away. £750. J.H.Rimes (Gloucs) 01285 654183 / 831222 eve.

TR7



1980 TR7 CONVERTIBLE. Light Blue. Automatic. Rebuilt engine & gearbox. New alloys, suspension & electrics. Polyurethane bushes. Refurbished carburettor. Many parts powder coated. £3,950. Michael Slater (West Yorkshire) 01535 957263

CARS WANTED

GT6 MkII wanted in red with MOT for personal use. Would consider light project, but prefer good condition. Willing to travel for right car. Adam Woods (Cambridgeshire) 07906 206992.

VITESSE CONVERTIBLE Wanted, must be A1 or even Concours please. Richie (North East) 07900 217714.

DOLOMITE 1850 WANTED. It has to be a running and on the road, if you know of any for sale please let me know. Martin Hughes (Somerset) 07760 384236.

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. £7000 Peter Langan (E6 3DZ) 07739 675005.

MkII. Family owned since 1972 by my father. The car is in A1 original condition all MoT test certificates since 1979. Club valuation £8800. Factory Overdrive. £8,000. Alan Cooper (Newbold Coleorton, Leics) 01530 223399.



2-Litre MkII. Previously fully restored Vitesse Mk2 Saloon. Non-runner but complete plus spares. Rebuilt chassis suspension and drivetrain. Needs carpets and wood trim. Must go, no garage space. £750 ONO. Peter Armstrong (Wigan) 07757 796941.

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STAG 1976 3.0 BW65 Auto. My father is selling his British Racing Green Stag. The subject of many articles in the Courier when I was Stag Register Secretary. In good original condition, with sensible upgrades, inc EJ Ward's driveshafts. Photos & further details 72stag@gmail.com £13,000 OVNO. Richard Briscoe (Selby) 07766 354449

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ALLOY WHEELS. 4 Minilite style alloys 6 X 14, ET22, pcd3.75. Fitted with 185/60x14 tyres. Wheels and tyres new in 2015. Excellent condition with 7mm tread left on tyres. Were fitted to GT6. Photos available. £260. Michael Todd (Bromsgrove, Worcs) 07785 391312.

SEALEY PARTS WASHER. Working and in good condition. £50 ONO. Andy Clarke (Rushden, Northamptonshire.) 07970 106328.

SPITFIRE IV / 1500 Hardtop. Factory Hardtop in VG condition, new headlining NO marks or tears. Complete with fixings and rare hoodbag to cover folded hood. Finished in French Blue £250 Craig

McGibbon (Troon) 07920 154007

ALLOY WHEELS Set of 4 - GT6, Spitfire, Herald or Vitesse 13" x 6" Minilite (type) wheels with Goodyear / Firestone tyres 185/60/13 tyres, good tread, polished outer, rim painted centres & backs, pristine. 80's period replica's. No marks. Tyre age unknown. £325. Tony Simpson (Derbyshire) 07827 891471.

SPITFIRE MKIII PARTS. Original Knee Pads. Front wing Trims. Petrol Cap. Door handles. Gearbox to Overdrive "D" Type adaptor plate. All V.G.C. Collection only please. Charles Durrant (Leics.) 01858 880377.

FRONT SEATS A pair of front seats (black) leather for Triumph 1300, one small mark on passenger seat otherwise good (collection only) offers Peter Illingworth (Dumfries & Galloway) 07770 952002.

5.5J DUNLOP STEEL WHEELS. Set of 5 - GT6, Spitfire, Herald or Vitesse 13" x 5.5" Dunlop steel wheels with almost new Dunlop SP Sport 175/70/13 tyres. Wheels are powder coated silver & in pristine condition. Becoming difficult to find in this condition. £450 Tony Simpson (Derbyshire) 07827 891471.

VITESSE MK2 Non Overdrive Gearbox, sound working order. O/D and gearbox requires service. 2 props including U/Js. 2 Bootlids including fittings. £325 ONO. K.

Kelly (North Staffs) 07835 510782.

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VITESSE N/S FRONT BUMPER. Looking for the front nearside (passenger) quarterally bumper for a Vitesse. George Shannan (Cumbria) 07968 338919.

VITESSE MKII RADIO MOUNTING original dealer supplied wide radio mounting with speaker (with the ribbed aluminium and chrome speaker on a millboard backing. Good price for right item! (Belgium + Devon) 0032498999156.

SPITFIRE 4 DOOR HANDLE. Wanted drivers side door handle in reasonable condition, ideally the one with the key barrel in the centre. Stan Colabella (Dewsbury) 07812 146916.

HARDTOP BRACKETS. Looking for a pair of brackets and long fixing bolts used to fix the factory hardtop to the tub at each side. Melvin Dawson (Romford, Essex) 07570 567995.

VITESSE BOOT INSERT PANEL (Silver) Looking for a good boot panel insert to complete restoration to a high standard and a set of rubber block seat adjusters.

Mark Parker (Nottinghamshire) 07816 887310.

SPARTAN 2+2 Hood Wanted for Triumph Based "SPARTAN 2+2". Good condition. Any material. Also 14/15" Wheels. Cash Waiting. James Palmer (Lincs) 01522 697955.

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SPITFIRE Mk IV/ 1500

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VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
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GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA
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TSSC

Area News Review

August 2017

Contents

- AREA DIRECTORY
- AREA NEWS
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Have a go at our light hearted quiz.

Saturday

Optional planned casual drive around stunning Rutland and Rutland waters.
Places of interest to visit inc shopping eat/drink. Launde Abbey coffee stop.

Saturday night

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

Sunday

Coach trip to medieval market town for short treasure hunt and lunch or
shopping. Back to site for park & pose car show. Raffle prizes.

2 nights inclusive £42, per pitch no hook up.

2 nights inclusive £52, per pitch with hook-up.

For more details & booking form contact:

Jan 07799804415 j.muschialli@ntlworld.com

Neil 07530307371 tr6scimitar@yahoo.co.uk

Dave 07770650802 davesmith.triunph@hotmail.co.uk



AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

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

NORTHERN AREAS

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

MIDLAND AREAS

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

WELSH AREAS

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

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD	4th Sun. 12 Noon
NORFOLK	Mike Carroll: 07828 103064	The Good Intent - HORNCURCH	April to October
SUFFOLK	Colin Wake: 01206 250360	The Oak Tree Ipswich Rd NORWICH NR4 6LA	2nd Mon. 8pm.
		Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
CANTERBURY	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 8GB	3rd Thurs Eves.
		George Inn - 29 Windsor Road, WRAYSBUURY. TW19 5DE	3rd Thurs. 8pm

SOUTH WESTERN AREAS

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

OVERSEAS Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
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SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221



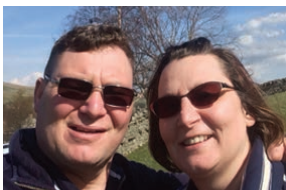
ALO REPORT ANDOVER . . . SOUTH BUCKS . . . CAMBRIDGE

TSSC AREA NEWS

AREA LIAISON OFFICERS

email nigel.hill@hotmail.co.uk
Tel. 07976 163006

Into August now, doesn't seem that long that we were nagging you for area registration forms. Looking through each of the area write ups it's great to see what your area is up to, also this keeps up interest for new members and keeps them informed on what the Club is doing and also what your area is doing as well.



We have noticed that a few areas are not forwarding their write ups to Bern. It is very important part of the areas services to do the area write ups in the Courier as this is communication for TSSC members. Even if you just put in your meet up dates in, remember not everyone has a computer or android phones to look on the website for information. As an Area organiser if you can not update it ask if anyone else would do the area write up, you may be surprised who would like to do it, or get a variety of your members to do this to keep it exciting and interesting to read.

At the moment we are still waiting on the break down meeting of Santa Pod. Looking positive feedback so far. Let us know your views and your members views on TriumFest. It was absolutely brilliant to see most of the other Triumph Clubs joining in the Standard Triumph Marque day with a combined display of over 150 cars!

Let's hope it is the step in the right direction for all the clubs. It was also great seeing the clubs together again at Malvern for the TR Register weekend. Regards

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipee.org
e-mail: spitfires@cadley.org

A reasonably full house at the June meeting, but the weather not quite conducive to top-down driving yet so we took the 2+2. Hoping for better weather in July (not quite there as we write this, but still in a bit of a heat wave) and in August.

We mentioned the Durrington show last month but have decided not to do that this year as we heard about the Broughton Show on the same day so thought we'd give that one a go. Hoping to see a few familiar faces there and will include a brief report in next month's News.

Robin was a bit eager for the July meeting as he arrived a week early - something many of us have probably done. It was a fortuitous error as he met David with his Jasmine TR5.

Unfortunately it seems that David can't make the meeting on 13th July but hopes to be about to join us in August. It was, however, a slightly less fortuitous run-out for Robin as Esmeralda who had been running nice and smoothly for the journey to the Bell decided she didn't want to go home until she'd met the nice man with the big yellow taxi. She did eventually make it home under her own steam though, but has well and truly blotted her copybook, this being the third such occurrence this year. Methinks she's been taking too many lessons from Bruce - and they haven't even met yet!

We hope to have an update from Kevin next month as it seems we got slightly the wrong end of the stick last month as to his mishap with his Antipodean Spitfire,

Next meeting:

Thursday 10th August - The Bell, Weyhill, SP11 0PN

Guy & Sazie

SOUTH BUCKS

Tel. 07818 052276

e-mail: varsas20@yahoo.co.uk
www.tssc.org.uk/southbucks

The fantastic weather we have had over the last few weeks bought a good number to the monthly meeting, as happens very occasionally we sat outside, enjoying the cooling summer air as we talked, sometimes even about cars!

The Hart & Magpies meeting was, once again calm with, hopefully, no behaviour anyone could get upset over. Simon and I discussed the cooling issue on the Stag. Despite changing the inlet manifold gaskets there was still no coolant circulating. Simon diagnosed an air lock, which turned out to be correct. To fix this I got a correct thermostat with a jiggle pin, which acts like a one-way valve to let the air out as you fill the system with coolant. I'm happy to report that the cooling system does seem to be as it should, and that changing the inlet manifold gaskets seems to have fixed the mysterious leak. Phew.

The Chateau Impney hill climb was a great day out. The event is very much like the Goodwood Festival of Speed but with a more relaxed atmosphere, more like that event 20 years ago. Someone called the event the Chateaux Impney Chill Climb...my favourite run up the hill was a 1952 VW Beetle, which no one seems to have told the driver had been fitted with a 2.2 litre Porsche engine. I'm not sure all four wheels ever had traction at the same time, with every corner seeing at least one front wheel locked on the way in, and the inside rear spinning up as the car slithered up the next piece of tarmac on the way out. Fantastic. My car of the show was a Packard-Bentley, a Bentley '8' chassis fitted with a 42 litre supercharged Packard aero engine.

It didn't just spit flames when it was running; it looked like all 24 of the stubby one-per-exhaust-valve exhausts were on fire. Special mention should also go to the 1,500 bhp Bugatti Chiron at the show, a rare chance to see the £2 million pound car in action.

Our next meeting will be August 16th, at the Squirrel pub in Penn Street from 8pm onwards. The Croxley Green show is on the 2nd August from 2pm onwards. A relaxed weekday evening event with a huge variety of cars. August 27th/28th sees the Blenheim Palace Festival of Transport. You need a ticket or pass for the Palace to get in, but the classic car show is included while it's on. Blenheim palace and it's grounds are well worth visiting on their own, the classic cars just make it even better value.

Daniel

CAMBRIDGE

Tel. 07795 436149

e-mail: cambridge@tssc.org.uk

Busy month this month for the Cambridge area



First up was the open garage at Andy's and then an excellent evening spent at a joint meeting with the Cambridge MG owners club

CHESHIRE . . . CORNWALL



TSSC AREA NEWS



Sorry but had to drop a picture of my car in as well. Looks like I have finally fixed



the oil leak (Top show and tell to

bring with me for the next meeting)

Next meeting is on the 7th August 8:00pm at the usual place (The Plough @ Fen Ditton)

Hope to see you there

Toby

(standing in for Tom)

looks so much better when the clouds are at a sensible height) and we enjoyed refreshment at the Hanging Gate while admiring a very nice sunset indeed. Even the cars enjoyed the sunset.

For August, I have

Tatton on the 19th and 20th, Capesthorpe on the 27th, and Woodsmoor (very different and good fun) on the 28th.

Our next meeting is on Thursday 3rd August at the Cock and Pheasant. Third and Final run out of the year, so 7:30 for 8. This time it's Adlington and Alderley to the Red Lion in Lower Withington.

Henry

CHESHIRE

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www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

With a week to go to TriumFest, and the rain outside pouring down, the forecast for the TriumFest weekend is pleasantly warm and sunny. Will reality match the prediction? Did Bern provide a big enough bribe for the weather elves? Are there any club funds left after the bribe? As we now know, the TriumFest weather wasn't warm, it was rather hot. Bern has apparently promised the elves a large Christmas Bonus in order to get dry weather, and it seems the elves have over-reacted to the request. We'd better not try and organise wet weather, then.

Hark the Herald made it there and back, and I can confirm it's a long way in a Herald! There were lots of Triumphs and the background of drag racing is an interesting contrast (especially the jet car). I must also report that being in a bar with other AOs can result in excessive consumption of certain fluids, and when the large solar heater makes the tent unbearable at 7am the next morning, one may regret the previous evening. The MD has received a repaired gearbox at TriumFest, so we await fitment of said gearbox (sometime in the next 12 months). It was good to see all the cars that came for Marque Day, which means that Mr Gunby's work mending the fences has had a very positive effect. Did I get too much sun?

I've just seen the article on the 5 point tour in a Herald, and I'm wondering how I could possibly manage that sort of distance in that sort of time in anything. I must be past it.

As meeting evening approached, the weather controllers were busy predicting major thunderstorms, flooding, pestilence, plagues of locusts, and the like, for that evening. Then the prediction would change to dry and then back again. I received an email from the man in Crewe indicating he had just had a suspension upright failure. The MD called to say he had been

commanded by his employers to fix a 400 amp switch, and that was going to take all night. So when I pulled up in the C&P car park I wasn't surprised to be on my own. Fortunately Paul and John turned up and we had a pleasant potter round the countryside (it



CORNWALL

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

Hi All. I'm sat in the garden 2nd July in glorious sunshine writing this report, lets hope it continues. I guess that many of you are out and about attending shows and just enjoying driving your cars.

Onto our camping and caravanning weekend, this year I was not the only one tenting. We had nine touring vans, three tenting and three B & B ing, in total 18 cars joined us for the weekend. Our site for this year was The Eden Valley Holiday Park at Lanlivery. A lovely wooded site with good pitches for us all. The owners Ginny and Darren really looked after us well and would very much like to see us joining them again, they enjoyed seeing our cars and enjoyed our camaraderie, and we certainly enjoyed their site.

I came up on the Thursday night with BBQ coals and my tent, bought a new one this year and its a bit to big for my Spitfire woops! Four members were already there enjoying the evening sunshine and barbequing for their tea.

Anthony kindly stored my tent and coals so I could return home to pack my car, once I dropped Tony back at home to bring his Triumph back down for the weekend.

So bright and early Friday morning, I made my way to



Lanlivery, I was greeted by Darren who showed me my area for camping. I had a hard standing pitch which I knew I would be getting, as I was asked to stay within the area to keep members under control! So with two ground sheets down, I began to put up my tent, I must say it was bit of a struggle but I managed it. As I finished more members arrived and others who went off to Boscastle for the day also returned. So lots of greetings to our friends from Southern, Thames and of course Cornwall area were had.

A meal arranged for us all at The Crown Inn which was only a short walk up the hill from the campsite, good job it was down hill on the way home, shame we missed the turning

Cornwall Continues

guys, half a mile detour! Oh well few calories burned off from all those lovely puddings. A great evening had of nattering and a few pints had.

Saturday morning saw us getting ready for our Mikes car tour. With more cars arriving into the site, we all gathered around our area to convoy out together. On our way out Ginny was filming us, which has gone onto their web page. The route saw us going to Charlestown, Pentwan through Mevagissy which was very busy and a bit tight in a few places, onto Portmellon and ending up at Carehays Beach for a photo-shoot. We then returned to Mevagissy for a late lunch and a stroll around the harbour.

Once all back from our little jolly, it was time to fire up the BBQ. We had a really good turn out this year 35 of us, a great area at the site for us all to mingle and eat together. I must say well done to all for the vast array of table cloths, even had car blankets as ones, they all looked amazing, oh the food and wine was even better. Another lovely evening spent with you all, ending the night with Jam and Cream Scones and Prosecco to toast our newly weds Mark and Jackie, and a first wedding anniversary to Mark and Vanessa. Normally afternoon celebrations, which it could have been, but done dreckly the Cornish way.

Sunday morning was upon us very quickly, and with dryish weather I decided to take down my tent a lot easier than putting it up!

Lunch time was fast approaching and more arriving onto the site for once more a drive out together to The Britannia Inn for lunch. All 35 of us enjoyed an excellent dinner thanks goes to the brittannia for all the organizing of the meals, which came out in an orderly manor and tasted delicious.

Sadly it was time to say our goodbyes, once again a fantastic weekend had. Thanks to all those that traveled afar and to the Cornish members' for your attendance. Next years dates will be **Friday 22nd to Sunday 24th June hopefully at Penmarlam, Bodinnick, Fowey.**

That's all the news I have for now Happy and Safe Motoring everyone.



COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks Our apologies for no newsletter last month, we have been very busy so 2 months to report on in this newsletter.

Thanks to all who showed up at the 5 point tour start at Meriden on May12th to give them a good send off.

May Dalos Day was planned by Keith & Trish and after an excellent run we had lunch at the Rose in Baxterley which was one of the best carveries we have had, the roast beef was to die for. Another great day out in great cars and great company.



Next was the Coventry Motofest on Sunday 4th June attended by 9 of us in 6 cars we got prime spot in Broadgate only a few paces away from Wetherspoons where we had breakfast, the day started slowly but in the afternoon Broadgate was rammed resulting in a lot of interest in our beloved cars. Congratulations to Mike Hadley whose Herald was awarded 3rd place in best hard top of the day at TriumFest at Santa Pod.

We decided to slip a Dalos Day run in on Sunday 11th June planned by ourselves we did a run to Snowhill near Broadway so we could pass through the Lavender fields but unfortunately we were about 2 weeks too early so the lavender was not in bloom. Not to worry 11 of us in 5 cars enjoyed an excellent run followed by a good meal in the Snowhill Arms, the weather was good so another great day out in great cars and great company.

The Heart of England meet at the Griff the first one was fairly well attended with approximately 50 vehicles on show but the 2nd meeting on Tuesday 27th was a bit overcast resulting in only 23 vehicles on show of which 9 were Triumphs plus a Scimitar, so a very high percentage of Triumphs, no matter the weather us TSSC lot keep turning out, well done gang.

The Classic Car meet at the Bull & Butcher on Saturday 17th was a little disappointing with only 7 cars turning out, 5 Triumphs, a Mazda Eunos and an Austin Six, this was probably due to so many other events taking place on that day mainly Ashby Magna Vintage Festival, the day was red hot so a bit of sunburn took place, nice to see Chris Suffell in his recently renovated TR7, an excellent example and also Richard Gane in his GT6.

Also many thanks to all who turned up.

On the weekend of 23rd to 25th we were at the Derwent Valley Peak Run Event. Apart from the weather on the Sunday for the run it was an excellent weekend, they put on an excellent event so many thanks from us for all their hard work they are born entertainers and to top it all off we once



On to up coming events

August

Sunday 6th Mount Edgcumbe American and classic car show

Thursday 10th Club night at The Hawkins Arms Zelah 8pm

Saturday 12th Carnhell Green Car show

Fri 18th to Sun 20th Stithians Show

Fri 25th to Mon 28th Great Trethew Vintage Rally

September

Fri 8th to Sun 10th Lanlivery Steam Rally

Fri 8th to Sun 10th Swanage Festival of Trains, cars and folk

Thursday 14th Club Night at The Hawkins arms

Fri 22nd to Sun 24th St Mawgan steam Rally

Carol

TSSC AREA NEWS

Monday 28th August Pershore Plum Festival brian-classics@yahoo.co.uk 07809569101
Weekend 2nd & 3rd September Shackerstone Family Festival sharing a stand with ASOC & HoE
Saturday 9th September Coventry Car & Motorcycle Run Combe Abbey Park 9.45am. clive@culturecoventry.com or contact ourselves.
Saturday 23rd & Sunday 24th September Sywell Piston & Props. We will be having a stand. Contact ourselves.

CUMBRIA

Tel. 01229 474077

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

We attended two excellent shows in the past couple of weeks, Grasmere and Distington and my thanks to all who turned up. 17 members turned out for Grasmere and many were grateful that we had taken the event shelter as they searched for shade as the temperature reached 30 degrees in the afternoon. Just about every Triumph marque was on the stand with the exception of a TR, that will be rectified when Phil picks up his new purchase, a TR6, in a couple of weeks. The weather returned to normal for Distington, cloud and the threat of rain. Another good turnout with 14 member's cars, not all the same as at Grasmere.

Forthcoming Events: Dalemmain 23rd August. I have ordered extra passes and have two spare. If you have not told me you are going it is not too late to let me know. As I said last month if you don't have a pass the organisers will not let you in due to the access from the road onto the show field. Those that have said are going, I will email the passes to you. The earlier you arrive, the better chance you have of not being caught up in the queue for the show field. I have some Barbeques left over from Distington and intend to have another barbeque at Dalemmain. Bring your own meat. I am still not sure of where we are on the show field as the last two years we have been moved. We have complained about last year's position which was up the hill. It was difficult to get to and I reminded the organisers that our cars are not four wheel drive.

Bootle Show Monday 31st August Bank Holiday. No need to book for this but please let me know if you are coming so that I can get enough space for all of us.

Follow us on Facebook: TSSC Cumbria. We post pictures of our cars at shows. Is one of them yours? To join go to TSSC Cumbria on Facebook and ask to become a member. Safe motoring,

Roy

DEVON

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On the hottest day of the year so far, we staged Trains & Triumphs at the South Devon Railway at Buckfastleigh. Robbie counted 39 Triumphs in all in the gardens, and there were a further 6 on display outside the Station complex. In addition to our loyal TSSC members, we were supported by the local Stag Owners Club and the TR Register. Although not all members, there were some great cars there, from a stunning low mileage TR7 to some fabulous cars from North

again won the raffle for a bottle of single malt, Glenmorangie thanks Derwent Valley it was very enjoyable.

We finished off our trips for the period with a journey to the Hollowell Heavy Horse and Steam Fayre on Sunday 2nd July we were joined by Steve & Sharon and Mike and his 3 lads to travel in convoy and met up with Rikk & Jeanette at the show ground, many thanks to them for saving us our spaces.

Our monthly meeting At the Bull & Butcher Corley Moor was an excellent night weather wise, 13 of us enjoyed a meal in the restaurant pre-meeting, joined by another 7 outside to have the meeting by the cars at the rear of the pub, there were 6 Triumphs, A Sunbeam Talbot and a Mazda Eunon.

A new event on Saturday 16th July the Heart of England have been asked to put on a display at a charity event in the Miners Welfare Park in Bedworth, if you want to go let Roger Perkins know, Event starts at 11am so cars should be in position by 10.30am.

Dalos Day run on Sunday 23rd to be planned by Steve & Sharon details to follow.

August Dalos Day will be on Sunday 13th Rich & Shirley have volunteered to plan it details to follow.

The Heart of England are holding classic vehicle meet at Bulkington Working Men's Club on Sunday August 27th which will include a car boot sale so dig out your unwanted clobber and join us.

The Coventry Made Car & Motorcycle Run from Combe Abbey has been changed from Saturday 13th of August to Saturday 9th September. If you want to join us let us know so we can inform them of how many to expect.

We are definitely now having at Stand at **Sywell Piston & Props on the 23rd & 24th of September**, if you want to attend let us know this week, cost is £5.00.

Need to know who has entered Shackerstone so we can send a list to Dick from the ASOC for a joint stand along with the Heart of England and ourselves.

Last date for entries to the **Pershore Plum Festival is 31st July.**

That's all for now folks how about a bumper turn out at our next **Bull & Butcher meeting on Tuesday 1st August**, bring your mates all classic vehicles welcome.

Regards

Phil & Lyn

Forthcoming Events :-

Weekend 28th-30th July Silverstone Classic

<http://www.silverstoneclassic.com/clubs>

Weekend 4th-6th August Sunshine Rally Leicestershire

& Rutland Area TSSC. Jan 07799804415

j.muschialli@ntlworld.com

Sunday 6th August Mary Ann Evans Hospice Classic

Transport Festival. www.maryannevans.org.uk/

Tuesday 8th August HoE meet at the Griff Bedworth

from 6.30pm. Just turn up

Sunday 13th August Dalos Day Run Details to follow.

Sunday 20th August John Brookes Memorial meet at The Greyhound, Sutton Stop. Limited numbers contact

Roger Perkins on 07860 826607.

Tuesday 22nd August HoE meet at the Griff Bedworth

from 6.30pm

Sunday 27th August Heart of England Classic Vehicle

meet and Car Boot Sale Bulkington Workingmen's Club

from 11.00am Just turn up.

Devon Continues

Devon, notably Malcolm's freshly restored Spitfire and Steve's TR5. New members David & Diana brought along a car we have previously known, the black Vitesse, and had a nasty inci-



dent just as they entered the car park – the newly installed steering wheel came away from its spokes, leaving David a very heavy car to steer. What a great crowd we have though, as both Nigel and then Shaun got to work to find a fix and David was able to drive it home in safety. Thankfully the supplier immediately replaced with a better model. A fitting tribute to Peter Christie who, along with Jane, had the idea for the first Trains & Triumphs way back in 2007. We raised money for Rowcroft Hospice in Torbay and for the Devon Freewheelers emergency riders.

Summer Solstice was also Devon Club Night. Hotter again than the previous Sunday and for the first time at the Claycutters Arms, we took over the garden, sharing it with a variety of chickens, ducks and 11 ducklings. There were a massive 14 Triumphs out – well it would have been a sin not to on a night like that. For the first time for a long while we had the Stags of both Hugh and Steve. The two lads were in Ian B's Spit this time and they brought along a friend from Exmouth with a nice blue TR6 which used to be Pete's, and it was nice that Anna & Jane brought the red TR6 too. The Claycutters is a good central point for many, attracting members from a wide area.

The first weekend of July saw a number of members up at Southfork Caravan Park again to enjoy the Martock Retrofundraising Weekend. Great weather for it again. On Saturday 1st, four cars went to Dunsford Show in the picturesque Teign Valley. Maurice & Mary's and Nigel & Sharon's 1500 Spitfires and Mike's Spitfire IV joined our Herald there. What a lovely show it was, a few other classics, but I think we impressed with our turning circles in the ring – who needs dancing horses doing dressage when we can do it with our Triumphs?

COMING UP IN DEVON

The first weekend of August will see members attending both the **Mt Edgcombe Show near Plymouth**, and the **West Somerset Railway show near Taunton**. The second weekend sees **The South Hams Vintage Machinery show near Kingsbridge** and the lovely little **Hennock Show**. **Sunday 20th is the Morris Minor Owners Show at Exmouth Recreation Ground** – we will have a group going to this one and suggest meeting at Exeter Services at

9.30 am to drive down. No need to enter this one but let us know if you are coming please.

Club Night at the Claycutters Arms is Wednesday 16th – see you there.

A hopeful addition to the calendar – weather permitting – we are hoping to have a **BBQ at our place on Saturday 26 August**. Time etc to be confirmed by email but if you'd like to come along please let us know.

Sunday 3 September is Nigel's Run around Torbay – as usual, we do need numbers for this. Nigel has promised that this will be a run to suit those of us who have an aversion to NARROW LANES! We meet at the **House of Marbles at Bovey Tracey ending up for a carvery lunch at the Passage House Inn at Kingsteignton**.

Sunday 17 September is expected to be the **Southwest Triumph meet at Windy Ridge** organised by Andy from SOC. And we have advance notice of **Jane & Anna's run in memory of Pete – Sunday 24 September**.

Finally, we are looking for good quality, maybe slightly quirky, photos of you and your cars for our 2018 Calendar – can you come up with anything?

DEVON DIARY

5/6 August West Somerset Railway Assn Steam Fayre nr Taunton and Torbay Steam Fair

6 August Mt Edgcombe Show

Thursdays 3 Aug & 7 September North Devon

Meeting at the Crealock Arms, Littleham

Wednesday 16 Aug Club Night at the Claycutters Arms

Sunday 20 August Attending Morris Minor Show

at Exmouth

Saturday 26 August AO's BBQ – time to be confirmed

Sunday 3 September Nigel's Torbay Run

Sue & John

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Club day was a nice hot day and all the roofs were down. There were enough of us to fill two tables and another one later on. Steve and Janet brought Dave and Anne along with a soft top GT6 hopefully they will become regulars at our Club day. Our little club is getting popular and the meeting place food is excellent.

The chatting as usual was up to usual car standard and we again decamped to the patio area for desserts and more coffee. Nice to see numbers picking up in summer months usually a quiet time.

The following week we had an invite with Mike and Sue to go to the Epping and Ongar steam railway. A small number of cars invited (50) in the station grounds. We arrived with Mike and Sue with grandson Joshua. We had a ride on two different steam trains, we had lunch in Ongar in a little coffee shop that we used many years ago after a trip to the secret bunker. We spent time eating ice creams and chatting in the sunshine. The trees didn't give a lot of shade. On the way home we blew a tyre on the Spit. A quick change at the side of the road, lucky we had the spare. As we were off on hols the next day, Allan had to order two new ones for the back whilst away and he picked them up Saturday morning within the hour they were on so Tallulah is now suited and booted once again.

We were off to the Isle of Wight with Janet's parents, and as it was club day on the Monday we left them to it and headed out to the Woodmans arms for dinner and a catch up. Thanks for the birthday card Angie. We decided to go to the ice cream parlour later on in the week thanks for the introduction to that

GLOUCESTER . . . HERTS & BEDS



TSSC AREA NEWS

parlour, fab. It was great to see you all and we are back in August.

2nd July saw our usual return to Maldon classic car show. We arrived with a Spit and a Toledo soon to be joined by a Vitesse and a mgtf. Also Allan's dad with family and Bronwen's sisters in law, so we had a big crowd at one point. Great to see Stewart and Kerrie out in the Vitesse. We enjoyed the vintage stalls, the pop up tea rooms and the singer. Best spot we have ever had. Trip home was uneventful.

Thanks for the birthday messages, spent on IOW as usual, we must move over soon. Looking forward to Founders Day I think a few from Essex were the first to book. Hopefully be there without mishaps. Report next month.

Also a quick reminder the Isle of Wight weekend for next year, there are a few more of us booked for next year already. We repeat book on leaving each year as it's such a fantastic weekend and have done many years now with nothing repeated tour wise so always an adventure. Although we stop a bit longer. I have heard the pre booking of caravans is going fast so if you're considering it, better give Appledurcombe a ring ASAP so your not disappointed. Come and join us.

Up and coming

Walthamcross 5th August,

Club day 13th August,

IOW club day 23rd August (we are attending),

3rd Sept Hatton country world Dolomite rally.

10th Sept Club day.

A few other events planned but not finalised so check Facebook page.

Birthdays for this month, Sue 1st, son in law Stuart 12th, Marian 16th, Steve H 17th, Janet M 20th, Last months seem to have been missed off so just Kev Todd on the 30th July. All the best

Allan & Janet

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Ok here we go with another full and fun packed months events review.

TriumFest was hot, hot, hot. Bev was first of the group on site and the rest of us trickled in as the afternoon turned into evening, it was a gorgeous evening so sitting around chilling out with good friends and cold beverages was absolutely compulsory. Dan came along to join us for the first time on a camping trip, it was nice to have him along to join in the social, hopefully he enjoyed the experience.

Saturday was hotter but the cars all looked good gleaming in the sunshine and the action on the strip was fantastic. As usual the BBQ was pressed into service and once fed the evening was to be enjoyed.

Sunday, hotter still, need shade, need water, need sun cream all of which were available and for the first time in ages we put the tents away dry.

Thanks to everyone that put it all together, a fabulous weekend was had, again.

The area meeting was groaning with visitors, I think we quadrupled the pubs usual Monday night takings, we had some new visitors too unfortunately I didn't get to chat and catch your names (too many people and not enough time) I hope you were made welcome and hopefully I will get to say hello next time.

Fish and chips and then to the pub, questionable weather kept a few away but a select group were fed and a short stroll along Bourtons high street/ river supplied us with beverages. Richard had a hankering for pudding and so a cou-

ple of bars of chocolate were finished off too.

Nice to see Guy and Suzy, who said an hour's drive is too far for chips, not us.

A pub run to the Rose and crown at Nympsfield was a good enough reason to take a drive out and the fact that it was a glorious evening made it even more enjoyable, a trip out and through the Stroud valley is always nice, A roads it's the best drive in a classic.

Lastly this month we put on a Test club stand at the TR international weekend at Malvern, Jane manned the site all weekend and put on an excellent display both Saturday and Sunday, thanks to everyone that came along and helped make it a first class display.

That's it for now but lots still going on, pop out to see us and enjoy what's happening soon

Andy.

Events.

Saturday-sunday August 5th-6th the Gloucestershire vintage and country extravaganza at South Cerney Airfield, Cirencester.

Sunday August 20th Tewkesbury classic vehicle festival, Tewkesbury school field, Ashchurch.

Monday August 21st area meeting at the Aviator, Staverton.

Saturday August 26th area BBQ.

Monday August 28th bank holiday run out to Wales.

HERTS & BEDS Tel. 01582 750943
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Hi Folks an interesting month with holidays, repairs and getting troubles fixed.

Jill and Myself escaped to sunny and soggy North Yorks Moors with great weather till Wednesday when it rained and rained, theres a limit on how many wet sheep you can count, and by Friday we were on the way home, had a good run on the North Yorks Railway and the obligatory fish and chips in Whitby and a visit to Heatbeat Aidsensfield location in Gothland. That was dire, the pub is the last place god made, worn out and no real inclusion of the TV series and Poor old Scripps Garage sells crap trinkets key fobs etc and rubbish best left at the end of a pier.

For our sins we missed the monthly meet at The Raven, apart from once being Moby Dick, its the first I've missed since being AO, is there medal for that ?? (NO - just for Man Flu - Ed)

Simon and Trudi took a week in Cornwall with the trusty Stag and also had to brave some weather but had a good time.



In June Simon and Trudy braved the worsening weather with their first long run, a trip to Cornwall as 'Honoured guests' of an inter-club group known as the "Cornwall Triumphs" for their annual Camping weekend.

The glorious weather had come to an end with lots of sharp showers and customary Cornwall Mizzle (mist/drizzle), so lots of practice putting the soft top up and down, and having to cope with a 'slightly' leaking 20year old tent.

4 days of tours to Boscastle, Mevagissey, Charlestown



HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . LANCASHIRE

TSSC AREA NEWS

Herts & Beds Continues

(Poldark Harbour) and Caerhays with numerous pub visits. A great, friendly bunch and the main event of Saturday's monster BBQ party was a feast.

On the fix and help front Barry has his new floors in the Spitty and got the MOT, both gearboxes I repaired for Barry and Andy last month seem to be working fine...phew!! Paul's events with professional gearbox rebuilds and installs proved a real nightmare with continual heavy oil leaks and poor installations, I leave Paul to tell you at the pub ...worth a listen and warning, Ray and I with Paul getting out and under have at last solved the lack of sealing, loose casings, and loose unsealed remotes. Now the new solenoid has failed ... don't you just love them fixing screws? so its a lift and twiddle

to replace it....just shows you can pay a lot of ££££s and get a right awful case of incompetence when you expect better. A good few had a nice sunny day at the Luton festival of transport, we didn't have a club plot this year so it was left to DIY.

AUGUST 13TH is **Martin's run to Twinwoods Glen Miller museum** and some have tickets for the **Tewin show August 20th**, you can pay on the day but pre booking is recommended. **August 28th** is **Bucks Steam Pre 78 classic rally**, pre book or turn up on the day, very low entry and free steam train rides

Don't forget its our **24th Duxford classic on September 10th** it's £13, see all you can manage in a day, gates open 10am till 6pm tea and buns etc in our tent, please book the sunshine.

Bern will be there with the Club Shop and valuations will be on hand, think that's about it for now
Keep em Running

Pete

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Where is this year going, August already! We had our last brunch run out to The Duck in Appleby which I am sure will be a repeat visit one day as it was very good, brunch by the sea what else do you need on a lovely sunny day.

The Silverstone Classic is at the end of July so here's hoping for more lovely weather for all the visitors especially the campers, Marcus and Tracy are attending for the first time which they are looking forward to.

This month is the **Area BBQ** which Pinky and Tors are hosting so thank you to them both and we look forward to seeing you all at lunchtime on **Sunday 20 August**, bring along puddings and drinks of your choice and they will provide the rest.

Looking forward to seeing you at the end of **August if not before, our September brunch run is on Sunday 17th**. It would great to see you, all welcome in whichever car you choose to bring. Keep an eye out on our Facebook page or let us know your email address if you don't have access to Facebook so you can keep updated with our whereabouts.
Happy motoring!

Tracy & Elaine

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Not much to report this month being holiday season. Santa Pod. Hot hot hot. The journey up was not good taking twice as long as it should due to roadworks. Well worth the effort though. Met up with Anne on the Saturday who had teamed up with the M25 crew so nice group pitch. Sunday was too hot for comfort. Result I feel was that only half the people and stands made it to site. That goes for the Retro show, that was much reduced from last year. Return journey was worse taking 6 hours, and that was leaving at 6.30 Monday morning.

Club nights. Tuesday was wet, wet, wet. Result was only 4 of us there. Bit disappointing but I suppose conditions and weather was a good reason but many thanks to Anne, Ken and Pete for joining me. Wednesday was better again with 4



attending, but really nice evening, thanks to the 2 Chris's and Alan. Photo above.

Only show last month was Buds of May. Dry dry dry. First time in 4 years. Well attended with a good selection of Triumphs. So, by now its **August and with Hellingly and Bexhill bank holiday weekend** not much else happening. But it all kicks off again in **September with Duxford on the 10th**. So with meetings on the 29th and 30th Aug, I do hope more of you can get over.

Colin

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Well I'm starting this month's review with a bit of a eulogy to a Club Triumph mate of ours whose funeral we will be attending today (Wednesday 5th July).

Martin Randle passed away very unexpectedly a few weeks ago in his sleep aged 57. I'd known him for 20 odd years and he was a dedicated 'petrol head'. He was solely responsible for starting up the Pendle & Pennine area of Club Triumph here in Lancashire and I'd had the pleasure of co-driving with him on a few events over the years, notably a couple of round Britain and 10 country events that Club Triumph offers. The funeral was a testament to him and the sight of 21 Triumph's in the funeral cortege would have made him smile. He will be sadly missed....Rust in piece Martin.....

So, back to TSSC Lancashire.

TriumFest was attended by myself and Dennis in our Vitesses and also Lanc's members Nigel and Gill Hook in their camper van (did anyone else go!!!). For me the event worked better going Friday for the whole weekend rather than a quick one day dash as we did last year. The weather couldn't have been better, in fact a bit too hot at times. As with year 1, there was the run what you bring event all weekend down the drag strip, everything from a standard Ford fiesta to a

M25 EAST

couple of jet powered vehicles. Saturday was the main TSSC day and Sunday the Standard Triumph Marque Day was held there as well, it was good to see other Triumph Clubs in one place, something I believe has to be the way forward for all our Triumph clubs as continued survival. Yes it's now further away than Stafford or Donnington but worth the effort.

The weekend 24/25th June had the peak run weekend and I've not heard of anyone from Lancashire attending and Sunday the 25th was the Towneley show at Burnley which Iain McLean went to in his Spit 6

I missed the June area meeting but Dennis tells me there were only eight members there..... I know that Dick was away on holiday so that would have been ten of us but even so, it does beg the question why are so few members come along. My phone number and email address is in the mag!!!!...

The following weekend there were two shows I could have gone to, I opted for the Harewood house classic car show....very enjoyable for their first effort quite an amazing setting as well. There was also the Leighton Hall event as well which I believe a couple of members went to.

Events I have on the list for **August are - Hebden Bridge, Tatton Park, and Ripon.**

That's all for now.....

Kevin

M25 EAST

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Hi all, here we go for another instalment of meaningless drivel. Blimey, August already and boy have we been busy. Apart from the usual car shows, we have attended a couple of 'big uns'. The biggest was back in early June when our area had 7 cars attend the Laon Historique. I must say that this year was even better than last year. The laughs



started almost immediately when Barry managed to remove his exhaust for the 2nd year running in the car park at Arras. This year though, he had replacement exhaust hangers ready, just in case, hmmm..think he must have known. The TSSC took over most of the campsite and once again Bernie and Angie went above and beyond the call of duty manning the bar and BBQ. Thanks you two from all at M25 East.

The event itself was very enjoyable – a scenic road run through champagne country, stopping for lunch at the old Reims Race Circuit was the order of the day on Saturday and then Sunday was the static show in town, where by pure luck we ended up being parked in the town hall square with all the posh stuff. This also meant we didn't have to walk up to the top part of town as we were already there, tip top! The day ended with the traditional closed road run through the city, which again was great fun.

This of course was interspersed with drinking, eating and much jolliness. Bernie's BBQ was the grub of choice for

TSSC AREA NEWS



Friday and Sunday evening but we went all posh on Saturday night and got cabs into town for a slap up meal in a restaurant. Rather than going straight back to the ferry on Monday we had time to stop at some of the WW1 sites on the way back to Calais. First stop was the Lochnagar Crater which is the result of the British Army detonating tons of TNT underneath German trenches on the first day of the Battle of the Somme. You have to see it to appreciate the scale of it, very sobering.

This was followed by a visit to Thiepval which is the Anglo – French memorial to all the soldiers who were killed in the north of France and have never been found. The lunch stop was at a nearby tea rooms in a village called Auchonvillers, known as 'Ocean Villas' by British Tommies, run funnily enough by an English lady. Again, a very interesting place with a small museum and original trenches in the back garden. The cars, throughout the weekend, mostly behaved themselves but everyone, apart from Paul and Lesley, I think, had a little hiccup. As mentioned before, Barry had his exhaust maladies, Kev n Lisa spluttered to a halt about 2 mile from the campsite, Malc had plug lead problems, I had a split fuel pipe on the way home, Dickie Boys Vitesse broke down at the Calais border control, although he swears it didn't. It had to be pushed, admittedly only for about 4 foot before it started again but it still counts ha ha. Finally Chris's Vitesse dumped the contents of its radiator on the car deck of the ferry. All were coaxed back into life or bodged up and made it back to Blighty with no further issues. A blooming good weekend made even better by the company.

Our next 'biggy' was the TriumFest UK weekend which saw most of the Laon crowd plus a few extras in attendance. Friday was basically setting up camp followed by a BBQ and drinks, of course!! All cars were gleaming for Saturdays 'Show n Shine' competition where, yours truly was coaxed into being one of the judges. Malcolm picked up a trophy for his Vitesse and honorary M25 East member for the weekend, Andy, also came away with silverware, well a can of oil really ha ha.

There was a special award this year and it was the 'Best Brown Vitesse' category which Barry easily romped home with. A very well deserved award, lol.

Along with a few others I also took the plunge and undertook the training to do club car valuations. So, you now have an Essex/kent/East London AO that can do valuations for local members. Saturday night was a blooming good laugh with a cracking band playing in the bar. So, after a few drinks to loosen up, a fair bit of dancing was done or in my case a bit of moving, sort of in time with the music ha ha. Sunday was absolutely rammed with cars. Not only for TriumFest but also it was Triumph Marque Day and Santa Pods own Retro Show. Not forgetting the cars that were having a go down the strip. Once again the Jet Car screamed down a few times and for the 2nd year running I didn't have ear plugs – ouch!!

Our last big show for this report was the Maldon Classic Car Show in which we had a full house of 10 cars on our club-stand. The usual M25 East suspects were out in force and we were joined on the stand for the first time by Kirk and Maisey in their Toledo and Jo and Mark in their Dolomite. Good to have you on board,



M25 East Continues

the first of many hopefully. The show itself seemed bigger than ever this year, probably due to the good weather. Loads of foot stalls meant our money didn't stay our pockets for long. Chris and Barry bought expensive cool bags with integral speakers. The sound quality is amazing ha ha. Another duck has joined the Wing household and Donna bought it's brother. Well pleased with our bargain kettle which has cleaned up really well and will be exclusively for the Dandy. Right, that'll do for this month –

John

August Events

Saturday 5th – Toot Hill Show

Sunday 6th – Essex Motor Show (Festival of wheels)

Sunday 13th – Saffron Walden Motor show

Sunday 20th – Custom Culture Show

Friday 25th – Monday 28th – Rudgewick Steam Show

MANCHESTER

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Hi Everybody. Not much to say this month as we had to put back our July monthly meeting one week, so it was held after the cut off time for this news article, so nothing from our July meeting is mentioned here, however there were a few events that happened near our area that I can mention.



Firstly a few of us attended TriumFest at Santa Pod, boy was it hot ! Really enjoyed it and met up with members from different areas, some members attended the Peak run and had



a great time as always and others attended the Wilmslow show and Didsbury show which were held on the same day.

A couple of our members sold there recently restored cars and got top money for them and they sold very quickly, which shows how much work went into the restoration, Bill with his TR6 and Paul with his Stag.

One of our members, Gary had his Spitfire on the front cover of the July issue of the Courier magazine, great car.

Frank managed to get his Spitfire started up, mot'd and back on the road for the first time in three years.

Rufus has a TR6 and is having a full respray and new bonnet fitted, and our Spitfire basket case has had a new boot floor welded in and rear end resprayed, now time to start on the middle section of the car, leaving the front till the end as that's the worst !

A member had her birthday this month so would like to wish Lynda Elwell a happy birthday.

Again just a reminder of our **Manchester area weekend to be held 1st to 3rd September, its 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 Also please look at our Facebook page

www.facebook.com/groups/tsscmanchesterarea

That's all from me, see you soon.

Mark K

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Hi all, my apologies for the lack of notes last month but a busy work schedule was the main contributor. Our Norfolk members have been flying the flag with a few European Tours recorded plus attendance at nationwide TSSC organised events. One of our members was a first time attendee at Derwent Valley Peak Run where he concluded that 'they are mad' - try the weekend sometime its a great fun filled event coupled with some fantastic scenery.

TriumFest was another very successful event that showcases the TSSC and by all accounts was thoroughly enjoyed by all. With further improvements have we found the successor to Stafford without the financial strain?

Our members are also getting noticed on their travels with a particularly eye catching set up owned by one of our Norfolk members due to appear in the next issue of Triumph World. I will not give too much away so if you wish to know more next months issue is surely an issue not to be missed.

If you want to hear the stories first hand and see the cars and the owners in the flesh why not pop down to the next meet or join in with one of our social events. The Fish and Chip Run to Cromer will have come and gone by the time you read this but the **Broads Run in August** will be a lovely evening to attend. Checkout the main website under Norfolk Events and keep an eye out for the Norfolk TSSC emails for details.

Next meet 20:00 start Monday August 14th at the Oak Tree, 59 Ipswich Rd, Norwich, NR4 6LA. Why not arrive an hour early and enjoy a meal before the cars arrive.

Regards.

Mike

NORTH EAST . . . NORTHANTS NORTHERN IRELAND

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What a busy month we have had, two of the biggest events we regularly attend in one period, June 11th was Morpeth fair day. 11 club cars attend the show, most of us met up at Moorhouse farm for breakfast, before we assembled for the parade through Morpeth town centre, a very well organised event, unlike this years MG Northumbria's classic show at Corbridge, on the 2nd July.

The ticketing system had been handed over to a third party, and a lot of our members who attended the event had issues with this, in the end we had 14 cars attend this show and when we arrived at the designated display area all sorts of other vehicles were parked in the area allocated to the TSSC even though there was a sign up, we managed to squeeze most of our cars in a vacant area but a couple were scattered around nearby, never mind, the weather was kind to us so up went the gazebo and on went the kettle. while at Corbridge I spent a while talking to Emma & Andy from South Shields, who very recently have purchased a GT6 Mk 3, they are as keen as mustard, Emma even wants to learn to weld, I hope she doesn't have to start right away, there is a few issues with their car that needs sorting, but it sounds like a decent motor, we invited them to come along to our club meeting that night, which they did and had a good chat with the members that were there about valuations and insurance and the Club in general.

This months motoring mishaps----- Steve overall broke down with a faulty ignition switch, a simple fix to repair, with a new switch, or install a push button starter switch on the dash just like Aston Martin, On leaving Corbridge show Rune's gear lever snapped clean off where the wires for the overdrive exit the lever, not such an easy fix as all the interior has to be removed to access the bottom of the gear lever. Oh the JOY of classic motoring.

UPCOMING EVENTS

No runs or shows planned for August as its Holiday time. Joe is planning a run on **Sunday 10th September** to the Scottish borders to visit the **Jim Clark Museum**, it will probably be an early start as its quite a run up there, and the museum has limited opening times, more info on this next month.

I am putting in a list of cars together for the **Whitley bay classic on Sunday the 17th Sept**, if you haven't already expressed an interest to attend, and wish to Just book yourself in, please mark on the application form TSSC. I have names for 12 members who wish to attend this show and will try and reserve at least 15 spaces.

By the time of reading this a gang of us will be back from the Silverstone classic, and no doubt a host of tales to tell at the next meeting.

I was contacted to Verify a Triumph for a garage in Durham, who has purchased a barn find TR6, they didn't have the log book for the vehicle and needed it confirmed through the club. The garage is called Classic & Retro just round the corner from the Travellers Rest, they do all types of work from small repairs to full rebuild, one to bear in mind and a very cheep hourly rate. See you all in August

Geoff

IMPORTANT NOTE

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

June was another busy month for Northants Area starting with TriumFest at SantaPod. With the temperature soaring around 30 degrees everyone seemed to enjoy themselves although the heat did get a bit oppressive with the limited shade at the Pod.

Derwent Valley's peaks run was once again a brilliant success, how they manage it year after year is amazing. For anyone who has not been to this event it really is worth making the effort to go although I am getting a little concerned about how much Colin seems to enjoy dressing in drag.

As promised last month I can now tell you that our charity breakfast run raised £200 for Cancer research UK.

Many of us have already booked in for **Leicester and Rutland's Sunshine Rally** if you would like to join us details are in the magazine.

As always new and existing members are always welcome to our meetings 8.30 **every second Wednesday at the Overstone Manor Sywell NN6 0BB**. Many of us are often working on our cars and turn up in modern cars so if you are in this position don't be put off by not being able to bring your Triumph you pay your membership so get as much as you can from your Club.

See you soon

Nigel.

NORTHERN IRELAND

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Nice to see that Bernard divided my last months report into two and so we had a Show Report within the Courier, as well as one within the Area News section. The middle of June saw a number of us attend the Kilbroney Show at Rostrevor along with a number of members from the Carrickfergus Classic car Club. I must say that it is getting harder and harder to get into the show due to the number of classic vehicles attending and, to what I can only describe as, poor traffic management.



This caused a large number of vehicles to overheat, including my TR6, as it really took many of us a long time to get into the show even when we arrived in the area in plenty of time. Matters got so bad that many didn't either attend or had to park in a different area within the show area. I know that Alan and Maureen couldn't get in due to the traffic congestion and ended up having an ice cream in Newcastle - not a bad alternative! I later discovered, through my chief mechanic Alan (F), that the top of my radiator wasn't sealing properly due to its uneven and bent surface. He reminded me that he had previously told me this was my problem. It was only then that I recognised what the difference is between a radiator cap and top - as I had replaced the CAP and not had a new TOP fitted. This has now been done, along with a good flushing out, at an £80 cost to the back pocket and I must

Northern Ireland Continues

admit to no further overheating problems.

A good show for those attending and there was the usual competition between Heather and Barbara in the shopping stakes. I think Heather edged it this year buying a bath that had to be transported by Alan to the French home for later delivery during the ice cream run. Thanks to Paul (R) we now have a new car and associate member within the Club when my younger son, Simon, joined us after buying an inca yellow 1979 Spitfire 1500 car, complete with new wheels and tyres, recommended by Paul that had been owned by the husband of a work colleague in Londonderry. I've found as you get older in life that there is no shame in telling stories even if it is detrimental to yourself so here goes. The other day Heather and I were teaching our granddaughter Ruby how to ride her bicycle with the stabilisers removed when I got a mobile call from Simon that went like this. "Dad I'm at your house, when will you be home as there is a noise from the front of the Spitfire?" Doug "We are at Galgorm with Ruby bring it here." I check over the parked car and state that I can see nothing wrong other than slightly noisy tappets. Simon "It happens when I drive why not take it for a run!" Doug "OK I will drive towards the County Hall" I get into the car and drive off towards Ballymena and negotiate the first roundabout and I just straighten up the car when "BANG" the nearside of the car drops to the ground and the nearside front wheel passes me and flies up the road on my left and, fortunately, into a farmyard on my left and I draw "safely" to the side of the roadway into a convenient lay by. A lucky man you might say as we had both driven the car up from Londonderry two weeks previously and it had only travelled a further 5 miles after arriving in Ballymena. A quick walk back to the nearby roundabout and I find three wheel nuts within 100 feet of each other. I might add that the car had an MOT examination and pass during the week that we bought and drove it home from the previous owner.

Ah well a quick drive home two jacks located and a number of new wheel nuts found along with a spider wheel brace and the problem solved, car filled with petrol and all set for the evening ice cream run to the Rinkha to look forward to.



Our July monthly meeting over this past few years has been known as the "Rinkha Ice Cream" run rather than a meeting and this year it was no different. Seven crews

met up at the car park at Carrickfergus Castle and after a brief chat John (G) and Billy led off towards Islandmagee. We weren't too far along the Marine Highway when we had our first, and only, holdup for the evening when we met a band and marching parade coming from the opposite direction. Thankfully it didn't last too long and had no adverse effect on the TR heating system and we were soon on our way again. With John in the lead and being followed by Frank and fam-

ily, then Stephen and Elizabeth, Michael (K), with Heather and I in the TR and then closely followed by Simon in his "three wheeled" Spitfire on his first run with Alan (F) and Laurence in the trusty Vitesse taking up the rear we quickly made our way to the Rinkha for the obligatory ice cream.

I don't think in all my years I've ever seen Laurence move so fast. He was last to arrive along with Alan at the Rinkha yet he was out of the car so quickly before we had time to blink that he was first in the queue of our group. Thankfully there was enough left for the rest of us even after having a chat with Brian (S) who annoyed us all arriving in the company of a friend in a beautifully maintained 1978 Morgan 3900 cc classic - Ahhhhhhhhhh as Laurence would say. Ice cream over and after a quick chat with everyone four crews and their drivers John, Alan, Simon and myself made their way to the second part of our evening - our annual visit to the Spurlie household.

It is normally billed as a visit to see the progress of Brian's Spitfire, and Ciara's Morris Minor, but I'm beginning to believe that for some of us it is to sample, or if you are lucky enough, to take away some of Ciara's baking. Either way, whatever the reason, it is always a great end to the night. This year we saw a great improvement to the Spitfire with the engine in and the dash area completed to the extent that Brian is attempting to have it finished for next years Totally



Triumph in May 2018 - we wish him well as I would like to see at least forty (40) entries next year for

the show - make my day. (Photos 3 and 4 here)

As I mentioned earlier I believe that Ciara's baking has now become a firm favourite and this year was no exception. We were treated to the usual scrumptious chocolate brownies with the addition of lemon drizzle cake and scones. I must admit that I had more than one brownie -but - what the heck you are only old once! Just in case you would like to sample some of her baking yourself you can buy from Caldwell's Spar at Islandmagee or call her on 07854 721 937 or by ciara.spurle@virgin.net and see what we are all talking about.



Well that's about it for this month other than for a few reminders. By the time you read this report the Sperrins Run on Sat 22nd July planned by myself will have been held and hopefully with better planning than the Kilkenny run and with lunch on time!

We will revert to our usual meeting place on **Wed 2nd Aug for our monthly meeting at Nortel social club** and then the **Antrim Hills Run on Sat 19th Aug** in the capable hands of Alan (H) with more details at a later date, either at the monthly meeting or by contact by email, by myself. Please try and make these runs planned by the Club members with great effort as it does encourage them to do so the following year. Until we meet again make sure you get your Triumph out during the summertime and join with a few others of a like mind.

Douglas.

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

NOTTS

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Well, after Nigel and Di's trip abroad, there was never any way to top it. Apart from they seem to have brought some good weather back with them. Smiles all round as we can finally get the tops down for some summer motoring.

So, what's been happening with the members and their cars? I'll start with my own Spitfire... after a few little niggles, I decided to put it back on the road for a few weeks before the holidays where we plan to start some paint and body work to her on our return. We shall see, but all I can do is plan. But first we needed a MOT. So after ensuring brakes and all were good I set off to the MOT station only to hear a knock knock knock on the way. I decided to stop after a few 100 yards and come back.. I thought a UJ had gone, so put her in my garage, closed the door and rung the council MOT station to cancel.

I returned the next day to get her on axle stands to find all ok? No knocks when turning the prop or the drive shafts... dropped it down rolled forward and knock knock knock again. My 9 year old son spotted that the noise was from the front wheel not the back, only to find I'd not secured the wheel tight after doing the brakes! Doh! Rebooked for next day and a pass with no advisories (I was surprised). So on way back home I went to collect my daughter from Nursery only to hear a whistle? Alternator? Water pump? Fan belt? Nope... the bolts had come loose on the carbs and was sucking in air.

So, moral of the story, ensure its tight!
A new throttle cable also fixed an issue with the throttle sticking. On inspection, the end had worn a groove at the pedal end.

Moving on, Philip is still awaiting the return of his engine rebuild after it seized. It's had to have a few new parts and a rebore. Hopefully by the end of Aug it should be in and refitted. Fingers crossed. Meanwhile, he set off for Malvern in a borrowed van!



We know it's not a Triumph, but 10/10 for effort!

There is a new Triumph in the Notts family. John with his left leg causing issues using a clutch, snapped up a bargain to purchase a nice red S plate TR7 automatic FHC. It's apparently one of only 8 on the road?

As ever when you buy a car, there are always things to do, and a small list is growing by the day! Thankfully they are little items.

And for those warm days, it has a great webasto roof!

Not much else to report so we'll leave you with some



TSSC AREA NEWS

dates for August and Sept to get in your diary!

August:

4th-6th Leicester Rutland weekend camping in Great Ham. (see courier)

6th Sunday Cromford meadows

13th Sunday Ilkeston town centre (book your own online it's free)

28th Monday Thoresby park (speak to Ian or Steve)

September:

3rd Sunday Acacia radio Kirkby

10th Sunday Coppice Steam Cossall

10th All Triumph & Classic car day at Duxford imperial war museum. (speak to Nigel Hill or look in Courier).

Andy

OXFORD

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Tom email: impo64@yahoo.co.uk

For the June meeting Tom had organised a meeting place outside oxford to proceed to Notcutts in convoy. We had 5 members meet there but unfortunately Tom's Spitfire had blown up so he was reduced to going in his day car. Shame.

At Notcutts I think we had 8 members turn up in two TR7's, two GT6's, a rare Ginetta, an MGB, there may have been more of us and more cars but as we arrived at different times and could not park together I may have missed someone. Apologies if I have.

As this was the first ever show they had put on it was all guesswork. But there was not enough space for everyone and everyday cars ended up parking amongst the classics as well. Still a good day out. We were given a free drink if you bought a breakfast and it was good too. They opened up the cafe for us before opening time for breakfast which was nice.

The weather was warm and sunny which helped bring out a good collection of classics. There were prizes given out but I have no idea who won what!

I trust everybody had a good day out. Most left around 3 - 3.30pm.

You Can find the report & some Pics on the July meeting and our 1st Anniversary Bash in the Area Showtime register on Pages 62 & 63 of this Issue

Nick & Tom





PETERBOROUGH SCOTLAND NORTH EAST

TSSC AREA NEWS

PETERBOROUGH

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With rain promised the following day it was good to see a number of Club cars in the car park at the July meeting. Graham had got his TR4A back and Malcolm arrived in his very nice Stag. Tony brought his Mk1 Vitesse along with many hours of work completed over the last 18 or so months. Looks good Tony. Sav is looking for a pair of Vitesse/Herald doors for his project – if anyone can help. We were depleted in numbers as several people had advised us they may not be there as they were trying to get a break before the school holiday rush, but there was still 17 of us to enjoy the wonderful evening.

We had reserved a space for cars and the Club Courier and gazebo at the Baston Car and Bike Show. I invited Angie and she had the Clubs permission to bring the van along. Sadly Angie had a slight accident and was unable to join us with the club stuff. As I was one of the small organising show committee I was unable to nip across to Lubenham to pick it up and then return it and Paul was busy with work too. We had a small but well presented turn out on the stand and probably someone else will kindly give report on the show itself as I 'could' be biased!

Ok no one else to do it so here goes. The previous site was just 10 acres with cricket square, practice net, two tennis courts, childrens play area, etc.. We put 12 acres of grass down specifically for this show plus an extra 5 acres of car park. We did finish up using about 2 extra acres of the car park to show cars. So it was a fairly full field. We had over £1m worth of new cars sold from the event last year and the show was even busier this year and all the Main Dealers wish to come back next year - with the main sponsor already agreed to do the same advertising as this year. New site brought a few car parking exit issues when a lot of people decided to leave around 2.30 but we did manage to sort it all out. We will be able to grow the area for the individual show cars further again next year and the percentage number of classic cars had improved from last year and we wish to do the same again next year. We look forward to seeing you again next year on Sunday July the 1st 2018.

Harvest has started approximately 3 weeks earlier this year so when heading along narrow country lanes with the hood down, the soft burbling sound from the TSSC club stainless steel exhaust echoing off the hedgerows, the sun burning away at the scalp and Meatloaf blaring out from the cassette player – please be aware that just around the bend could be a b****y big tractor travelling at 20 plus mph with a 20 tonne trailer full of grain behind and taking up far more road than you do. You may find his brakes are better than yours – BUT please don't try and test it and keep aware on our narrow country lanes.

We've had some wonderful weather this season with just the odd but heavy rain to keep the lawns alive – just! It's a long time that I have seen so many classic cars with their hoods down for so long. Although its only two and a half weeks since the longest day the nights are already starting to pull in – so you've only got a few more short weeks of summer left to enjoy the open roads. You only have one life – drive it!

Paul is still having issues burning coils out and is fed up with fellow members giving him advice which he has already

taken from others - but alas to no avail. I'm sure it is something simple but he does need a fairy to drop some sparkle dust over it to make it reliable.

Colin Saunders and Dave and Jo Beardsley gave a very good account of the 200 or so cars that helped make TriumFest at Santa Pod and reported also an excellent and friendly TR Register event at the 3 Counties Showground on the 8th and 9th of July.

We are hoping we can encourage by an e-mail for more of our members to partake in the TSSC 40th anniversary run from the Newport Pagnell Hotel to Lubenham on the 23rd of July – and a report should follow in next month's Courier. Hope you booked on for this historic run.

We look forward to seeing and welcoming you all again at our next **Club night on Monday the 14th of August at the Golden Pheasant, 1 Main Road, Eton, Peterborough, PE6 7DA** around 8.00pm. Join in with the raffle, food and noggins and a good natter and that regular friendly exchange of experiences – and sometimes good advice too!

Regards.

Doug

SCOTLAND NORTH EAST

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www.brmmbrmm.com/club/grampiantr/4.htm

Hi Folks. The season is fairly flying in and up until now we have had some quite decent weather which has allowed good open top motoring. I hope it continues.

Here is a run down of what we have been up to recently.

The Kildrummy Rally was held at the Deeside Activity Park at Less, there was good turnout of Triumphs which included 3 Stags! Spitfire, 1 Acclaim, 1 GT6, 1 Herald & 1 TR3. At the Bon-Accord Steam & Vintage rally which is the largest steam event in Scotland there was 4 Stags, 1 Spitfire, 1 Herald convertible & also a TR6 which was in the public carpark.. The weather was hot and dry which was a pleasant change, There was almost an additional steam event when Graham R's Stag sprang a leak from a radiator hose it was also noticed that the radiator was also leaking from the lower hose outlet union, fortunately having a spare in his garage meant a quick fix on the afternoon before the show.

TRIUMPH Day this year was held on the 25th June and by arrangement we gate crashed the Thomson Rally in Stonehaven the weather although windy it was dry and quite mild for the NE of Scotland. The turnout of Triumphs was very good and with the three main clubs (TSSC, SoC & TR reg) being well represented on the day. There were, 2 x Spit mk3, 1 x Spit mk4, 2 x Spit 1500, 2 x Vitesse, 1 x Acclaim, 6 x Stags, 1 x Tr2, 3 x TR3, 2 x TR4, 1 x TR5, 1 x TR6, 1 x Italia & 2 x Swallow Dorette.

The show winners were,

Graham R (TSSC) with his Acclaim for the best saloon, Graham also won the Thomson award for the best saloon in its class.

ALEX F (TSSC) with his Spitfire 1500 for the best Sports Six car.

Neil S (SoC) for the best original Stag

Alan S (SoC) for the best modified Stag

Phil B (TR) for the best late TR

Karl W (TR) for the best early TR

John B for the best wedge.

Speed Fest was held at Alford on the 2nd July, there was a good turnout of performance cars with various track events including Pursuit and the Autotest. Graham R and

SCOTLAND CENTRAL

TSSC AREA NEWS



myself with our Stags had the only Triumphs on show. We had both entered our car into the Autotest which involved a slalom course through cones and a return along a straight to stop astride of the original starting line.

This was the second year we have done this head to head so a rematch was welcome. This year Graham won the first run and I won the second.

Our next event is the Scottish Transport Extravaganza, this is Scotland's premier event and is held at Glamis Castle, I will report on the next month.

Our **August Triumph Club** meetings are due to be held on; **Thursday 17th August at the Grant Arms Monymusk for a meal evening, & Thursday 31st August**, we did plan to hold a meal evening at the Feughside Inn but unfortunately they have closed their restaurant, our meal organiser Mike is looking for another venue which will be published in the "STOP PRESS" page of the Grampian Triumphs website so have a look before setting out.

The local area events for **August** are as follows;

6th August, Garioch Rally, this is a good event held in **Old Meldrum** and organised by Alan Sharpe the AO for the Stag Owners Club. There is always a good turnout of Triumphs at this event.

6th August, Victoria week parade which is held at Ballater.

12th - 13th August, Historic Wheels Rally at Brodie Castle

19th - 20th August, Deeside Steam & Vintage Rally at the Milton of Crathes, this rally is usually well attended by Triumphs.

27th August, Buckie Rally.

That's all for this month.

Danny

SCOTLAND CENTRAL

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The summer weather was a lot kinder to us for the July meet night than last months, I was one of the later ones to arrive but as long as I was there before John Green Herald (temporary John White Rover) then I knew I was still well in time! The name of JGH came about in the early days of me returning to the club meets, I could never remember everybodys surname and what car they owned so when entering them into my phone the format was "firstname + car they owned" there are several in my phone ranging from Ian yellow Spitford, Iain Vitesse, Mark Dolly and Bob Bond just to mention a few. We had a very good gathering of Triumphers (not Trumpers) at the meet and I was hoping that we could commandeer a block of parking spaces so we could get an updated group photo of the cars with the Clydeside in the background, maybe next month.

On arrival I noticed we had a few new faces to the meet and one or two recent attendees returning. It was good to see

some recent faces continue to join in on the meets such as Peter McKenzie, it was also good to see a new members car at the meet as Tony Ellis arrived in his excellent GT6 based Merlin, the car was valued at the Erskine car show, this is a service TSSC Scotland can offer members now the AO's have completed the valuation training, Joe Black encountered his first experience of our meet night, Joe has a very nice Burlington (which he is offering for sale) and if he can conclude a sale he may be in the market for something in the Triumph line, it was good to see Jim Isherwood along at the meet, Jim has a 2ltr MK2 Vitesse and we hope to see the car in the flesh in the near future, it was great to see some fresh blood at the meets and we hope to see you all as regulars as I am sure your knowledge of Triumphs will only help to enhance our area. I thought that our area was doing so well that word had spread to the Ford Pre 67 club as they started turning up in their cars, apparently they meet at the same venue and dates as we do.



Tonys Merlin.

Something did catch my eye at the meet, I am not sure what you would call it, possibly MiniMe or Woolly, as I was looking at Iain Macpherson's car and I saw a knitted version of his car sitting on the dashpad, the detail is pretty good even down to the reg number. Iain has enlisted some south of the border help with his Vitesse, he will be driving down to Silverstone Classic a day or so earlier so Eric Mobley can do some work on the gearbox, issues with the synco. On the subject of gearboxes one of our younger members had a few issues on the road to and back from TriumFest, only after doing his rear end the gearbox was feeling its age, Alan Wells decided to bite the bullet and invest in a new box for his GT6, literally at the time of writing this he has just pinged me to say the new clutch and box is in place and working as expected, we are pleased about that as his car is on display at the Festival of Ignition in Glasgow soon.

Moving on from the subject of gearboxes to young members, everyone at the Club wish Alan Chappell all the best on his knee replacement, by the time this goes to print Alan will be starting his recuperation, we know you will be gutted that your show season has finished early but I am sure there are many empty passenger seats in our cars that you could fill on any events.



Ian's Woolly

TriumFest has come and gone for another year, what a fantastic weekend it was and once we had secured Scots Corner for our campers the weekend needed no more words as the event and weather were wonderful. Our next major event is Silverstone Classic at the end of July, as with TriumFest we will have 2 individual convoys travelling from Scotland, one on the Thursday and another on the Friday, as usual we have a good travelling support for the TSSC at this event.



SCOTLAND CENTRAL SOMERSET . . . SOUTHERN

TSSC AREA NEWS

Scotland Continues

TSSC Scotland have been invited to probably one of the most prestigious motoring events in Scotland, this is the **Ignition festival of motoring**, 20 clubs have been invited and TSSC Scotland will have a stand with 5 Triumphs, hopefully some media coverage will be a nice shot in the arm for our area. See our website for discounted entry to the show that runs from **4th until the 6th August**.

Sunday the 13th of August will see the largest TSSC display at the **Albion Biggar show**, I have attended this entry for many years as a single entrant and it is fantastic to see the club has adopted this as one of their annual events, we will have 17 cars, 2 teardrops and the event shelter on display, one tip is to get there early as possible as it can be a nightmare otherwise.

The week after will see the **Kirkintilloch Canal festival on the 20th**, see the events calendar for full details and let Colin know if you wish to attend. Everyone has to thank Colin Sansome for his efforts in organising the Bo'Ness hill climb show as the format for the entry was rather convoluted.

There is a change of the meeting time for **August**, Colin had organised an exclusive visit for us at the **Vintage Fire Engine Museum in Greenock**, it will take about 40mins to drive from the Harvester to the museum, therefore we will need to leave at 7pm sharp, otherwise if anyone wants to make their own way there the arrive time is 7:45

August Items:

Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP at 7:30 (3rd August 2017)

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 20th August 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

Please join in our social banter at:

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

Michael

SOMERSET

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Hi folks. We had a good turnout for the June meeting and some interesting cars in the carpark!

The main topic was the recent Martock Gathering. It would seem that those who attended thought it went well for our first attempt! There were, we know, some things that need tweeking to make it go more smoothly. But overall things seemed to work! With this in mind we have booked the whole site again for 2018! So please make a note on your calendar for 2nd/3rd June 2018 and help us make it the success we know it can be!

During the month the area attended a few shows. On Sunday 11th 4 cars (Steve TR 250, Colin TR 4, Adrian TR 4B and Derek 13/60) attended the Beachside show at Breaan. This was organised by Rob and Pete from BCVC and with some 100 vehicles on site it was well organised and attended!

On Sunday 18th Alan 1200 and Derek 13/60 went to the Weston air days show in Grove park. It seemed there were

fewer vehicles (about 40) than normal, but this may well have been due to other circumstances (and the Shepton Mallet show) overlapping this weekend! The Red Arrows display team put on a very polished performance which made it worth going!

July 2nd saw 10 cars turn up at WSR Bishops Lydeard Station.

The weather alone made it a great visit which was topped off by rides on a steam train or two.

Also on this day another clash was the July show in Grove park Weston. Derek took his 13/60 and enjoyed the sunshine and brass band for a few hours. There was one interesting Triumph worth a mention. A 1966 Herald estate Owned by Phil (THE MOT MAN). It is fitted with a 13/60 engine with twin carbs. And although it needs a bit more work it is a nice usable classic, which is for sale. If you fancy a punt please contact Derek (01934 515376) for details! Please note, I have no connection with this car other than wishing to keep it local if possible!!

Now the usual reminder of shows for the next month or so!

August 2017

Sat/Sun 5th-6th Steam and vintage rally Norton Fitz Warren (Club stand).

Sun 6th Grove Park WSM from 10am.

Tue 8th Club meet Fox nd Goose Brent Knoll TA9 4HH, from 8pm.

Sat/Sun 12th-13th BCVS Morgarians Rugby Club classic and vintage show, TA7 8QW meeting point to be agreed.

Mon 28th (bank holiday) Grove Park WSM, from 10am.

September 2017

Tue 12th Club meet Fox nd Goose Brent Knoll TA9 4HH, from 8pm.

Sun 17th Thornfalcon TBC.

Sun 24th Grove Park WSM from 10am.

We hope to see as many as possible at 1 or more of the above!
Cheers for now,

Martin & Derek

SOUTHERN

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Hi folks. A short report this month. Firstly the four of us met up at the West Meon Hut and convoyed to Bishops Waltham fete. The four being Wendy in her Spitfire, David in his TR6, Mike and Karen in the Healy 300 and Barb and myself in the Stag. We parked up on site soon to be joined by Paul in his TR5. A nice sunny day but a very gusty wind. Gazebo's were leaping off the ground much to the anguish of the stall holders. Mike's day was made when he was selected 3rd in the President's choice. As usual plenty of stalls, food outlets and three beer tents (what's not to like?). We were entertained by a drum band, just how they keep the rhythm and momentum going for such a long session defies the imagination. All

in all a good day out.

The roaming meet at the Tichborne Arms was attended rather sparsely. (Come on folks let's make the next one a big one.) Mark and Brian TR6, Mark S TR7, Robin and Ann in the Staff and myself in the Stag. It was nice to see Tracy and Mark in their GT6, potential members I hope.

Just a brief mention of the Club trip to Wales with ten cars participating, organised by Neil. Many thanks to Neil and Maxeen for their navigating skills. A really enjoyable trip. I hope to coerce one of our members to write up the trip from a first time experience.

Barb and I met up with Robin and Ann and attended the Cornwall Camping weekend. Robin and Ann billeted at a local pub and we were in a palatial B & B thanks to Robin. What a lovely dawn Friday 16th June, it's been very bright for the last few days with a promise of more to come, here lies my first mistake I fitted a wind break to the Stag ready for our weekend in Wales. What a month this is turning out to be last week end was the new West of England meet at Martock Somerset with some 40 cars mustering on the Sunday. Next weekend will see us down in Cornwall meeting up with Carol and her fantastic Cornwall crew and that will be another weekend to remember.

Back to the here and now, having had a very pleasant drive to Waitrose Newbury, nine further cars soon joined us, four more Stags, a GT6, TR6 and a TR5 with an Austin Healy and a Midget. Neil now took charge of us and we were on our way to Wales, with a stop in Gloucester for lunch. Having had a few hold up's on the way then a rather protracted lunch we were inevitably late arriving at Llanerchindda Farm, this of course meant we missed Afternoon Tea giving us enough time to get our rooms sorted and the cars to bed before a Pimm's Reception at seven.

The evening meal of Lamb was delightful.

Saturday dawned brighter and warmer than we had so far this year, and this was my mistake, with no circulation of air in the cockpit of the Stag coming down, I removed the wind shield something Ann was very thankful for, still haven't refitted it. The Saturday briefing was held on the terrace overlooking the Cyngordy Viaduct standing some 109 feet above the valley floor an awesome sight and even more inspiring when driving beneath its columns in or out of Llanerchindda Farm. The first days drive totalled 103 miles taking in the Epynt Ranges with their own sad story going back to the 2nd World War. Then on to the Brecon Beacons a coffee stop was taken in Brecon, continuing the drive around the Beacons and the South Wales Reservoirs continuing on until we reached Garwnant the southern gate way to Brecon's National Park here we went into the Visitor Centre for a bit of lunch. On leaving was the only time we had any problems with the cars, turned out to be a fuel pump but soon up and running.

Returning to Llanerchindda Farm via. Penderyn Distillery. Back this time in time for tea and a very fine Barbeque in the evening.

By Sunday morning it was so hot it was decided to hold the days briefing in the dining room. Sundays run was to be much shorter out via the Brechfa Forest to the National Botanic Garden of Wales here we spent the best part of three hours while our car formed a central display much to the delight of many. The gardens had much to offer other than the world's largest single-span glass house, spectacular tropical butterflies, a lovely double walled garden. There is so much to see here a full day would be required may be more. Leaving the Gardens we headed for the Black Mountains and the Brynmen Mountain Road fantastic. We drove the entire road to the roundabout and back, for me this I believe tested the cooling system to the limit it was about the hottest day

if I had not fitted a Kenlowe the week before I would have failed I know this from previous runs this year. Returning to our hideaway in time for tea and photos, rounded off with a Sunday roast fit for a king.

Monday started with a fine breakfast and goodbyes. Fairly good run back to the A34 apart from a parting of the ways Cheltenham eventually getting back in convoy on the A419 many miles on. I did hear that after our breakup at the A34 two more of the cars ran in to more problems with petrol supply, but all got home. All in all a very pleasant weekend.

Robin.

After a leisurely drive from Waterlooville on the Thursday evening, we joined Mark, Vanessa and the kids at Andrew Hayes Caravan Park for an overnight stop en-route to Cornwall. We have been doing this for a few years now and it really takes the stress out of the westerly drive. After Vanessa had had her nine cups of coffee to kick start her metabolism we carried our onward journey stopping at Salsath services for a spot of brunch.

We arrived at Eden Valley Caravan Park, Lanlivery early afternoon and joined Carol and the rest of the Cornish



entourage after erecting the "divorce in a bag"ie the awning. We lounged around the camp site for the rest of the afternoon and were join by Mike and Barb G and Robin and Ann as well as friends Steve and Lynne. Mickey and Julie the Thames AO's joined us later.

Our evening meal was at the Crown Inn about fifteen minutes walk up the road and a very nice meal it was topped off with Betty Stoggs.

Saturday, after full brecky in a bun Carol informed us our run out would be down to Mevergissy and beyond, and then back to Mevergissy for a short break.

Great news for us but not for other car users and pedestrians waiting to get around in the village and having to make room for fifteen of our cars to pass.

Saturday evening was the usual communal BBQ and had us decked out in coats as the weather had turned a bit damp and chilly, but with plenty of alcohol inside us it did not dampen our spirits.

Sunday saw the Cornish Triumphs breaking camp and then heading to the Britannia Inn, St Austell for lunch. I was pleasantly surprised at the Britannia as the last time I had visited it was a pool, sky TV and lager pub. We had a very nice meal in the pub that had had a very extensive makeover.

We said our goodbyes to our Cornish hosts on Sunday afternoon and went back to the campsite, later to have a burger tea. We left Monday morning and were very impressed by the campsite and its owner Darren who constantly came round for a chat and to see that everything was ok.

A big thanks goes to Carol Coventry the Cornish area AO who organised the weekend and to all our Cornish friends for making us feel so welcome.

On Monday we carried on our journey with mark and Vanessa and Antony and Sally-Ann to Ross Park Caravan Park at Ippelden. We had a pleasant five days there which included a round robin trip from Totnes via bus to Paington, from there by steam train to Kingswear and then a ferry across the river Dart to Dartmouth where we had lunch and a wonder about the town. We later caught a boat back upstream to Totnes.



NORTH STAFFS . . . SUFFOLK

TSSC AREA NEWS

Although the weather was not all that great, true to form it came out sunny for our trouble free journey home.

Our regular meeting at the Seven stars again was well attended with six of the nine stags in our area turning up a long with a large number of other Triumphs.

One triumph that was missing was Henry's GT6. He and girlfriend Ella have been doing a tour of Europe in celebration of them passing final exams. I have been most impressed with the blog, the photos and the cars performance.

Well done Henry and Ella

Up and coming events

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, Bat & Ball, Hambledon, PO8 0UB

November,

7th, Regular meeting, The Seven Stars GU32 3PG

19th, Sunday Lunch Meeting, the Jolly Drover, Liss,

GU33 7QL (TBC)

Just a word before I sign off. Next month, August the MG's have been invited to attend our regular meeting, so can we have as many Triumphs out front as possible. Thank you. That's all for this month Take care,

Mark



when staying for the weekend I trust those that did go had a good time.

It was too darn cold and damp for our planned run out at the June meeting and we were down on numbers due to holidays. Hopefully, it will take place at the July meeting unless its raining again.

It's too windy at least at the Newark Showground when we attended the Retro Show last month, I think it is the first time this show has been held at this venue and I was impressed by the organisation.

Lots of American cars with a 50's rock and roll theme not only in cars but with the people's dress style, a good range of vintage caravans were also on show, on Sunday there were extra cars visiting from the area increasing the British presence.

It's too darn windy as there was to be a number of aircraft displays on Saturday but due to the high winds, these were cancelled apart from one small aircraft that did fly, the Red Arrows did do a fly past on Sunday.

There were lots of stalls mostly vintage clothing but with a good mix of other stands, something for everyone, along with various styles of music and dance throughout the day so plenty to keep you entertained, I will certainly looking to attend again next year.

The Stag is behaving its self apart from the hood jamming in the up position this time, resulting in the need to remove the rear seat to gain access to the centre latch which I had to remove completely to free the hood.

A complete rebuild of the hood frame is going to be required as some of the arms I'm sure are bent in the wrong form, so it's going to have to be open top motoring only for the rest of the summer, so no more wind rain and too hot sun from now until November, please.

Some of the future events for coming months:

29th- 30th July Silverstone

30th July Audlem show

30th July Bodelwyddan Castle

30th July Stafford Castle

5th 6th Aug Cromford Steam

19th 20th Aug Tatton Park

20th Aug Lupin Farm

26th 27th Aug Shrewsbury Steam Rally

26th Aug Ipsstones Show

27th Aug Apedale Show

2nd Sept Eccleshall Show

3rg Sept Cholmondeley Castle

3rd Sept Himley Hall

Next meeting 27th Sept

BFN

Dave

SUFFOLK

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An overcast but blissfully warm evening saw a bumper turnout at the Sorrell Horse this month. A total of 11 Triumphs graced the car park, 3 GT6s, 2 Stags, 2 TR6s, 2 Heralds, a Spitfire and a Mk1 2.5pi.

One of the GT6s was a superb white MK3, owned by new face at the Suffolk meet, John Heath. He's owned the car 8 years and it's been on the road for 18months. The car is sim-



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It's too darn hot, it's too darn cold, it's too windy so it must be the British summer.

It was certainly too hot for comfort at Santa Pod but it did bring a lot of Triumphs out, unfortunately, I was only there for the day so did not get the feel for the show as you do

EAST SUSSEX . . . WEST SUSSEX



TSSC AREA NEWS

ply stunning and a real credit to his restoration skills. It was also featured in Practical Classics in May, so you may have seen details about it already.

As usual there was much discussion about the current car problems keeping us all busy. Mike has a noisy rear drive-shaft on the Herald estate while Justin has a flat tyre on his Stag and problems with the clutch hydraulics.

Michael's 4 cylinder GT6 was looking superb as ever, enhanced by a new windscreen frame. A broken screen revealed some rot in the old one and thankfully he had one in stock. So a rub down, a lick of paint and some wrestling to get it in, was a job well done.

2 of the group's long-term projects have passed MoTs and hit the road this month. Chris' TR5 would have been at the meet, but lack of dash-lights put paid to that. Lindsay is gradually increasing the mileage in his Vitesse, but has concerns over the anti-social nature of the exhausts. It's been likened to a flypast by a Sopwith Camel!

Brian's been keeping up sterling attendance at the national and international shows, with visits to TriumFest at Santa Pod and the Laon Historique last month and it sound like he has a full diary for July as well.

The evening finished with historical tales of hidden treasures. Dealerships closing down, body-shops with dusty unloved stocks and people being in the right place at the right time to gather those now obsolete parts. Lots of discussion, most of them starting with 'if only'...

Let's hope for equally good weather for the next meet on the **1st of August**. See you there.

Russell

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Greetings chaps. Clive here filling in for Ian (sunning himself in Greece as I write)

I am writing this sitting in the Laughing Fish, mainly so I don't forget what to include. Works for me.

A few interesting discussions from our collective experiences of a very busy month. TriumFest was rather warm, and a bunch of us made the annual pilgrimage up to Santa Pod. Unfortunately Pete had a little "off" en route resulting in a bit of bodywork being required. Luckily he managed to pick a re-chromed bumper at the show, a real rarity so the gods must have been smiling on him on the Saturday. We seemed to spend much of the weekend feeling hot. Colin, an old friend with Triumph heritage, joined us, but he too suffered damage in the form of a holed radiator to his Cossie. However, his son managed to source one on the Saturday afternoon, and brought it up Sunday, helpfully fitting it while we cooked a rather large breakfast. I too suffered a bit of damage, only found 2 weeks later.

The Subaru diff I used has a special mounting plate, which looks to have been pushed beyond its design limits, resulting in a fracture. Welded up for now (no standing 1/4 mile starts for a while) but a redesign is on the cards.

Gills mk3 spitfire is getting better, lots of little jobs still to be done. A hood frame has been sourced (thanks Roy!) and a hood is on backorder from Don Hoods. Hopefully it will fitted in time to catch the last of the summer. "Dolomite" Colin has plans to fiddle with his Sprint, moving a fuel pump from front to the rear. And Martin is still on holiday down on the Med, so his Stag is still sitting waiting for a certain Holley carb to be fitted. Apparently he is hoping to get it on a trackday or 2 later this year to give it a thorough testing.

Leigh has declared he has done nothing to his car, but a has had a word with Pete about a gearbox, so hopefully there

will be news in the near future. Fingers crossed!

At the meeting we also had discussions on all sorts. Evans waterless coolant came up, and has been tested by both Colins. Sprint Colin has abandoned it, cosie Colin is keeping it (despite losing 5L of the stuff at Santa Pod). We also discussed the TSSC TriumFest, and general opinion is that we like the idea of changing the location each year- but we also appreciate finding low cost events to attach to. We look forward to hearing what is in store next year!

Well, pub looks like it is winding down now, and I have said enough. Normal "Ian" service will be resumed next month... Cheers

Clive

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Finally we had the weather with us this month (June) at long last, and with that out came the cars.

Last month (May) unfortunately no write up but also only the one car, that being Allan with his white Herald and horrible weather, but at least we did all congratulate him on being the lone vehicle representative. It was in fact a good fun evening with a good turn out, even if Jess did bring along her MGB owner friend who actually I think he enjoyed his evening too.

Back to this last June, four Vitesse convertibles all in a row, very impressive and a great photo opportunity, one Herald, Spitfire and GT6, and there was a rogue



Old Bentley edging into our space. Lovely evening and welcome to Dominic



driven up from Angmering. Hopefully see you more with your Vitesse complete with his newly made wind deflector from an MGF base, but more importantly it's an ideal drinks stand while standing around chatting! More seriously, a first class adaptation, works perfectly and I'm definitely going to make one myself now having taken several photos.

I'm still trying to work on more cars attending for an evening, I think the record we've had a maximum of 9 over the short time we've been up and running but if every one came who has attended in the last 12 months or so I'm counting at least 17, let's try and get them all here and completely take over the car park.

Sadly Jess missed the last evening as we were all waiting for her stories of her Laon Historique trip, certainly feel that's one for my diary, if not next year Le Mans classic 2018, then the year after.

Glen was the only one off up to Santa Pod the following weekend, and I've just come back from Bromley pageant, which was a good day I would guesstimate in excess of at



West Sussex Continues

least 2000+ classic cars, although the auto jumble not as good as in previous years.

Again apologies on missing the last couple of months area news, just a little thing called work getting in the way!!.....

Enjoy your Triumphs in this lovely sunny weather

Nigel

SWINDON

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Meetings Cover Swindon/North Wilts area

A nice warm evening so we were planning to sit outside the pub but found that Tim and Helen from Ogbourne St Andrew had beaten us to it and were already tucking into their dinner. We had met them previously at a Bruce Arms meeting so good to see them again. They were, unfortunately, unable to come out in their Spitfire as it was in storage, awaiting the garage at home to be cleared, which was due to be done imminently - while we still had some summer weather. We ordered a meal and got a refreshing drink ordered just as Graham arrived from Hungerford in his Mk3 Spitfire. Great to be able to enjoy the car and rain not on the horizon that evening, but Graham keeping a weather eye out as he still doesn't have the soft top fitted.

We were then joined briefly by Chris who has a TR6 as he was going on to a previously arranged appointment but seeing we were holding the meeting he wanted to call in to say hello and will hopefully be able to make future meetings.

Making the most of the weather we had taken the Bond 2 litre convertible and it was as lovely evening for a run-out, let's hope the weather holds for the August meeting, and that some others will be able to join us.

August seems to be a quiet month on our calendar for car events, but after a busy July we're rather looking forward to a slightly less hectic month with just a couple of events at Gloucester Quays and Pershore over the August bank holiday.

Next meeting:

Wednesday 16th August, from 7.30pm at The Village Inn, Liddington, SN4 0HE

Guy & Suzie

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**

Greetings all. Hope that you all are making the most of the sunny weather, we have been, at Santa Pod and the Cornwall camping weekend. Working on the Vitesse to get it MoT worthy, an oil and filter change on both the Vitesse & Herald and both have been suffering with leaking brake wheel cylinders. It was all worthwhile as they both got us to the two weekends with no trouble. Just need to MoT the Herald now.

SOCIAL EVENING AT THE GEORGE INN 15th JUNE. It's a lovely sunny evening on the way to the meeting in the Vitesse with a fresh MoT. To keep me company tonight I have the pleasure of Chris C, Mike H, George B, Graeme C, John P, Doug B & Jay M. Triumphs in the car park were Chris C's Spitfire Mk3, John P's & George B's Mk1 Vitesse convertibles and my Mk2, with a lovely photo of our three Vitesse together. We had a great evening helping out with George's crossword & putting the world to rights.

SHOWS & EVENTS.

TRIUMFEST SANTA POD 16TH /18TH JUNE.

With the Herald loaded and the caravan hitched to the Vitesse we head off, with Julie leading and me following. We are soon crawling along the motorways slowly going forward in the sunny weather, until we hit the A roads and then entering the gates at Santa Pod. We were a little surprised to see we were in the same camping field (after rumors that we were to be moved to another field, but not to worry). We soon spot Martin, Caroline, Eddie & Mary, and park up nearby with Nigel & Jill in their camper van and their friends camped around. We see Colin, Jess, Dillon & Alana and talk them in to pitching their tent next to us (safety in numbers they say). With our weekend home up and running we head off to get supplies and a chip supper which we enjoy at the campsite with a beer or two with friends, catching up with what's been happening over the past year.

We wake up to another hot morning and enjoy our breakfast in the sunshine. We give our Triumphs a quick wash and park up with the other Triumph's in show area, talk to lots of friends and buy some oil, Tee shirts and enjoy some strip racing in the glorious sunshine. We cool off with an ice cream and wander around the Auto Jumble before collapsing in the caravan and trying to hide from the heat of the midday sun. Later panic sets in as I can't find my Vitesse keys we retrace our steps asking as we go if any keys have been found. We manage to get one of the Herald keys to start the Vitesse & return to the campsite with both Triumphs. Guy & Suzie match the Herald key but it's not working for the Vitesse. As we start back to the caravan I feel a lump in my pocket, the same pocket I'd check ten times over and pull out the Vitesse keys (I put it down to heat stroke and getting old)... cor what a relief, I celebrate with a cold beer and pork chops n salad, then more cold beers.

Sunday morning and after breakfast I take the Vitesse to the show area. There I help out with parking of great swarms of Triumphs coming to the Standard Triumph Marque Day & TriumFest. There is not any shelter from the sun at the race



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way, so I keep filling my hat at the stand pipe to keep cool in between parking up Triumph's. Later in the day we pack up our weekend home slowly in the heat and head for home in the afternoon. We start off with a steady trip home until the M40 Junction where we grind to a halt. The Vitesse temp soon rises but stays outside the red. After another 15 minutes I head for the hard shoulder to get some air flowing and stop under a bridge. Julie pulls up behind me and we stop there for 30 minutes letting us all cool down a bit. As the traffic starts to move more freely we rejoin the motorway and come off on the M4 and through Windsor. The Vitesse is not running very well now and at Sunningdale it seems to run out of fuel (still reading ¼ of a tank). We unhitch the caravan and push them to the road side. Julie takes the Herald home to get a can of fuel as I wait with the Vitesse. I check the fuel is getting to the pump ok, but it's not getting through the pump. I remove the top of the pump & fuel starts coming through as I prime the pump with the top back on I check it's getting to the carbs.

Then it starts up, by the time I get the caravan hitched Julie turns up and we top up the fuel tank. The short journey home is ok and we park up and to bed. Checking the Vitesse over the next evening all seem good.

CORNWALL CAMPING WEEKEND 23RD /26TH JUNE.

We have our mini convoy ready to hit the road, my Vitesse with caravan in tow and Julie in her Herald following behind, our only hold up was getting past Stonehenge. We stopped for lunch at an American style diner (run by Polish waiters). We get to the campsite and set up our weekend home, chat and greet those already there. We head off to get supplies and returned in time to see the others heading off to the Crown for a meal. We catch up with them at the pub and had a lovely evening. Saturday morning we head off for a drive along the coast road stopping for a cuppa by the beach and stopping to spend lunch at Mevagissey. Later we stop off to get some bbq meat and salad for our evening meal. This was cooked on a communal bbq as we set around the campsite with our tables all dressed up and spend the night with great friends.

We have a relaxing start to Sunday as most of the locals pack up their tents and caravans. Julie and I head off to Looe to get some pasties to enjoy at home and meet up for a farewell meal at the Britannia Inn.

We had a relaxing afternoon and enjoyed a Chinese take away that evening, chatting and drinking with friends.

Monday morning sees us packing up our caravan and heading home along the A35, A31 M27 & M3 stopping for Beans on Toast at a little Chef, it was a pleasant trip home. A Big Thank you to Cornwall area for a great and welcoming weekend.

Our next meeting at **The George Inn at Wraybury is in August on the 17th & in September on the 21st. On the 3rd August at the FAIRMILE Cobham on the 7th September at the Oatlands Chaser, Weybridge.** Please come and join us for a warm welcome or call me on 07773 623807.

COMING EVENTS - August

- 6th White Doves Collectors Transport Show Kingsley
- 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 & country show Horsham

September

- 3rd Shere hill climb Shere
- 10th All Triumph & Classics Day Duxford
- 17th Surrey Classic Vehicle Gathering
- Tilford Rural Life Centre

Mickey & Julie

Hi, everyone. On Saturday 3rd June we, in our Stag, met up with Joan in her Midget and Julia and Alan in their Spitfire to travel to our meeting point at the Stamford Bridge Inn. Eleven of our Chester & Wrexham group met there, ready to leave at 8.30 a.m. Nigel Blain led the way, and what a great job he did, keeping us all together. We "collected" M.G. Dave and Marian en-route, and M.G. Phil made his own way there. We were allocated a fair sized plot this year, backing onto a wooded area. Flags and banners were erected, and cars spaced out neatly:- this was impressive enough to earn us an award for our stand, as we were given a trophy for sixth place! Not bad for saying there are such a large number of club displays at this show. The autojumble and market was again enormous and interesting, and the car displays were great to see, once again such a wonderful variety of classics. The day was sunshine with a cool breeze, but at about 3.30 there was a shower of rain, which caused a panic to raise roofs on the convertibles! The journey home started off with slight showers, then turned into dry and sunny. Another great day, in great company.

Tuesday 6th June was our monthly meeting, and those of us travelling to Spain met at 7.00 p.m., so that we could go over the details necessary, i.e., meeting points to travel down to Plymouth. This done, our normal meeting commenced, again well attended. M.G. Richard and Helena went over the last month's events, then the forthcoming runs and shows were announced. Forms were left on a table for people to complete their details for the up and coming shows. The raffle was, once again, very varied and interesting, and after that the pub staff brought out a great selection of hot food comprising of sausage casserole, chilli and chips. Really appreciated, they do look after us. Another smashing evening, lots going on, and a great laugh.

Sunday 11th June was the Welshpool Air Show, and a small number of our group went along to this event. M.G. Richard reported back to us:- unfortunately the weather was not so good, being quite windy with slight rain showers in places. However, Bob Pooler did manage to perform his aerobatics, but apparently the rest of the airshow was quite hit and miss, with some displays cancelled, and the Red Arrows only being able to do one fly-past. The stalls were very spaced out, and no autojumble, so all in all it was a disappointing day.

On Saturday 17th June Sleep Airfield hosted the "Bader Braves" day, and this is when disabled children are treated to free flights in various aircraft, and all due to the pilots who give their time very generously. We gave Spitty a blast, meeting up with Julia and Alan at Ellesmere to proceed to Sleep. On the ground our Chester & Wrexham M.G. and Triumph group provided a static classic car display where the children, together with their parents, could look round and sit in the cars, creating much pleasure for them all. A very pleasant day in glorious sunshine.

Sunday 18th June was, once again, wonderful weather, so we left in our Spitfire to go to Joan's, where Julia and Alan met us. We then set off to Tilstock, where the original Wheels Within Wem is now based, Helena accompanying Joan in her Midget, followed by Julia and Alan in their Spitfire, and Roger following in our Spitty. When we arrived, just four clas-



NORTH WALES . . . SOUTH WALES

TSSC AREA NEWS

North Wales Continues

sic cars were there, but a row of classic tractors were displayed, and at about 1.30 p.m. they set off on a road drive. However, more classic cars arrived to make quite a good display. At mid-afternoon we decided to make our way to the Poachers at Chirk to have something to eat. Another smashing day in lovely company.

On Saturday 24th June all of us who were booked for Spain met at Dobbies near Shrewsbury to make our way down to Plymouth.

Tuesday 27th was the OFFAL run for those who were not on the Spanish trip, and this month it was organised by M.G. Jon and Beverley.

That's it that for now, but please do not forget that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is also a meeting at The Plough in St. Asaph on the third Wednesday of the month**, again at 8.00 p.m. Hope to see you, in the meantime stay safe and drive carefully.

Forthcoming events:- August

- 1st August:- Monthly meeting at the Trevor Arms, Marford.**
- 4th August:- R.A.F. Shawbury.**
- 5th August:- Oswestry Agricultural Show.**
- 6th August:- Weston under Redcastle Show.**
- 12th - 13th August:- Astle Park Traction Engine Rally.**
- 13th August:- Attingham Park (Severn Hospice).**
- 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 Drayton Festival of Transport:-**
- 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.**
- September**
- 3rd September:- Potteries and South Cheshire Charity Road Run.**
- 3rd September:- Cholmondeley Castle 1000 Classics:- (Andrew Greenwood event).**
- 5th September:- Monthly meeting at the Trevor Arms, Marford.**
- 17th September:- Wheels Within Wem, Tilstock.**
- 20th September:- Meeting at Plough Inn, St. Asaph.**
- 26th September:- OFFAL.**

Regards,

Helena and Roger.

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**

SOUTH WALES Tel. 07802 204068

www.triumphwales.moonfruit.com
e-mail: alan.gourley@hotmail.com

Pembrokeshire Classic Car Show Scolton Manor Sun 4th June 2017

I arrived at Bern's house just as he finished his night shift watering his collection of adopted hanging baskets. The TR4A was soon fired up and checked over to make sure it was immaculate and we were off to our first meeting point at Cardiff Gate. We were soon joined by John and Heather Partridge in the immaculate white Triumph Mafia Acclaim. Then we were off heading West on the M4 towards our next meeting point at Pencoed near Bridgend. It started to rain as John gave me one of his stern looks "You forgot to sacrifice the frozen chickens" he said, "I have a chicken in my rolls for lunch, does that count?" I replied. We set off into the spray mist and gloom and could just make out Port Talbot as we passed, and then on towards Swansea. The rain was tipping down and we resigned ourselves to a possible wash out. I took out one of my Chicken rolls and tossed it out of the window only to see it narrowly miss the Mafia and get squashed under the wheels of a Moy Park Frozen Chicken Products delivery lorry. Result! I hope that does the trick, I thought to myself.

We pulled into Pont Abraham services at the end of the M4 and headed for McBreakfast Emporium for some well needed early morning indigestion fuel. We headed back to the cars coffee in hand and were soon progressing further west towards Carmarthen. We started to see breaks in the cloud, then blue sky and then the sun started to break through as we arrived at Pemblewin Truck Stop. Mark Davis was waiting for us in his truly immaculate black Austin Healey 100. Mark was elected to lead us on the last leg to the show venue and we hadn't travelled more than a mile before he had lost power and we all pulled in. Best guess was the recently fitted ignition booster which had a deselect switch and we were off again. All seemed well until we got to the gate of Scolton Manor and Mark lost power again. We pulled past him and said we would park up and come back to get him which we duly did and got him parked up in our choice position as far away from the tannoy speakers as possible. Marks problem looked fuel related and he made a few tweak's here and there without anything conclusive.

As normal we did a quick lap of the stalls and auto jumble to check out the early bargains. Soon the show was well under way and there was a great display of classic cars, Lorries and military vehicles and traction engines. The sky cleared and soon it was warming up and we had wall to wall sunshine, just the ticket for a very popular show. We caught up with Gerry and his Push-me-pull-you Rover 75 and came across many of the west Wales gems that we don't normally see including a stunning white herald convertible. Time marched on and it was soon time to go and as the show came to a close we witnessed one of the rare classic Blue on Blue incidents when a Triumph 1300 managed to reverse into an Austin 7 not once but twice.

We nose to tailed our way out of the car park Mark appeared to be still mobile in his Healey and we headed for the picturesque roads of west Wales and homeward. Heather and John left us at Carmarthen as there were monies owed cross country on the way to Monmouth.

The TR4A headed for home.

Bern said "Well what your newly acquired steering lock (fishing weight) lacks in keys is more than made up for by the amount of sunshine your diet has generated" and laughed

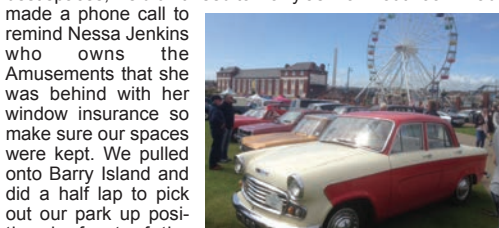
"FANTASTIC" Thanks to all who made it a very enjoyable and entertaining day out at the Pembrokeshire Classic Car Show.

AI

Barry Festival of Transport Barry Island Sun 11th June 2017

Berns immaculate Standard Vanguard glided out of his avenue without waking the birds that were snoozing on their first tea break of the day. We set off for our rendezvous for the show at Junction 33 of the M4 and at 7:30am the roads were quiet with very little traffic about. We turned off the motorway and as we entered the services encountered a Beemer with 3 wheels blocking the entrance to the car park so diverted to the coach parking area. We approached the stricken Beemer to see if we could help and it turned out the wheel had detached thanks to the efforts of a well-known bicycle garage not tightening the bolts properly after fitting brake pads for its elderly owner (allegedly). Traffic Plod had been alerted and was soon on the scene having the situation under control, by pushing the car into a ditch. Nothing was going to get in the way of their early morning caffeine fix from the services café.

The Monmouth Mafia comprising of Heather and Mike arrived in their immaculate Acclaim followed by Mo and Eddy in their 13/60 Herald Saloon. Then John Williams arrived in his immaculate red TR4 followed by Handsome Tom in his immaculate and very handsome red Vitesse. We set off for the venue of Barry Island being careful to drive in one line at random distances apart in case Plod had finished their tea break and were back on the road with their traffic car equipped with convoy detectors. All the moderns were blasting past us on their way to the island sea front to bag the best spaces, we didn't need to worry as Monmouth John had made a phone call to remind Nessa Jenkins who owns the Amusements that she was behind with her window insurance so make sure our spaces were kept. We pulled onto Barry Island and did a half lap to pick out our park up position in front of the Jaguar Owners Club who had camped out all night in the band stand to get the best spot. "I say what appears to be going on" their AO muttered "What's occurin'" said Mo "Your on Barry Island" as we laughed and pulled in and parked up with the Vanguard in pride of place. We soon had the kettle on and a well-deserved mug of beverage on the way to be served late afternoon, the stove was struggling in the force 10 which had blown up. Terry arrived in his rolling resto Vitesse and we found an ideal space for him beside a Rolls and a selection of Jaguars where his car gained a lot of interest.



We went for a tour of the show and came across Mals per Hour out for a walk with his family before we sampled the



lunch menu amongst the famed Barry Island Chip Emporiums. We eventually found the one that wasn't claiming to having been the one in Gavin and Stacey as it had the smallest queue. As it happens the curry sauce and chips were excellent and the squadrons of circling gulls agreed. Chris stopped by to see us in the afternoon and then Mike the Cake and Emma joined us having got up early again. The sun was blowing and the wind shining as we supped tea and coffee into the afternoon. Heather made sure the various Raffle and tea monies were collected by the AO. It was great to see Gwyn out and about again with Babs and Tim when they dropped by to see us for a chat. Time marched on towards the end of the show. Mikey J and John left slightly early to get the best positions at the head of the traffic jam through Barry going home. All too soon it was time to pack up and we noticed Eddy and Mo were missing. Mo has an arm like Popeye when it comes to Bandits and slot machines and soon turned up with her wheelbarrow full of winnings! When we were eventually all present and correct we were all efficiently marshalled on our various ways off the island and home. Another great day out, in a great location with a great bunch of people. "FANTASTIC" said Bern "no I mean fantastic sounds better than great", "Great" I said "FANTASTIC" said Bern.

AI

Dogs Trust Show Pencoed College Sun 25th June 2017

On a somewhat grey morning in the wake of the recent heat-wave I made my way to Junction 30 on the M4 to our first rendezvous point. The Triumph C1 concept car was loaded down with the industrial tea making equipment as a good turnout was expected. No amount of sacrificed frozen chickens could overpower the gardeners rain dancing on their allotments and the power on the south west atmosphere from Glastonbury and the rain started to fall. Eddy and Mo were already parked up in the 13/60 and we were soon joined by the Monmouth Mafia John and Mike in the Acclaims looking well-polished, immaculate as usual. Bern's immaculate Standard Vanguard glided into the car park with Emma and Mitsy the Rap Dog being chauffeured in the back. Paul G and Dotty arrived in the Triumph Mazda and Handsome Tom in his immaculate red Vitesse. We were off at the pre-arranged time to Junction 35 at Encode on the M4 with a slight wobble while Handsome Tom detoured to the hard shoulder to close his door properly. We arrived at the Two Arches Café at Encode to meet Rob and Pete in their immaculate 13/60 Estate and Tim in his brown Spitfire 1500. Rob and Pete lead us to the venue which was only two roundabouts away while Handsome Tom decided to go shopping in nearby Bridgend. We arrived at the show fields and after each car was checked out by the sniffer dogs looking for new owners we were directed to our display area and got parked up. The flags were erected and Dotty soon had the Aga Range out of my car and tea on the boil. Eventually Handsome Tom arrived and got parked up having taken a short tour of the local retail outlets. After a brief shower the weather moved northward and the sky started to show signs of brightening up and we were in for a dry day.

Stephen and Sheila called by as it was to be a poignant day for them Action Man having been such a big part of the Dogs Trust. We were also joined by area navigator Ant and it was great to see Gwyn and Babs out on babysitting duties. Graham Williams also payed us a visit with his Mum who is a real expert on 60's Triumphs especially GT6's. We all took a look around the show and having tripped over the 27th dog lead I decided to retreat to the safety of our cars. Bern was

South Wales Continues

explaining to Handsome Tom that his Vitesse was no longer cool due to the electric fan blowing the wrong way. Rob had decided to drum up interest in selling Bluebell by having a fire sale at £900 having been distracted and missing a zero out. Things were a little tense when the Bishop of Bridgend and his dog made a cash offer and had the readies on his person. Rob explained that he could not accept 30 pieces of silver for such a beautiful car as it was betraying its true value. Dogs of all shapes and sizes passed by and the day was a very successful fundraiser for the Trust. Mitsy won best Rap Dog in show for a barked rendition of "Who let the Dogs Trust out". I heard Eddy mutter under his breath "Well what we lacked in Mo's pastys was more than made up for by the quality of the weapons grade fruit buns she had made" well done Mo. A big cheer went up from the crowd, the Bishop of Bridgend's whippet got off the lead and he was seen running off down the field shouting "Judas, Judas" at the top of his voice. Time soon marched on and we packed up and made our way home eastbound on the motorway heading off at our various exits. Another great day out with a great bunch of people. "Well what we lacked in cats was more than made up with the amount of dogs" I thought



AL

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www.triumphnewforestrun.co.uk
Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com

Thanks' goes to Keith of the TR Drivers Club for organising a run that finished up at the Watercress Line at Ropely. Trevor, Dave, Jerry and myself met up at Ringwood and were able to leave before the scheduled time! We did a drive-through at Rownams to collect Jon, Colin was waiting at Hedge End, where we also rendezvoused with Keith and Rex. Who incidentally dropped a subtle hint that the reason he had his hood up on his TR8 was because it had air conditioning! (Standard for the American market!) We all departed for a twenty mile run, finishing up at the Watercress Line where we looked round the engine sheds and travelled on the trains. The day was hot, very hot, but then the rest of the week was hot, very hot, too hot!

Alan included the Le Mans 24 hour into his holiday, as he does every year. Trevor & Neil did not make it to Gaydon for the BLMC rally, which left it to Rex and Keith to represent the Southern Wessex Area! However I did get to the Goodwood Festival of Speed. An early start of 6.30 am, even for me that was early! Just as well, because we not only had the festival traffic, but also the normal Friday daily commute traffic! It has been a few years since I have attended the Festival of Speed. It has certainly got bigger with a lot more going on and if you are a bit of a petrol head, a must to do and too much for me to describe here. One word of warning,

we left well before the end, 3.30 pm, it took us three hours to get back to Bournemouth, admittedly this was the Friday, so again we had the commuters plus the holiday traffic. The going and coming back is the only downside of the Goodwood experience (and the cost of tickets!). - Broughton, we decided to get to for about 10 am and I will let you know how we got on.

I have entered the **WVPC Purbeck Rally** which is the same weekend as Breamore, I am hoping to go on the **Friday/Saturday**. On the **Sunday (13th) is the Hants Classic Show at a 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**. - That leaves **Beaulieu Auto Jumble, 1st - 3rd Sept**, which is sods law, because that is the same weekend as the **Bournemouth Air Festival!** The following weekend, **Friday 8th - Sunday 10th Sept, is Swanage Railway**, organized by the BPPC at Harmons Cross, highly recommended as it includes railway travel and normally includes the Swanage Folk festival!!

Keith has suggested a trip to the Mini factory later in the year. There has been some interest shown so when Keith gets something more definite, I will pass it on.

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

Now I don't like to mention it! It being the Christmas Dinner! - Last year it was said "Too early to think about!" and what happened, the evening we wanted was already booked! - We did discuss it at our last meeting and we all agreed that we were happy with the **Tyrrells Ford** (as they say, "if it aint broke. . ."). **Saturday 9th December** has been provisionally booked, if this is definite, I will confirm this here and by email. As always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the Tyrrells Ford, Thursday 31st August.

Martin

WEST MIDLANDS Tel. 07505 110922

The Sharmans cross in Shirley is starting to become more popular, we trying to encourage members from the south side of Birmingham and those that enjoy a drive out before a good meal. There were 6 triumphs in attendance and we were able to sit outside for a noggin and a natter.

A few went to TriumFest at Santa pod and had a good time, with Rodger being disappointed that the Jet car did not exceed 300mph on the 1/4 mile. And Phil struggling with heatstroke, (must remind him not to buy a GT6).

There were 9 triumphs on the West Midlands pitch at the cars in the park Lichfield. We put up the gazebo and very quickly the Kettle was on, it was a well attended show with



numerous clubs and individual cars on show. We have hopefully picked up some new members who will either be join-

WIRRAL

ing us at the Drakes Drum or the Sharmans Cross. Home made Cakes were provided by Margaret and Luke Sister.

Our regular meeting at the Drakes was again well attended, with 19 cars and several moderns, it was roof down again and the meeting took place outside. Again some new members arrived and although one broke down on the way, he was fortunately being followed by Jayson, who with the help of Terry and Jordan "got him to the pub on time". whilst our leaders were enjoying themselves, one on a beach in Devon and one in Lincolnshire with the 2000 register.

Future Events are

**Lowsonford and Rowington Village Fete 5th August
2pm to 5 pm, meeting at MacDonald's Shirley for a
12:45 depart. This is at the Fleur de Lys pub, home of
the original pies.**

Steve

WIRRAL

Tel. 0151 625 3172

Hello all. June was a pretty spectacular month for good weather, even in the North West. As a result, the events over the month were a generally a great success. There is no greater incentive than the sun to get the old car out, wind in the hair and all that (well, for the few us in Wirral Triumph that still have any hair).

I met up with probably our most enthusiastic member, 'mad' Andy Postlethwaite who has given me a brain dump on what's been happening, so here is my translation.

Our Calendar started with Burton Village Festival which is always very good, with a fine turn out of classic cars and this year a planned Spitfire flyover. The weather was a little disappointing but the festival always does well.

Mid June and Andy and fellow member Paul Griffiths took their cars along to the Woodvale Rally, Stockport where the sun shone and there was plenty of activities for all including Classic Cars, Model Railways, boats and aircraft, dogs and military stuff – and Paul's Stag won 2nd Prize (for what Andy can't remember!). Great to see Peter Broadbent who also

TSSC AREA NEWS



turned up (less his TR).

Fathers day and Andy with long suffering partner Ailsa got along to the Super Car and Rally show, Bangor-on-Dee which was spectacular, the highlight being a 20 minute ride in an original GT40 – which at 600BHP was even faster than Andy's GT6.

June 24th and a few got along to the popular Kelsall Steam Rally but the highlight of June was undoubtedly the Llangollen Classic Transport Weekend 1st /2nd July which involved sun, cars, camping, drinking and trains – what more could anyone want?

I have to again mention my visit to Andy's house or should I say 'man cave'.

Basically Andy is living most Triumph blokes dream. He has his GT6 on the drive, he's rebuilding a TR6 in the Garage and the best bit, his dining room is filled with reconditioned Triumph parts as he progresses though the rebuild. I would LOVE that – but I'm married :-)

Finally, our condolences to the family of Jopie Lang, a much loved classic car enthusiast and owner of a cherished Blue Vitesse Mk1, who passed away peacefully on June 15th aged 73. Incredibly Jopie still did much of the work on her car herself! Jopie was quite a character and will certainly be missed.

Events in late July & August.

July 23/24th Llangollen Railway 60's weekend (a must for those of us caught in the past) and worth attending to see Andy's fancy dress; August 1st Club Night, Cottage Loaf, Thurstaston; August 6th Wirral Summer Rally – call for details; August 13th North Cheshire Classic Car Club show, Clairmont Farm, Bebington; August 20th Wirral Triumph Appreciation Model Railway and Classic Car show, Royden Park, Frankby.
That's it, have a great month

Rich



Leicestershire and Rutland Area Triumph Sports Six Club



You are cordially invited to the

32nd SUNSHINE RALLY

4th - 6th August 2017

We will be returning to

**Our venue at the Rutland Caravan & Camping Site
Greetham LE15 7FN**

For more details & booking form contact:

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Neil 07530307371 tr6scimitar@yahoo.co.uk

Dave 07770650802 davesmith.triunph@hotmail.co.uk

**A SHORT TIME IN THE FUTURE
IN AN AREA NOT VERY FAR AWAY.....**

Manchester Area's
Sci-Tri Weekend

Star Date: 1st - 3rd September 2011



***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
B&B in the area too.

Item	Rate
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to SciTri Event. (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 are limited, and will be provided on a first come- first served basis at an additional cost of £7	£7.00
Run Only (No Camping)	£10.00
Total	

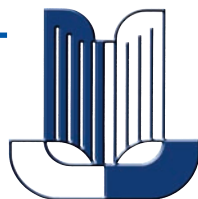
For more details:

**Contact Anne & Wayne on
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Space: the final front trunnion. These are the voyages of the starship Entertainment.
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(from other areas), to boldly go where no man has gone before...



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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.



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
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