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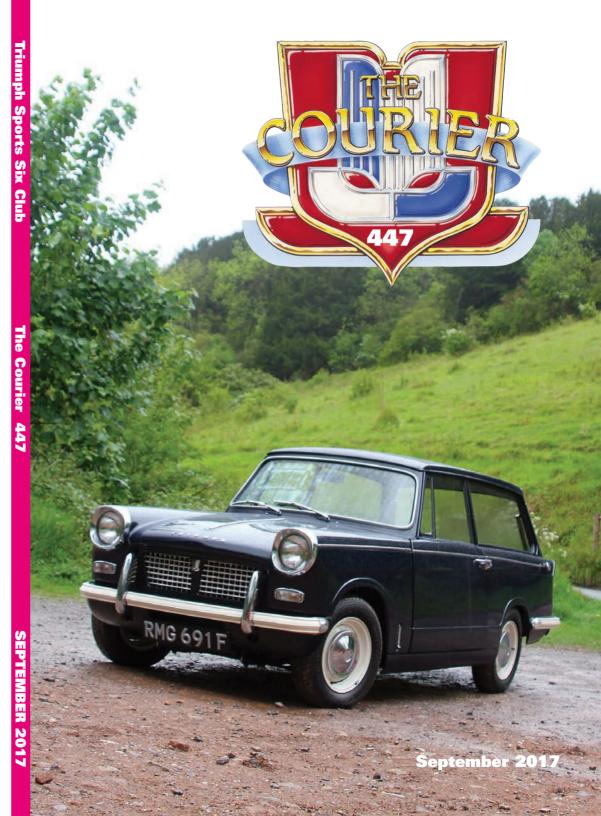








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TREVOR COLLETT'S FIRST CAR STORY ON PAGE 8 PICTURE TREVOR COLLETT

Contents

September 2017

Events Calendar	4
CoMment	5
News Review	
Specials Register	
GT6 I, II, III Register	
New Members	
New TSSC TRAVEL CLUB	19
Spitfire I, II, III Register	24
Big Saloon Register	
Vitesse Register	30
Spitfire MKIV/1500 Register	34
International Liaison Special	38
Herald 948/1200/1250 Register	42
TSSC INSURANCE CAR VALUES	47
Herald 13/60 Register	50
Bond Equipe Register	54
TR4/4A/5/250/6 Register	
TR7/TR8 Register	62
Area Showtime - Powderham	64
TSSC CLASSIFIEDS	69
TSSC Officers	72
Area News Review/ EVENT Adverts	73

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

September 2017

FRI SAT SUN 1 2 3 SEPTEMBER 2017

MANCHESTER AREA'S SCI-TRI WEEKEND

ELM COTTAGE TOURING PARK WINSFORD. CW7 2QJ CONTACT ANNE & WAYNE 07402 948380

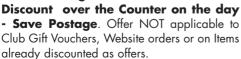
Lubenham Scarecrow Open Day at TSSC HQ

Sunday Sept 10th 10.30am to 4pm As last year we will 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.

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SUN 10 SEPTEMBER 2017

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

SUN 10 SEPTEMBER 2017

LUBENHAM SCARECROW FESTIVAL TSSC HQ OPEN DAY 10.30AM TO 4PM TEL 01858 434424

SUN 17 SEPTEMBER 2017

TSSC HQ TUTORIAL DAY
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TO ATTEND
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October 2017

SUN 8 OCTOBER 2017

NOTTS AREA TRIUMPHS & TRAINS
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November 2017

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66CoMment

How Many Miles?

BY CHRIS GUNBY

am amazed at the diversity of mileage in our membership, some cars are used on a daily basis and I am sure are better for it, some see the light of day at the weekend and some sadly sit in the garage all year round. The TSSC mantra over the last few years has been to get out and use your Triumph - have you?

I have done over 10,000 Triumph miles this year so far and got home every night!

The Trade that supports our vehicles does a great job and we must all say a massive thank you to

them whether it be spare parts or that repair that is beyond us, but if we don't use our cars they don't wear out.

Restoration either in full or bits of a car are now common place with some amazing results either from a home garage or a professional garage, the amount of money that either of these options cost to do is really eye watering.

We are still amazed at HQ how many people still don't have agreed value club

insurance, we have been pushing this at every chance all year and it has made a huge difference in the number of members taking up what has to be a no brainier for the care of your car.

All that work on a restoration and no guaranteed insurance (Really?!)

The beautiful car that is a family heirloom, you have looked after for years and no guaranteed insurance (Really?!).

Getting a valuation cannot be any easier these days, a lot of our Area organisers are now qualified in doing valuations, get down to your local area meet and have your car looked over by someone who knows what they are doing.

If you can't get to a local meet we also do valuations at most of our Shows throughout the year or you can always post a valuation form (down loadable from the TSSC Website Homepage) or call HQ to get one sent out to you.





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Reading the TSSC website the other night I saw that someone had had an insurance renewal for £120 for a Spitfire and should they look around for a better quote?, £2.30 a week to cover your pride and joy has to be a complete bargain of any ones money, the insurance companies on the TSSC panel are all carefully selected to give you the best value for money and service available in the classic car market today. Get out and enjoy your Triumph, that's why you bought it.

Do More with Your Triumph!



NEWS REVIEW

Your Monthly round up of all **News of a Triumph Nature**

New TSSC Honorary Members

The Council of management are pleased to announce that Eddie Evans, Michael Hancock and Dave and Sue Bayliss have all been made honorary members of the TSSC. All four have been members from the very early days of the Club and without their work and vision then, we would not be in the enviable position we are in today.

> **Chris Gunby** TSSC Chairman

TSSC HQ Tutorial Day Sept 17th

We are intending on holding a General Tutorial Day at TSSC HQ with Peter Lewis (Herts & Beds AOI in the Technical Chair.

We aim to cover carburetor settings, tappets, racks, gearbox functions, wiper simple tracking, etc and any other topic we can cover with the basics as Triumph intended.

We will NOT be restoring a 60 minute make over

basket case, but hopefully a few cars attending with ongoing problems would be most useful, let us know if you can bring one please. There will be a £3.50p charge for a burger lunch and refreshments - pay on the day

The Club Shop will also be open for Parts.

This Tutorial Day at TSSC HQ is a first, we wish to make it a success, so please support it. So if you wish to attend please register your Interest on 01858 434424 or email: courier@tssc.org.uk

Peter & Bern

TSSC Membership Rate Increase Notice

As Agreed at the 2013 AGM and started on 1st October 2013 we have to give official notice of the agreed annual membership fee rate increase of £1.00 which will come into effect on 1st of October 2017.

This annual rate increase will be reviewed before the 2018 AGM where the ammount of the annual rate increase will be announced for the following year. **Chris Gunby**

General Secretary

IΗ



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SPORTS SIX

OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop & TSSC HQ will be open for the Lubenham Scarecrow Festival Sunday Sept 10th 10.30am to 4.00pm

The Club Shop will also be attending the following Show

TSSC Herts & Beds Duxford Triumph & Classics Day

Duxford Imperial War Museum Also Sunday 10th September

Advance Orders for collection at this show are now being Taken.

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Council of Management Meetings

NEXT MEETINGS: 29TH OCTOBER 2017, JANUARY 14TH 2018

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: Chris Gunby

The New Room, Church Street, South Witham, Lincs. NG33 5PJ or email: chairman@tssc.org.uk

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

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SPECIALS Register



e-mail. specials@tssc.org.uk

Trevor Collett



My FIRST Car

ver the many years I've been writing in this esteemed publication I have made the odd reference to my own Triumph cars. Most often to my Herald

13/60-based Moss Malvern, and a bit less often to my 1971 Herald 13/60 Convertible. There's a third one – one I've mentioned occasionally over the last 28 years.

This car is, obviously, another Herald – a 1967 Herald 1200 Estate. This was the first car I ever bought – not just my first Herald – my FIRST car. I bought it for the sum of £325 in November

1978, at the tender age of 19.

I remember being drawn to the Herald as the model I wanted by its wooden dash – I thought that was class. I didn't set out to buy an Estate version, but the week I actually set myself to buy one

self to buy one there were no Heralds at all for sale in the Surrey Comet weekly paper. With the typical impetuosity of youth when the next edition came out and there were two Heralds, both Estates, I had to buy one of them. My Dad had always had Estate cars – I have three sisters and he needed the space to get six of us and luggage, and poodle, to Cornwall, or South Wales, every August – so I appreciated all their advantages.

I could tell you many, many stories about the early years of my relationship with RMG691F, but I'll leave those for another day. I think I was born with an engineering gene (maybe from Charles Benjamin Collett OBE, who was Chief Mechanical Engineer of the Great Western Railway from 1922 to 1941) so tinkering came naturally to me. I became a regular reader of Practical Classics, and it was in that magazine that I found out about the Triumph Sports Six Club, which I joined in 1981.

The car was my daily driver for many years, sometimes being joined by another Herald, and, in 1984, by the Moss. By this time I'd



married Jackie, and in 1986 our first daughter came along. I fitted carry cot restraints to RMG, and bolted a child seat to the rear deck of the Moss (for occasional use only), but when daughter number two arrived we decided we needed a bigger car.

Easy choice – a Triumph 2500 Estate!

RMG was kept; for several years I commuted to work in the Moss in the summer and the Es-

tate in the winter. Eventually, in about 1995 I



than I expected to be honest; my business case was accepted and a Herald Estate rebuild budget was then allocated. I accelerated the dismantling, and hit EBay – hard.

I accelerated the dismantling, and hit EBay – hard. I acquired two rebuilt doors and a rust-free roof (yes, a real hen's teeth item). In November 2010 a

think, rust had progressed to the point I feared the body might separate from the chassis, so I decided to take it off the road. I do remember that I drove it about a mile in February 1997 – to a new house in Bookham, where we still live

today. I was determined that I would one day return it to the road.

Time passed, as it inevitably does, and it was about 2009 when I realised something needed to happen stopping driving it hadn't stopped the rust making its destructive progress through body and chassis. I realised my welding skills were never going to be up to the standard required, and with a full time job, a house and family land the other two Tri-

umphs!) I couldn't devote the time needed.
And if I waited till retirement was due I'd be just

left with a pile of ferrous oxide.

A serious discussion with my Financial Director (aka Jackie) was called for. It went well, better

completely bare body/chassis, with just the minimum running gear to allow it to roll, was loaded on a trailer and whisked off to Milton Damerel in county Devon.

Why Milton Damerel? Well, there resides



Darren Groves. You might recognise the name; Darren is a long term Herald owner himself, has been a regular contributor of excellent technical articles in this magazine and is Area Organiser for TSSC North Devon. He is also a



wizard with metal and works part time in a car repair garage in Milton Damerel. And – he is married to the lovely **Michele**, who happens to be my cousin.

The deal was that Darren would wield the grinder and welding torch on my chassis and body when he had any spare hours – a hospital job. I didn't need the chassis/body back too soon, as I had to repair/restore/replace the hundreds of mechanical and trim parts left in my garage.

When Darren got close up and personal with the chassis and shell we realised that the car was really beyond sensible repair... but who wants to be sensible.

Darren's grinder was going to get through a shed load of metal cutting discs, but anything those boys and girls did in Coventry in 1967 we could do now, no problem.

Time continued to pass. In March 2015 the car was trailered back from Devon to my garage, resplendent in its original Code 56 Royal Blue paint – Darren had made magic.

I had been preparing all the other bits ready for the grand re-assembly. During the time the body was away I had reduced my work to four days per week, mainly to be able to spend more time on the rebuild – I was worried that if I didn't finish it quickly I would get too old and frail for heavy mechanical labour! With the benefit of three-day weekends (Monday is my official non-working day, no one likes being in the office on a Monday) I thought it would take me a year to get it all back together and roadworthy.

Those of you who've done it will know just what an undertaking a complete restoration such as this is – stripping a car down to the last size 6 screw and rebuilding it is a serious exercise. And I wanted to do it right - should that size 6 screw be chrome, raised countersunk, pozidrive or steel, flat countersunk, slotted? Another example: in 1967 the door trim was finished in fabric - no one is making it nowadays; you can get a product, with the right rubber profile, with a black plastic finish and you can get a roll of fabric with the right grain – so all you need to do is get some decent glue, get down on your knees for several hours and join the two together. I hate glue.

My goal had always been to drive RMG to our South of England Meet, held in May every year. In March 2016 I started the rebuilt engine for the first time (you can see the first start on YouTube) and I thought I might make the 2016 SEM. Though, as May approached, I had to admit it wasn't going to happen.

I plugged away, and 8th April 2017 saw a milestone – the car reversed out of the garage under its own power – also on YouTube. A couple of weeks later the MOT was taken and passed (no advisories) and my first car was back on the road

SPECIALS Register

after a 22 year break – and just a few weeks past its 50th birthday – RMG691F was first registered in November 1967 but was actually built in the March.

It's been (cliché alert) "quite a journey". I'm quite pleased with the result; it's pretty much "as new", certainly better than it was when it was my daily driver, but in some weird way it's just business as usual - even in at its rustiest point, in my head, it always looked like this.

in the right order, and they've all got to work – it's a miracle it goes at all.

I know many people wonder why I've put so much time and energy into this project; the truth is that there is no real reason, it's just something I wanted to do, for myself. And they wonder what I'm going to do with it now... to be honest I suppose I don't really need three Heralds, alongside two daily drivers! I do say, some-



As I've hinted already, I've built it quite carefully to 1967 Herald 1200 spec, except for the Spit-fire/Vitesse steering wheel, a temperature gauge and the 1296cc/twin SU power unit. I fitted the Spitfire engine many years ago, when the oil pressure warning light stayed illuminated on the original 1147cc engine; it just made the car a bit more relaxing to drive. I like to think that these three modifications could have been a special order when the car was supplied in 1967 – the Spitfire Mk 3 was introduced in March 1967. I do still have the original 1147cc block in the garage.

I also have the original service book for the car, which has the name and address of the first owner, and in one little twist of coincidence that first owner lived at an equestrian centre in Bookham, less than a mile away from where I live now.

As I write the car is showing 250 miles on the odometer (I zeroed it during the rebuild), it still has one or two snagging issues to sort and every time I take it out I expect something to fall off! (Nothing has). As I say to my family, there are hundreds of bits that have all got to be connected

times, that I'm going to put RMG in a museum, but I don't think I will – I'll just potter it about when I can, share out attendance to classic car shows with the other two Heralds (or find trustworthy drivers so I can display more than one!) and repeat, ad nauseam, "You wish you'd kept your first car? Well... I did."

Just in case you were thinking it's all about me, I must acknowledge the input of a few other people. There's Darren, who I've mentioned already – he went the extra mile, over and over again. **Dave, Adrian and Graeme** were always there when I needed an extra pair of hands, and they always nodded along with extreme patience as I gave them progress reports in the minutist detail! And there's **Jackie, Gemma and Abby,** whose familial support was unwavering throughout.

Some of you with a financial bent might be wondering how I did in relation to that agreed budget... I only blew it by about 200%.

What's a little factor of three between husband and wife?

And for my next project...

Trevor

GT6 Mk I - II - III Register



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

Andy Cook

GT6 Un-Modified!

I've recently done the best ever modification to my GT6. Well actually it was a "un-modification"! For many years I've struggled with the GT6 getting very hot in the summer despite having and electric fan fitted. Not only would the car get pretty close to the red on the temperature gauge in traffic, it would often run over 3/4 hot even in cool weather. To make matters worse, when it got hot it would sometime stutter on pick up, especially after moving in town speed traffic, it would also start pinking, which in turn made it run even hotter and then stutter and pink even more.

I think the reasoning for this was that when the engine got hot, the engine bay temperature was too hot for the fuel system, fuel evaporation would cause a weak mixture due to the fuel pipes and carburettors being hot. The weak mixture would make the car stutter and pink. The pinking would then make the car run hotter still and escalate the temperature in a "vicious circle".

I had made an improvement about a year ago by fitting the radiator shroud which had always been missing from my car. But although this helped most of the time the temperature was still an issue on a really hot day. On the way up to and back from TriumFest at Santa Pod this year it was particularly hot and the car was almost in the Red, I had to stop part way on both journey's to let it cool down. This prompted me to take some further action.

I had seen quite a few discussions on the Triumph Forums and Facebook groups around the merits of electric fans, some GT6 owners reckoned they were great while others reckoned the old mechanical fan is far more efficient. The reason given is that an electric fan blocks the flow to the radiator too much. The radiator has a small frontal area on a GT6 and the motor and shroud of a fan probably restricts about 25% or more of the area so I thought I'd give the mechanical fan a try.



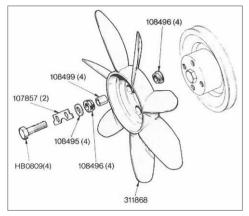
Picture 1 Old Fan in place, look how much it restricts airflow

GT6 Mk I - II - III Register



Picture 2 Fan and some of the fittings picked up at TriumFest

The only problem was that I took the mechanical fan off when I changed the engine back in 1992 and have moved house a couple of times since then. I do remember the old fan hanging on my



Picture 3 Fan mounting arrangements

garage wall in an old house but I think I must have chucked it out in the inevitable garage clear out that ensues when you move house.

Fortunately I managed to find a GT6 fan with all the fittings in the autojumble at Santa Pod, so I invested the 20 quid asking price. The fan was a little dirty but cleaned up pretty well by putting it through the dishwasher!

The fan is held onto the front of the Fan Belt Pulley by 4 bolts that use a rubber bush and tube arrangement.
The bolts are secured with tab washers to prevent them undoing under the rotation and vibration of the running engine.
All the bushes

were there with

the fan I had bought. The bolts with tab washers were also there although I did replace the bolts with shiny new ones from my stash. (We have polyurethane bushes which replace the rubber ones in the TSSC Club Shop - Ed)

I stripped out the electric fan including the wiring. I also changed the top hose back to standard as I had a billet aluminium temperature thermostatic switch housing arrangement in place of the normal



Picture 4 original type mechanical fan re-fitted

bellowed hose.

I then fitted the fan assembly. I had a bit of a problem though in that with the radiator in place I couldn't access the tab washers to bend them over to secure the bolts. I therefore used Loctite threadlock on each of the bolts. This would seem to be an acceptable solution, after all the flywheel bolts at the other end of the crank are held with loctite.

After fitting I took the car out for a test drive, it was a hot summer's day but the gauge was mainly sitting at halfway, even in traffic it only went a little above half so the rumours were right, the mechanical fan is much better than an electric set up at controlling the temperature! I guess no electric fan company or Triumph Specialist selling electric fan kits would admit to this as it would hit their sales, but my advice is if you have an electric fan on your GT6 take it off and go back to standard. You'll be amazed at the difference.

This is probably not the case with other Triumphs with Radiators with a bigger surface area but is certainly true for GT6s with the small radiator area based on my experience.

Not only does the car run cooler, the pinking has also gone and the car no longer stutters on pick up when in traffic on a hot day. Also it runs smoother and I can set the tickover lower. I suspect that the John Kipping's recon engine I have was balanced to have a fan fitted when it was built back in the 90s...

I've just come back from a Touring Holiday in France and the temperature was under control all the time with the car running great which was a good test. More about my little French GT6 jaunt in a future Courier article!

So altogether un-modifying my car has certainly been the best modification I've ever done!

The inaccessible screw!

The following article was sent through to me from GT6 owner **Paul Gulliver.**

Triumph GT6 D Type Overdrive - Solenoid replacement

recently that on an intermittent basis when engaging the overdrive on my GT6 the voltmeter reading was dropping by around 0.5-1.0 volt. Having checked this effect with the engine running and car stationary by operating the In/Out overdrive switch with the gear lever sat between the 3rd and 4th gates, a significant current drain was apparent. This suggested to me that the push switch in the back of the solenoid that disconnects the solenoid pull coil and leaves just the holding coil energised was not always being operated. Time for the gearbox tunnel to come out...

Having repeated the checks with the tunnel out, the occasions when the pull coil remained live were obvious as the solenoid very rapidly became extremely hot, but fortunately the wiring didn't appear to be frying too. I checked the plunger adjustment under the data plate on the side of the overdrive to ensure that the adjuster nut wasn't positioned so as to limit the throw of the plunger and prevent it from activating the switch in the back of the solenoid, but it was properly set. On this basis. I concluded that a new solenoid was required, a deduction endorsed by our TSSC Herts & Beds AO and technical auru. Peter Lewis.

After an internet trawl and some input from the TSSC forum, I decided to buy a NOS Lucas solenoid from an eBay seller as opposed to one of the generic, unmarked reproductions widely available. This duly arrived, with both Lucas box and solenoid in great condition. I checked the operation using a spare plunger and test meter and all was good, leaving me with the challenge of replacing the solenoid with the gearbox and overdrive in the car. I approached this with some trepidation, as on Canley Classics' website John Kipping states the following of this task:

GT6 Mk I - II - III Register

'...there is no easy way to get at the bottom screw'. Another browse of the internet served to highlight how tricky the work ahead was to be, with some people even having designed tools to aid the process. Ray Peet, one of our Triumph experienced TSSC local area committee members, suggested the most effective way to remove the screw was to place some tubing over a screwdriver bit to ensure the bit engaged the screw head and remained there. Armed with this knowledge. I took a rather warm (with tunnel out!) drive across to Peter Lewis's home to supplement my efforts with his knowledge, tools and an invaluable second set of hands. It also meant that we were equipped to jack the gearbox higher in the car if we could not get a proper purchase on the hidden screw.

We ran the car up onto ramps and found that from underneath the lower solenoid screw could be seen through one of the overdrive plug access holes in the gearbox mounting plate. Working from below the car, a screwdriver bit sheathed with a piece of hose and attached to a mini ratchet via 150mm of wobble bar running between the mounting plate and overdrive located the screw, with my little finger

the extension bar, I was able to use the mini ratchet between the propshaft and exhaust to gradually unscrew the final solenoid fixing. With the solenoid



Picture 2 Removed Solenoid

released and its rear cover removed it was clear that the decision to replace it had been the right one: it was heavily corroded and judging by the state of the soldering had been repaired previously.

When looking for clues on the internet as to how to get at the lower solenoid screw I had found a few references to people welding a longer bolt onto the head of the

> screw to ease both reinstallation and future removal. Not having access welding equipment, pondered the efficacy of buying some 10 x 32 UNF threaded rod and cutting that to a size whereby it protruded beyond solenoid body, locking two nuts together ½ an inch from one end to replicate the retaining action of the original screw, with two

nuts locked together at the other end to allow easy driving and removal with either a ratchet spanner or socket. I'm sure I'm not the first to think of this! eBay was again my friend and a 12 inch length of



Picture 1 The "TOOL"

through the plate just able to ease the bit into place.

With Peter inside the car maintaining positive pressure onto the screw head via



Picture 3 Trial Bench fit old Solenoid

rod arrived a couple of days after clicking 'Buy'. I had a good selection of new nuts to hand and two were soon locked together and thread-locked in place to form the screw end of the rod. I left the other two nuts (one of them a nyloc) loose, so that a trial fit could be achieved before cutting down the foot long bar.

With the new solenoid and cork gasket held in place by its top screw (I chose to use a cap screw in this position in place of the original slotted head screw at Peter's suggestion), the threaded bar was cut to

Picture 4 Final Fit

an approximate length and screwed into place. I found there was just sufficient space between the solenoid and gearbox mounting plate to get my fingers into a position to guide the rod into the screw hole. Erring on the side of caution, it was

initially too long to get a socket onto its end nut, but after a trim by Peter the second set of nuts were locked together and the rod finally screwed into place with ease

The solenoid electrical connection was made and operation tested, with the plunger position checked using a 3/16 drill bit to locate through the operating lever into the casing: no adjustment was required. All that remained was a test drive, which thankfully confirmed normal operations were resumed, followed by the laborious task of refitting the gearbox tunnel, carpets, H-frame and radio.

My thanks go to Peter Lewis for all his help and advice, to various other TSSC stalwarts for tips and hints, and to the various people across the world that have overcome the same challenge on their cars and recorded their trials, tribulations and solutions via internet fora. I hope my account may also be of use to someone confronted with this task in the future.

Paul

Thanks Paul a useful article. I remember

when I did the same job I resorted to disconnecting the propshaft and gearbox mount and jacking up the gearbox as high as it would go in situ. Even then the screw was difficult to access so Paul's method is certainly worth considering

One other bit of advice, when I replaced my D Type solenoid, I found that an MG one was considerably cheaper than a Triumph version. Both have the same main solenoid part of the assembly but different plungers, however it's easy to swap over the old Triumph plunger to a new MG solenoid to

save some cash.

From The Archives

Picture below is from Leon Guyot's collection taken in April 1982 at Beaulieu. The TSSC is as you know now in it's 40th year, this would have been in the early days, to

GT6 Mk I - II - III Register

be exact in the club's 5th year...

The real noticeable point is how fashions in car extra's change over the years, back then this particular GT6 was still a fairly new car of about 9 years old and the one in the picture is laced with the latest "bling" accessories of the period. Check out the Chrome wheel arch trims, the Chrome wheel embellishers, whited in tyre lettering, the square driving lights, the

the norm in the "decade that fashion forgot". In fact it looks like this one won a trophy at the event...

Looking on the DVLA information website, the car has been untaxed since 2005, it's not on SORN so I suspect it's been scrapped. From show winner to scrapyard in 23 years which is sad.

Andy



door edge protectors and the Triumph badge on the grille.

All look a bit tacky nowadays but this was

From the decade that Fashion Forgot - Chrome wheel arch & Wheel rim embellishers



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Welcome to

New & Returning MEMBERS

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



Stuart Theobald

Kenneth Chapman

John Dewar

Simon Galley

Philip Tennant

Carl Fretwell

Alan Smith Leslie Ware

Richard Allen

David Swain Sandra Gran

Russell Timins

Ian Scott

Chris Denton

Thea Mackenzie

Joseph Noakes

Lewis Russell

Alexander Marr

Dave Gibbons

Di Hanes

Beds

Bucks

Cambs

Cheshire

Derbys

Derbys

Devon

Devon Devon

Dorset

Essex

Essex

Essex

Guernsey

Herts

Kent

West Lothian

Middx

Norfolk

Northants

Neil Gale

Bruce Orme Peter Youe

reter roue

Tony Wittering

Michael Billington

Stuart Martin
Jeffrey Gould

Laurence & Oliver Holt

Paul Mustarde

Justin Veasey

Richard Wilson

Andy Whitwood

Mark Barnard

Jean-Louis Renson

John Cork

Northumberland

Shrops

Somerset

Somerset

Staffs

Staffs

Surrey Surrey

Sussex East

Sussex East

Sussex West

Tyne & Wear

Warks

Belgium

Switzerland

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





NEW TSSC TRAVEL CLUB

IN CONJUNCTION WITH SCENIC & CONTINENTAL CAR TOURS



e are pleased to announce the launch of the Triumph Sports Six Club (TSSC), Travel Club in conjunction with

Scenic & Continental Car Tours (SCCT).

The travel club is an additional service to members in order to make it easier and financially more stable for members to enjoy this important part of our club activities.

You may have noticed that over the past few years SCCT have advertised in the Courier, as well as regularly supporting the club as traders at our club events.

SCCT offer a fantastic range of tours and events to give TSSC members a great choice of destinations to take their car touring.

As part of this service, we are excited to announce our inaugural TSSC Official Clubs Touring programme for 2018, all of the details of which are on the page that follows this article. In addition to the club tours, each member (Joint members will only receive one voucher per year of membership) will receive a voucher annually to the value of £50 that can be redeemed against any New bookings with Scenic – for full terms, please contact SCCT directly.

Membership numbers will be required and recorded to ensure that only one voucher per member is redeemed each membership year.

For those who don't know SCCT, we'd thought we'd let you get to know them a bit better, so we asked **Kieran Line, Group Relations Manager**, the following questions:-

Kieran Line

What can you tell us about the company?

As part of the Albatross Group of Companies, we have been trading for over 30 years. Albatross ensures we have a great back office system for both administration, buying power, relationships with suppliers such as hoteliers and ferry providers and most importantly, financial security.

Here at SCCT, we are small team of 8, you will get to know the team very quickly and anyone of us will be more than happy to assist you.

What about the security of our member's money?

Your Money is Safe with Scenic & Continental Car Tours - In accordance with the EC Package Travel Directive, Scenic & Continental Car Tours operates a system of client trust accounts – the ultimate in payment protection. This means every penny you pay to us is ring-fenced and audited by an independent firm of accountants and will not be used by us to pay suppliers until you have returned from your holiday. Any tours operated by air are ATOL protected via S&CCT sister company, Success Tours, ATOL Number.5114.

Do you work with other car clubs?

We are well versed in working with car clubs as we already partner with other clubs such as:

MX5 Owners Club, Morgan Sports Car
Club, TIPEC Club, Jaguar Enthusiasts
Club, Reliant Scimitar Club, TVR Car
Club, Alfa Romeo owners club, as well
Regional groups within The Porsche
Club Great Britain, MG Owners Club,



MG Car Club, and Sunbeam Alpine...... the list goes on!

What do SCCT offer their customers?

Typically we provide three options.

One is our scheduled/programmed tours.

These are a range of tours put together by us, and sold to the classic car, sports car, and performance car market. Anyone can book onto these tours, and they will generally operate with a minimum of 5 cars, and a maximum of 20 cars. We provide everything from travel (Ferry/train etc.) to the hotels and meals, and provide a comprehensive travel guide to assist day by day with maps and routes of where to go, what to look out for, and most importantly what you need to have for each of the countries you are travelling through. Then we have the official club tours, which we now operate for TSSC, MSCC, JEC, Lotus 7, TIPEC, MX5 and TVR.

These are tours for club members only, for example for the TSSC tours, only TSSC members will be permitted to book on the **TSSC Travel Club** tours.

Finally, we have our personal tour planning service, which all Area Organisers, or anyone that arranges tours for small or large groups in their Triumph's, can utilise as part of the tour operator service we are now offering the TSSC.

This is where my role within the business liesdealing with any clubs or groups, large or small, groups of friends or official 'Area's' within a Club. Organising as much or as little of a tour or event that the organiser wants me to. Some organisers want me to do everything, some want to arrange everything themselves, but have our administration and financial backing, we will do literally as much or as little of the organisation as you, the organiser, wants us to do.

For help and advice in organising your group's trip, whether it be a weekend away or a more adventurous event or itinerary:-

Contact Kieran on 01732 879172 or email kieran.line@sceniccartours.com

Please feel free to contact the Scenic team on **01732 879153** to discuss any of their tours, or for further details of the clubs' touring programme for 2018.

Or you can visit their website on www.sceniccartours.com.

Safe Motoring

Bernard Robinson

(TSSC Travel Club Co-coordinator - in Conjunction with Kieran Line of SCCT)

TRIUMPH SPORTS SIX CLUB - OFFICIAL CLUB TOURS 2018



LAON HISTORIQUE 2018

18th - 21st May 2018

'Join our partners Scenic Car Tours for their 27th outing to the 2018 Circuit Historique de Laon.'

All prices include: Return P&O Ferry Crossing from Dover/Calais - other crossings available at a supplement • 3 Nights Hotel Accommodation or camping in Laon & Surrounding Area • Entry Fee to the 2018 Laon Historique • Participation in Saturday Rally including light-lunch • Participation in Sunday 'Closed Street Parade' • Optional Participation in Monday Morning Run • Commemorative Tour Rally Plate

Camping prices from £139.00 per person* Hotel prices from £199.00 per person*

*Prices based on 2 persons sharing one car / one room or camp plot



BELGIAN CHOCOLATES & BEER

22nd - 25th June 2018

Just a stone's throw from Brussels stands the old Burgundian town of Leuven, one of Belgium's hidden treasures.

Prices includes: Return Ferry Crossing from Dover to Calais (other crossings available on request) • 3 Nights' Accommodation at the Excellent Park Inn By Radisson Hotel, Leuven • Buffet Breakfast each morning • Exclusive TSSC Visit, Tour & Tasting of Stella Artois Brewery • Detailed Road Book featuring Maps, Directions Great Drives & Local Attractions • Commemorative TSSC Tour Rally Plate

TSSC Members Price £235.00 per person sharing a room/car
TSSC Members Price £395.00 per person in a room/car on their own



COTSWOLDS, BATH & CHEDDAR GORGE

21st - 24th September 2018

A Wonderful 4 day break to the Cotswolds staying at the Excellent 4 Star Marriott Hotel.

Price Includes: 3 Nights at 4* Marriott Hotel • Buffet Breakfast each morning & Buffet Dinner each evening • Optional drives to Bath, Cheddar Gorge, and the Cotswolds • Detailed Roadbook with Maps, Great Drives & Local Attractions • Complimentary Car Parking at the Hotel • Commemorative TSSC Tour Rally Plate

TSSC Members Price £179.00 per person sharing a room/car
TSSC Members Price £259.00 per person in a room/car on their own

Bookings for these events are being handled by Scenic & Continental Car Tours
Book online @ www.sceniccartours.com
or Tel: 01732 879153 quoting TSSC

Preferred Tour Operator

Tours are organised for the Triumph Sports Six Club by Scenic & Continental Car Tours



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Wheel arch/bulkhead seal 704033 Chrome bonnet catch 607663. £21.0 Door hinges 607824. £21.0 Boot hinges 9243. Door to glass outer weather strip. Hoods vinyl line zip out window. £40.0 Accelerator pedal bracket 147655 Set of 8 front suspension bushes 119451. £15 Front suspension shim 122022. Caliper repair kit inc pistons type 12. Caliper repair kit inc pistons type 12. Caliper repair kit inc pistons type 14. Caliper repair kit inc pistons type 16P/16PB. Recon exchange caliper type 12. Recon exchange caliper type 14. Recon exchange caliper type 16P/PB Brake pads type 12. £15 Brake pads type 12. £15 Brake pads type 12. £15 Brake pads type 14. £10 Brake pads type 16P/16PB. £12 Her/Vit Recon steering racks RHD (exchange) Track rod ends. £9.5 Rear shock absorber GSA385 Front shock absorber Herald 3 Syncro (exchange gearbox). £ Fibreglass Gearbox Tunnel Cover Recon Exchange Diff (NCW&P). Herald recon exchange Diff (NCW&P).	.50 pai . £4.00 .00 each . £5.00 pai . £7.00 se . £1.75 . £23.00 se . £1.75 . £24.00 se . £1.75 . £24.00 se . £1.75 . £25.00 se . £1.00 se . £20.50 . £20.50
Wheel arch/bulkhead seal 704033 Chrome bonnet catch 607663	5.50 paid. £4.000 paid. £4.000 paid. £4.000 paid. £4.000 paid. £7.000
Wheel arch/bulkhead seal 704033 Chrome bonnet catch 607663 Door hinges 607824 Set 1800 hinges Set 243 Door longes 607824 Set 1800 hinges Set 243 Door longes outer weather strip Hoods virnyl inc zip out window Set 618 front suspension bushes 119451 Front suspension shim 122022 Caliper repair kit inc pistons type 12 Caliper repair kit inc pistons type 14 Caliper repair kit inc pistons type 16P/16PB Recon exchange caliper type 14 Recon exchange caliper type 14 Recon exchange caliper type 16P/PB Brake pads type 12 Set 18 Brake pads type 12 Set 18 Brake pads type 12 Set 18 Brake pads type 16P/16PB Set 25	5.0 paid . £4.00 paid . £4.00 paid . £4.00 paid . £4.00 paid . £7.00 p
Wheel arch/bulkhead seal 704033 Chrome bonnet catch 607663	5.0 paid . £4.00 paid . £7.00 p

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Vitesse 2 Litre clutch kit				
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TR7				
		-		
Early type bonnet (single bulge) WKC170				
Early type bonnet (single bulge) WKC170 Late type bonnet (double bulge) XKC3822				
	£3	350	0.0	00
Late type bonnet (double bulge) XKC3822 Sills L/H and R/H XKC 112/3	£3	350 10	5.C	00
Late type bonnet (double bulge) XKC3822 Sills L/H and R/H XKC 112/3 Doors FHC WKC5286 LH	£: £	350 10: 150	0.0 5.0 0.0	00
Late type bonnet (double bulge) XKC3822 Sills L/H and R/H XKC 112/3 Doors FHC WKC5286 LH Door skins YKC74/75	£: £: £:	350 10! 150 260	5.0 5.0 0.0	00
Late type bonnet (double bulge) XKC3822. Sills L/H and R/H XKC 112/3 Doors FHC WKC5286 LH. Door skins YKC74/75 Body shell convertible	£. £. £. £5,0	350 109 150 260 200	0.0 5.0 0.0	00
Late type bonnet (double bulge) XKC3822 Sills L/H and R/H XKC 112/3 Doors FHC WKC5286 LH Door skins YKC74/75	£. £. 	350 10! 150 260 100).0 55.0 0 0 0 0 0 0	000000000000000000000000000000000000000

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Radiator grille R/H convertible WKC3674	£60.00
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Petrol tank	£250.00
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Front suspension strut gaiter UKC4981	
Rear shock absorbers	
Upper steering joint UKC2449	
Lower steering shaft TKC1084	
Track rod ends GSJ185	
Steering wheel (early) RKC509	
Brake pads GBP233	
Brake discs TKC780 £	
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Brake servo recon (exchange)	£85.00
Uprated brake master cyl/servo assy (exchan	
Recon exchange brake caliper	
Brake shoes 4 speed GSP794 OE Unipart	
Brake shoes 5 speed GBS813	
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4 speed differential TKC2619 (exchange)	
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STAG

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Recon exchange water pump GWP201	. £29.50
Recon steering rack (exchange)	. £65.00
Front trunnion 142377/8	. £35.00
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Brake disc 209327	. £18.50
Recon (exchange) caliper type 16P/16PB	. £56.00
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Recon rear hub assy (exchange)	£130.00
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SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.

Suzie Singleton



And Luggage to Boot!

strange last year, month I was bemoaning the excessive heat TriumFest, at the weekend we had a torrential downpour and a hailstorm and now it's very tempting to light a fire! Think I must have jinxed the weather with last month's comments.

Tying to get back to feeling summery, I thought I'd share some photos that I've collected over the years of various Spitfires toting luggage racks.

They show several types of rack from the

more usual wood and chrome to some all

Wood & Chrome



Some are bolted through the bootlid while others are held on by rubber suction feet with side clamps.

The aspect common to most of these racks is



fitted with that towards the rear of the car.

SPITFIRE I - II - III Register

important to you?

A. Losing an improperly secured case with with your unmentionables in on the road behind you when accelerating. or...





B. Being walloped on the back of the noggin by an improperly secured case when doing an emergency stop to prevent piling into Grandma as she steps out into the road ahead of you.

Although to some it may look odd at first glance, having the upstand towards the front











However, which might be considered more

of the car does appear to be a better way to not risk losing your head.

Of course, in some cases, the design of the rack itself means that it can only be fitted one way round.



Although others can be set either way round. I don't think this one will hold any luggage securely, even if the car looked like it were able to go anywhere itself!



And if you can't fit all your luggage into the boot then you can make more space by evicting the spare wheel



And if you're still struggling for space - take a trailer!

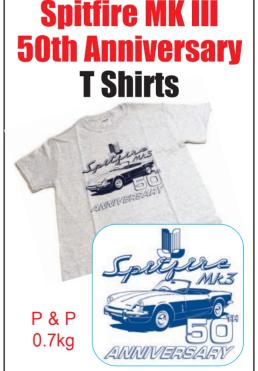


And finally, while looking for a photo of



Bridge Garage in Marlborough (see last month's article) I thought I'd found one - then realised it wasn't quite right!

Suzie



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Big Saloon Register



e-mail. carlswanson@btinternet.com

Carl Swanson

Classics on the Common

ope this edition finds you and yours are well. Firstly, thank you to those that have been in contact, and for kind words of encouragement. One of those as **Paul Lucas** who is an ex Triumph racer and as highly experienced MOT tester, has the dubious honour of being TSSC South Bucks defined

MOT tester! If you are in the High Wycombe area and need a MOT tester who knows Triumphs, he is the man to contact. You can find him at Merityre 01494 711727.

Another thank you this time to TSSC member **Michael Richardson** who has a 2500s estate car which is really proving a challenge as we often find out

buying any car! At time of writing, he was trying to work out engine issues. As I said earlier, I have been in the car industry for many years. Engine building is a fine art and can be expensive, but as there if often interchangeable parts that will fit, even if it shouldn't!

The older the engine rebuild, the more this seems to be the case as needing to keep an 'old' car going a bit longer.

Hopefully things will start to become easier Michael and hopefully he will keep up us informed of progress. Please do send me stories or pictures of your challenges or just enjoyment with your Big Saloon.

One of those being one of my sons and I attended the 'Classics on the Common' which is held at Croxley Green common, near Watford. It's a show I have been attending for



many years and increases in size every year. However, 2nd Aug this year was rather damp and miserable, so pretty much stopped play! We went anyway as fortuitously I was still on holiday, and it's an early start to the show at 2pm. Things looked doubtful as we saw several classic cars coming back from the direction of the show!

It was a good turnout of Triumphs, with two



other big saloons, as pictured.

The saloon is actually powered by a Rover P6

BIG SALOON Register

V8I The owner brought the car as is, as looking for a project to turn into what this looks like, and aoes well! Embarrass many people who pulls along side the 'old classic thing'

The Mk1 estate car came and went too quickly for me to catch up with the owner.

Enjoy your car, and

as ever, take the car.

Carl







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VITESSE Register



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Dave Rumens



TSSC TriumFest UK 2017

folks. remember when we held the main Club event at Stafford a number of people complaining there was little to do apart from looking at the displays of static

combined with the Retro show not only did Club members have a lot to see it also hopefully gave a view of the Triumph margue to people who came just for the Retro show. I wonder if anybody noticed this year the on-site changes. Well, take a look at Picture 1 which I took last year and then Picture 2 taken this year. Yes, the

> wind driven generators are new this year.

I did confuse a few people this year as I didn't have a Vitesse hat on. This was because before I was about to sell one of my TR7's, having carried out quite a lot of work on it, I wanted to ensure it was going to be reliable before passing it on to a new owner. So, this vear's run to Santa Pod with the Newbury Area was a



and peruse cars. autojumble and dealer This stands. understandable because though every effort was made to vary things the basic format remained the same. Well this year we returned to Santa Pod for TriumFest and nobody could complain there about a lack of things to see and do. As the TriumFest was



VITESSE Register

good way to check the car out. With temperatures in the 30 C it was a good test and I needn't have worried as the TR7 ran superbly. I was sad to part with it but, as it's now owned by a local Club member I will still



see it around. Picture 3 shows you can just about get everything packed into a TR7. I will be flying the flag for the Vitesse once more next year by using mine to travel to TriumFest. I have often been asked why a Vitesse man owns a TR7. This is largely because the TR7 is a complete contrast to the Vitesse as it is to the TR6. What is often missed is, that's the whole point of the TR7.

Moving back to Santa Pod amongst the noise of the cars racing up the drag strip you could hear the crisp sounds of the Triumph straight six engines. I noted the interest shown by some





of the non-Triumph people at the event in the Vitesse once they heard the engine start up. Many were surprised that a six cylinder engine was being fitted in a small car as standard back in the 1960's. Few knew what a Vitesse was and hopefully they now know. I was glad to see so many Vitesses present and these were right across the different versions which meant I was busy with the camera over the event taking shots. Pictures 4 to 6 show some of the Vitesse 6, interestingly they were all Saloons. Sorry if you were



there with a Vitesse 6 Convertible and I missed you. Next up is the 2 Litre model, Pictures 7 to 8. The majority of the models appear to have



been 2 Litre Mk2 Convertibles with the a few Saloons, Pictures 9 to 10. In Picture 11 we see the side view of a 2 Litre Saloon with a classic



1960's sunroof or as the Standard Triumph Sales Department call it a 'Skylight.' In my humble opinion the sunroof was one of the best options for the Saloon, very 1960's. Overdrive



being the other for all models. Picture 12 shows some interesting reclining seats fitted to

Pic 12.







a Mk2. Picture 13 an alternative use for the ashtray slot in the dash of either the Vitesse 6 or 2 Litre (Mk1) models. In Picture 14 we can see lots of engine tuning has taken place, I was not too sure if the engine was a 2 or 2.5 Litre. Modified or standard it was great to see some

of the many different Vitesses at this years event.

Indeed I got the overall impression that members enjoyed the TriumFest and are looking forward to next years.

Thanks, must go to the

TriumFest organising team for all their hard work producing yet another successful main Club event. That's my stuff for this month

See you all in October.

Safe Driving & Keep Running On All Six

Dave.

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SPITFIRE MkIV/1500 Register



e-mail. spitfireIV-1500@tssc.org.uk

Steve Payne



SPA,rt Two

he boot of the Spitfire was like a 3d Tetris puzzle, however instead of blocks it comprised of two holdalls, two sleeping bags, a few basic spares

(points, condenser, hoses, jubilee clips, fan belt etc.) and tools, all my imperial spanners, a handful of sockets including a sparkplug socket, a couple of screwdrivers, an adjustable wrench a hammer, oh and the essential 'Gaffer' tape or 'Duck tape' depending on your preference. I had also carefully placed a bottle of the all-important fuel additive in the boot for easy access at the fuel stops (I haven't converted the head to unleaded yet!). All were neatly packed and

squeezed around and above the spare wheel, the boot lid had to be gently forced onto its catch, squeezing every drop of air out of the boot.

However, all the contents now needed to be removed and deposited into the chalet ready for the Spa circuit in the next few hours. Many hands make light work and it was soon done, not neatly but hastily as we were all eager to get to the circuit.

I made some last-minute checks under the bonnet and took a cursory glance to see if the crash helmets were still stored behind the seats (where else would they fit?), then Rob and I fell into the Spitfire once again and headed to the camp entrance to meet with the rest of the group.



SPITFIRE MkIV/1500 Register

The circuit was less than a ten-minute drive from the campsite, the atmosphere at the camp was buzzing, people were coming and going and the campsite bar and restaurant was filling up fast. As Rob and I waited for the rest of the group at the entrance, clouds were gathering and the threat of rain was very real again.

Once everyone had arrived we set off, over the concrete speedbump (causing a few grunts and groans from Pauls SVR and Liz and Karl's TVR). A steady run up the steep leafy lane and a sharp right onto the main road and five minutes later we could see the Spa circuit entrance. We took a right at the roundabout and meandered down to the entrance to the circuit. It was at this point I remembered I had left the tickets on the table in the chalet!

Fifteen minutes later, tickets collected, I was back at the gate and was allowed in to re-join the rest of the group at the designated parking space, Paul had given us very careful directions to our 'holding' car park, adjacent to Eau-Rouge, and it was prime viewing.

I took the opportunity to grab a large rock from the edge of the car park and jam it behind the rear wheel of the Spitfire, despite purchasing a new handbrake cable, drums and shoes the handbrake still didn't operate to my satisfaction.

We watched a few cars come down the hill past the pit lanes and into the dip directly before the climb of Eau Rouge. Now the reality that we were going to be driving the Spa circuit was beginning to hit home and a buzz went around the group.

We decided to take a brief look around before we were called to the circuit, we hurriedly walked down the hill towards the main pit lanes and show stands, trying to take everything in and remember points of interest for later.

We had split up and regrouped again when word went around that Paul was trying to get us back to the cars, it was time to race!

We quickly ran to the cars and donned our crash helmets, just in time to see a marshal frantically waving us down the hill. Paul set off and we all quickly followed, through the spectators and stands into the pit lanes. A marshal

stood directing the cars right then left, slowly filling the two lanes. There was only the SVR and TVR in front of me in the left lane and a Healey (not sure where he had appeared from?) and the MG BGT to my right. With my crash helmet on it was almost impossible to look behind and all I could see was David's Rover P4 filling my rear view mirror.

The odd drop of rain began to hit the wind-screen and gradually it turned into a gentle shower, I was focussed on the marshal who for the last few minutes had been listening intently to his walky-talky. His eyes turned to the lights, the red light suddenly changed to green and the pace cars brake lights went out and he started to move forward. The marshal began to windmill his arms, as if in slow motion, pointing first to the left and then to the right lane, as if directing a jet fighter from the deck of a Nimitz. Not quite the start I had pictured! However, we were moving out onto the circuit, accelerator foot slowly creeping closer to the floor.

The pit lane led out onto a slight incline and then swept round to the right and down a steep hill to the base of Eau Rouge. Because of the drizzle and failing light we were only moving at about 60mph, but it felt fast enough in those conditions. I had the TVR firmly in my sights in front and my plan was to stay close to it. The pace car had disappeared and suddenly my rear screen filled with four or five headlights, seemingly across the whole width of the track and closing fast. The rain started to come down heavier and the spray from the TVR meant I had wipers on warp factor 3, so I could just see the TVR's tail lights prior to each bend and a red blur on the straights!

The headlamps were now glaring at me from behind, shouting at me to move, two pairs wanting to use the inside and two pairs the outside! I had very little choice, fearing a collision I indicated I was pulling over to the right, keeping my accelerator pedal planted to the floor and hoping they would all get the message to pass me on the left. One by one they screamed by, a GT40, Aston Martin, Porsche and finally a Le mans GT6, just in time for me to get back to a reasonable driving line.



I had backed off the accelerator a little because the TVR's red blur had faded more into the distance, the challenge now was to catch it up!

Whilst Rob and I were discussing where the 'super cars' had come from and whether we were even in the right 'race' the heavens opened more, if that were possible. I approached another right hander still in discussion with Rob about 'those other cars' when the back of the Spitfire broke away, just a foot or two and then caught and twitched a little before coming back into line. The conversation stooped a moment, a few 'faster' cars were once again behind me and I feared if there was a further excursion sideways I may not be as lucky. I decided to just keep the pedal planted and be ready for anything, the adrenalin was pumping.

We had just completed our second lap and I had caught up with the TVR, it was only a few cars lengths in front now and I had turned my attention to where I could overtake. Meanwhile Rob had started stuffing tissues in between the 'A' post and door glass to stop the horizontal droplets of rain hitting his face. I faired a little better, the tissues lasting perhaps ½ lap before falling sodden onto my leg or into the foot well. Did Sterling Moss have to put up with these conditions?

I caught site of a solitary set of headlamps in my review mirror, slowly making up ground behind me. It was too slow to be my friends in the super cars but the weather was too poor for me to see who or what it was. I turned onto a long straight before the pit lanes and gracefully moved aside and then realised it was Andy in the MG BGT! There was not only my honour but all Triumph owners honour at stake now. He had more horsepower and some mods to the intake and electronic ignition to boot but I had to try and hold him off until the bends. I had the pedal to the floor and figured that if I left my braking until late he would 'bottle' it, but the straight was too long and he crept slowly to my side. Through the steamed windows and heavy rain I could distinctly see his face grinning ear to ear, framed by the white opened face helmet! He slipped by me first and then the TVR, with just enough room to tuck in for the bend and then he disappeared in the curtain of rain in front of us.

The TVR retired on the fourth lap, later I found out it was again taking in water quicker than the co-pilot could bail it out and the inside of the car was described as a mobile sauna with water dripping from everywhere. I decided to retire the next lap which was actually the fifth and final lap of the day.

We regrouped at the parking space and I tried to avoid Andy's cheesy grin, but inevitably he sought me out and gave me his blow by blow account of the overtake, to which I gave him my excuses and explained why 'on another day' I had would have been victorious. It was all in good fun however and everyone now could relax and enjoy the rest of the weekend.

Saturday and Sunday were spent watching a few races and browsing the usual shops advertising memorabilia. Souvenirs were bought, key

SPITFIRE MkIV/1500 Register



rings, stickers of the Spa circuit to place on the tailgate or any rear panel with space to adorn it and obviously the obligatory 'T' shirts which would never be worn but none the less treasured and packed away in the bottom of the draw.

There is certainly plenty to see and do, from watching the mechanics in the pits frantically adjust some part of the suspension or engine to classic car clubs, lined up with enthusiastic owners trying to keep their pride and joy dry and shiny amidst the showers (which were actually few and far between after the previous days onslaught). The sun had come out and occasionally dipped behind the odd cloud which released only the shortest and smallest raindrops.

On Saturday we dined at a burger bar and found cold beer to keep our energy topped up, we paid a visit to the local supermarket and stocked up on essentials such as beer and more beer, oh and some ham, cheese and baguettes for snacking on. That evening we ate at the camp site which offered several specials, most sold out by the time we arrived back from the track but never the less we found something. There was also bacon and mushrooms for breakfast, which Nigel and Rob cooked Sunday morning (thank you both).

After breakfast we had enough time to visit the track once more before heading back to Dunkirk stopping in the same chalet we stayed in Thursday night. We also went back to the bar in the village which served us some great food and drink, this time all of us managing to

get in the large dining area/conservatory to the front and discussing the weekend's events in great length. An excellent night again had by all.

The next morning we grabbed an early breakfast and headed to the ferry to catch the 12 o'clock return rather than the 2pm we had booked, which meant we would arrive in the UK about 1pm.

The ferry crossing was calm and the sun soaked the rear decks where a handful of us had gathered. Once on the UK side we made good time, only making one pit stop for a snack half way. We followed in convoy ensuring no one was left behind on the final stretch, but as we neared home one by one cars flashed headlamps and peeled off until there was just the Rover P4, Morris Minor, TVR and my Spitfire left. As we neared MIRA I gave my horn a blast and headed for Rob's house to drop him off. Car unpacked of Rob's belongings and hand shook I headed home to put the Spitfire back in the garage.

The Spitfire had lain dormant for 22 years. Now within six months of the MOT and only 200 miles of short trips to and from work it had driven just over 900 miles in 5 days, with no mechanical issues, only a few minor leaks from the crank pulley seal and gearbox drain plug. The roof had leaked but I can accept that, even a modern car would have struggled in those weather conditions (I told myself). Unfortunately, all too soon Spa was over, but plenty to talk about and to plan for next year.

Steve.

International Liaison



e-mail.

international-liaison@tssc.org.uk

Dave & Jo Beardsley Founders Run

23rd July 2017

Part One - Newport Pagnell



1st July 1977 saw the inaugural meeting of the TSSC at the Motor Lodge at Newport Pagnell Services on the M1 North. The hotel is now operated by

Ramada Hotels who were very supportive and

agreed to let us use their car park to start our day of celebrations. We had anticipated perhaps 15-20 people, in maybe 10 cars, however on the day we had 36 cars and 85 members. It was great to see some of the very first members return to the site as well as many of the early (1977-78) members.

We had arranged a light breakfast for those



First ever TSSC meeting Travel Lodge Newport Pagnell 1977



interested and many of the attendees joined in. After breakfast, we re-staged the original 1977 picture from the first meeting – and we actually managed to recreate the correct line up thanks to so many club cars being present.

Part Two – the run to Lubenham

Everyone was free to make their own way to Club HQ, but we had provided a number of route options for those not familiar with the area. Groups of cars started to leave and we tagged onto a group, assuming which way they were heading.

Well, what can we say; we enjoyed a very scenic tour of previously unchartered parts of Northamptonshire. At times I said "I know this road, at the junction we'll turn right"....we

turned left. Still, we got there and dodged most of the cloud-burst that others encountered (hasty hood up stops called for).

Part Three - Club HQ



John Griffiths and Bill Sunderland, together with our current Club Chairman Chris Gunby. Four new honorary memberships were awarded (see elsewhere in this Courier). Birthday Cake and Bubbles followed and a vote of thanks was made to all the Club's members



and officials, past and present, for their work in making the Triumph Sports Six Club what it has now become.

As the event broke up, some left for home, others were staying in a local hotel to enjoy





dinner together, but all agreed

With the sun shining, HQ looked magnificent.

Bar-B-Que Bern was kept busy and the bar was heaving.

Even more faces from the past seemed to appear and it was hard to find the time to chat with everyone that had been able to attend.

Speeches were made on the early years by ex-Presidents



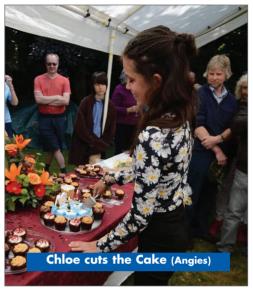


it had been too long and commitments made to stay in touch.

As part of the event, we had a limited edition 40th Anniversary polo shirt produced. In one colour (Burgundy/Ruby for 40 years) it features the Club's original logo. There will probably be just one more production run before the end of the year, so if you would like one, please contact the HQ – price is £15.00 + P&P.

It will be another ten years before we have a major anniversary to celebrate, so mark July 2027 in your mental calendars and we hope to see you there.

On Behalf of all who attended, a BIG Thankyou to Dave & Jo without whose efforts this event would simply not have happened!









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Colin Lindsay



An Unexpected Journey?

his is a story that grew in the telling, as Tolkien said many years ago. I remember reading about this Herald on various message boards but never

dreamed that the thread would run for thirteen years. It just goes to show what determination - and the Internet - can do. I'll let **Ben Blaney** take us from London and across half the world in search of one particular 1200 Coupe.

brakes, windscreen washers and 520 two-ply tyres. It was despatched on 2 April 1962, given the registration number 596DXX, and we believe this photograph would have been taken shortly after. On her retirement, Marian moved to the countryside of North Essex, to a charming village of Radwinter. As a child of seven in the early 1980s I was already crazy about cars, and I believe I may have expressed affection for her fabulous Coupe. She wanted to give the car to me as a 17th

birthday present, but that was still ten years away. She kept it for a couple of years, but organising maintenance for an unused car was troublesome, and she reluctantly made the decision to sell the car.

At this point, it totally disappeared off the radar.

In 2004, I started looking for the car in earnest. I wrote to the DVLA, asking if they had records they could share. In those early days of the internet,

search tools were scarce, but there was an RAC trace service, which came up with nought. I stumbled on the idea of looking at online message boards, and I quickly found the one for Club Triumph. I posted there on 13 May 2004. I found that the Herald had been featured in the TSSC magazine The Courier,



The story of 596 DXX – a 1962 Triumph Herald 1200 Coupé

"The story of 596DXX begins in 1962, when it was bought by my Godmother, Marian Stephenson. The car was specified in Powder Blue with Black interior, with a heater, disc 42

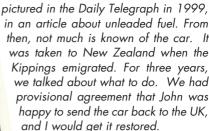
HERALD 948 -1200 -1250 Register

issue 458 from 2001. One suggestion was to post to the



Heralds. That's what I did, and that's where I found **John Kipping.** As luck would have it, the buyer was Fiona Kipping, the better half of the proprietor of John Kipping Spares. We think this was in about 1983, when **Leon Guyot** viewed the car in Wimbledon, South-West London, where it was being hosted at the time by a friend of Marian's.

From there, we know that **Fiona Kipping** used the car as a daily driver for a number of



John also mentioned to me at this time that the car hadn't run for approximately 10 years.

Shipping a non-running car, in a container, and all the required paperwork is a significant effort,

and it took some years to accomplish. It finally landed back in the UK in 2007. I went to see the car in 2008, and took a ton of pictures.

Then, I'm afraid, real life got in the way for a few years. Marriage, children, new job, another relocation for work. But finally, in 2014, I was in the UK for work, and I decided that I had to pull the trigger. I went to Canley Classics, talked to Dave, and wrote the first of a series of cheques to get the thing restored. Dave was adamant to me that it should go back to original spec. I could have been convinced by discreet upgrades but

Dave provided compelling

reasons to stick to originality, so I did what I was told. Throughout the process, Dave and the team at Canley Classics kept me informed, with regular email updates, and photos of the



years. It was also commandeered from time to time as a general runaround for employees of John Kipping Spares. Around 1989 it was given some attention, by Dave Pearson – a partial restoration: some welding, some paint repairs, and a 1300cc engine. The car was

state of the car. I'd call in once in a while, and ask how it was going. During teardown, some things looked worse than we had hoped. But, I suppose that the car is nearly 55 years old. Dave reported with some amusement that as he pulled it apart, he'd recognised some of his

own welds from the work he'd done nearly 30 years previous.

In April 2016, I had to travel to the UK for another reason. I stopped by Canley Classics for a chat with Dr. Dave, and I took a few pictures. It became more apparent to me that Dave and the team at Canley Classics are true aficionados, and obsessed with excellence. I was also impressed by the huge amount of

changes I needed to the V5 to make it a Historic Vehicle (that's a new rule since the car has been off the road) and put the original engine number back on there. Then, I was fully legal. Dave gave me a pep talk about basic maintenance, all of which I've probably immediately forgotten, I settled my bill and set off about 11.30, a little later than I'd hoped, headed for Bicester. After about 5 miles, I found that the

car was dying as I came to a stop. It felt like the idle speed was too low, which is annoying but easily solved (even by a bone-head like me). I stopped for fuel, and afterwards it just wouldn't start. Nothing. I called Dave, who said he knew exactly what it was, and that he'd jump in his car and sort it out. He arrived with a bloody big spanner, applied it to the crankshaft nut and gave it a heave. Apparently, when an engine is rebuilt, the pistons are so tight that they literally get stuck in the bores



trivia knowledge that has fed into the project.

For example, the lettering on the bonnet of the car: early examples had "HERALD" but later examples went to "TRIUMPH". Canley were adamant it should go back to how it should have been.

The time came, the car was ready, and I flew over, and made my way to Coventry, to spend the night. Didn't sleep a wink. I like to think I was excited, but I think I was more nervous about what it

would be like to drive a very old, very slow car on modern roads. I also had a fairly jammed packed schedule of friends and family commitments between leaving Canley Classics and showing up at Southampton Docks. I picked it up on Friday morning. We went down to the post office and submitted the and the starter motor isn't man enough to free them. He gave me the spanner, in case I needed it again. He also adjusted the idle a little bit.

I went to Bicester, and had the car professionally photographed. The photos aren't finished yet, but they're going to be fabulous.



From there, I drove to Oxford, and Leatherhead, and then into Central London. I met up with close family at Regents Park. The reason for this was sentimental and also a gesture of tribute to my godmother. When she first bought the car, she lived in Bloomsbury,

to do the same. It was a terrific day. The car didn't miss a beat on the journey down to Southampton. "

(Now the amazing thing about this little Herald's journey is that it didn't stop there...

Why Southampton docks? Because Ben now

lives in New York State... and the little Herald duly arrived across the Atlantic to the amazement and delight of his children.)

"In New York State, personalised license plate numbers are done very differently from the UK. They take the view that if the requested combination of numbers and letters is available, it can be selected, for a fee of only \$50. I have WHU on my main car, reflecting my love for West Ham United, and I'm sure

that plate would be 100k in the UK. Well, 596DXX is currently available in New York, and so as soon as the car arrives, I'll try to



and she enjoyed driving to Regents Park on a Sunday, feeling like it was a little oasis of calm inside the hustle and bustle of London. I wanted



secure that. Seems like poetry to me. There's an active Triumph Owners Club near where I live in Upstate New York, and I really look forward to participating in just some Club activities this summer "

Well done to Ben for the tenacity he showed in tracking the car down. having it shipped across the World to the UK, then rebuilt. and then off to the USA for a second life as a practically

new car. Thanks for allowing me to run the story here, and use the photographs. Is this the

most travelled Herald in the World? London 7ealand New York

to New York via New and Coventry... I'd say it turns a few heads in State. What a great car and what a great history. It's nice to see the 'half-brick handbrake' works as well over there as it does over here... Seeing as my own Herald hasn't moved in a few years.... time to go and make a start!

Colin





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The up to date TSSC Car Values Guide is Overleaf why not take the time to check and see if your car is under valued?

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A 1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	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 TR3 & 3A/B TR4 TR4A IRS TR5 TR6 TR7 TR8 (Factory/Grinall)	sports sports sports sports sports sports fhc dhc	1953-55 1955-61 1961-65 1965-67 1967-69 1969-75 1976-82 1980-82 1980-81	1991/4 1991/4 2138/4 2138/4 2498/6 2498/6 1998/4 1998/4 3528/8	35000 38500 35000 38500 65000 40000 8400 10000 15000	24500 28000 24500 28000 45500 30800 5250 8400 10000	15400 16800 15400 16800 26000 18000 3500 5500 8000	8400 9100 8400 9100 13000 10000 2100 3150 6000	5000 5500 4000 4500 9000 4000 840 1400 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 Bond GT4S &1300 Bond Equipe 2L	fhc fhc fhc dhc	1963-64 1964-70 1967-70 1968-70	1147/4 1147/1298/4 1998/6 1998/6	9000 6000 8000 9000	6500 4000 5600 6500	4500 4500 3800 4500	2500 2500 2500 2500	900 900 900 900

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.

Fibreglass panels: Highest value A1 in car category (except Bonds!)







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HERALD13/60 Register



e-mail.

herald 1360@tssc.org.uk

Phil Willson



Club's he 40th birthday celebration on 23rd July was day remember for all those who took part. I arrived at HQ around 10 a.m. to help with the setting up. After that I was parking up the cars as they arrived, which gave me the opportunity to examine each and every one from the oldest (a 1936 Standard) to the newest (two Acclaims).

Of course, having the 13/60



Pic1: John Fairey with his Single Weber and Bern the Burger getting ready for the BBQ



Pic 2: Shawn's gorgeous Herald

brief, I was particularly looking out for 'our' cars. Top spot for me was the convertible which had been beautifully restored and modified by

Shawn Daniels from Wolverhampton. He has owned NCY 777F for 20 years but, like many of our cars, it needed some work. Shawn obviously had been meticulous when it went back on the road in 2013. The result in my eyes is a stunning

One thing that didn't go to plan in the restoration was the paint colour. Instead of the usual red

that was asked for the car was painted in a red with a strong orange tinge. It reminds me of the colour used on my old 2500S Estate which was called Flamenco, paint code CAD.

Herald 13/60 Register

one of the companies that Tim Shaw frequently pesters in Car SOS – and they pretend that he is not to be let onto the premises at any cost.

It is powered by a Mk3 Spitfire engine with the addition of a 4:2:1 exhaust manifold to extract the gases more efficiently. There is also a very neatly fitted brake servo and an electric cooling fan behind the radiator.

It currently has a Spitfire swing-spring at the back with a lowering block machined to give the required level of

Pic 3: From the rear

Anyway, it's a colour I like and it makes this car stand out from the crowd.

NCY 777F

The interior has been trimmed in vinyl to the original spec by Bespoke Leathering Ltd, Birmingham. Shawn would have preferred leather but it was a matter of cost. Bespoke Leathering is



Pic 5: Even the engine bay is immaculately presented on this car.

camber. I did point out that this spring may not be strong enough long-term. The usual spring to be used for a Herald or Vitesse saloon or convertible is the GT6 MkIII version which is somewhat stronger. If you were to buy the conversion kit from

Pic 4: Perfect interior (plus a couple of extra wires)



Canley Classics it would have a GT6 spring for this application. The Spitfire swing-spring is in

Herald 13/60 50th Anniversary T Shirts P & P 0.7kg M,L,XL,2XL, Limited Edition, Ring. HER 13T Herald 13/60

Club Shop 01858 434424

£9.95

the kit for converting Mk1 to Mk3 Spitfires. This is in addition to the thicker antiroll bar ex MkIV/1500 Spitfire to restore the roll stiffness lost with the swing-spring.

In photo 6 you can see the engine compartment from another 13/60 that was at HQ. It looks remarkably similar with the twin HS2 carbs and 4:2:1 manifold of the previous car. The difference is that this is a standard 13/60 engine. However, the owner (whose name I didn't write down - sorry) says that it does perform better than the standard car.

Another difference, instead of the brake servo it has air horns. As Barry Norman would say "And why not?"

Herald on the radio

On Sunday 30th July I was listening to Johnnie Walker's Sounds of the 70s on BBC Radio 2 while on decorating duty. About half way through the programme there was a request from **Richard Hollingdale** for T Rex's 'Telegram Sam'. Significance? Richard said he would be listening while in his garage fettling his Triumph Herald. If you read this, Richard, please tell me more.

In the meantime I hope to get the gearbox conversion done on my car before the next article is written. Fingers crossed.

Phil



















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BOND EQUIPE Register



e-mail. guy@bondequipe.org

Guy Singleton



Restoration updates

o follow on from last months article I have heard from Clive Fisher who bought RLG - he writes:-

"Just returned from a couple of weeks sailing in the Baltic (work) and thought I would give you a quick update on RLG

since picking it up from Dave on 1st July.

I have written a brief history of the car and have attached a copy for your interest. Please feel free to use any of it for any purpose if you want. I just wanted something to exhibit with the car when I show it. Of course I still have the photo album of the restoration.

That never did go with the car!!!"

RLG History

RLG as the car has affectionately been known for years was

sold in May 1970 by Holland and Hollingshead Ltd of Stoke on Trent and was a white Bond Equipe 2 Litre Coupe. It resided in Alsager near Stoke on Trent with two owners before being bought by a lady, also from Alsager, in January 1984 who treasured the car for the next four years. Mechanically the car was well maintained but rust and corrosion had begun to set in, not that it was very noticeable to the naked eye and some 'interesting repairs had been done.

We had wanted a Bond Equipe for some years but they were not that common. The ideal car would have been a convertible but they were even rarer. However, when RLG came on the market a deal was struck and we bought the car in June 1988.



We used RLG for some years taking it to various car meets but were always envious of the convertible Bond Equipes and started to look out for one. The search proved fruitless. People were just not selling them. Then, in 1993, we were told of a property developer who had bought an orchard which was full of rotting classic cars. He gave everyone 48

BOND EQUIPE Register



bled with new nuts and bolts, modified rear suspension and all rot cut out and new panels welded in. The car was completed and re-registered as a red convertible in June 1996.

Final finishing took another year.

In 2002 we had a lot on and RLG was not being used as much as we would like. The final blow however came when we lost our lock

hours notice to come and clear what you wanted or they would all go to the crusher! Amongst the cars was a mustard yellow convertible Bond Equipe. Inspection showed that the metalwork was rusted beyond repair but the fibreglass was not in bad condition.

A trailer was borrowed and the sad convertible brought home. Sadly, many cars did indeed go to the crusher.

My local college was running car body restoration evening courses and the next three years were spent working most weekends, lots of evenings and every Tuesday at the college.

The long and painful task of grafting the convertible where the coupe body had been was completed. inspection of the chassis, sills and front bulkhead and floors showed really mass-ive corrosion. The decision was made to completely dismantle the car and have the chassis professionally rebuilt on a jig. The car was then reassemup garage. RLG had to be sold.

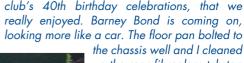
Mr Dave Abbitt bought the car and showed it regularly winning many trophies. In June this year one evening, while watching Fuzz Townsend repairing a fibreglass panel, I commented on how sad it had been that we ever had to sell the car.

That evening I read the Triumph Sports Six club magazine and saw that to his change of circumstances Dave needed to find a new home for RLG. A deal was struck and RLG was picked up on 1st July and has 'come home' 15 years after we reluctantly sold it!"



Nice to hear that Clive has been enjoying the car and getting out and about in it.

Talking of being out and about, we took our



the chassis well and I cleaned up the rear fibreglass tub top getting the roof ready for respraying before the tub was fitted. The rear metal wall between the boot and the car cab then decided to fall out, must have been the sanding of the roof that put extra stain on it. The shelf wall had a speaker hole cut in it and it looked like someone had used a cold chisel to cut the hole, so I decided to leave it out and refit once the tub was

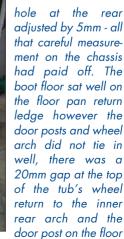


Convertible to the Founders Rally on July 23rd. It was good to meet up with **Bob Buckby** - Bond Owners Club Equipe Secretary - who brought his 2+2 along for the run as he lives nearby.

We also met John Kempnall who you will recall from earlier articles has been restoring his 4s, after the rally he sent through the following update on how the restoration is going.

"It was great to meet you and Suzie at the

on floor pan.
The roof was
resprayed
and the tub
fitted onto the
chassis, it tied
in well with
bulkhead and
rear chassis
which just
needed one





BOND EQUIPE Register



muck collects.

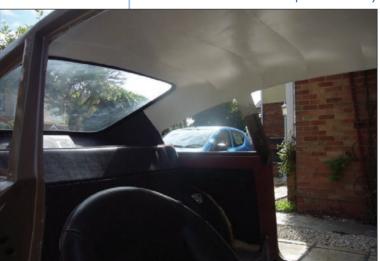
The rear metal wall refitted and painted and the speaker hole adjusted to fit a new speaker. Head liner was reattached to the bulk head and painted, then a thin grey carpet and sound insulation added to the back shelf above the rear steel wall. Lalso used the grey carpet to repair the hole in the

pan was 10mm past the door frame return 1

decided to see how well, if at all, the doors would fit. After the usual fiddling about the doors fitted, the hinge positions were marked and the door removed. I cut the door post on the floor pan and moved them to tie in with the tub body door return and then welded into position, they did not need to be moved much to get them finally aligned.

Not only did I have

the gap round the wheel arch but a large hole between the bottom of the arch and the tub's boot floor, this hole had been filled with a fibre glass panel on the old body tub. To give strength to my infill panel I cut a steel plate and pop riveted it into position the panel was painted and then, to get the contours of the inner and outer wheel arch and fill my 20mm gap, I used foam filler, that I cut to the required shape once dry. Fibreglass car body filler was put over the foam and standard body filler used to finish off. The inner wheel arch joint was shaped to remove the return edge where all the



rodent damage, placing carpet over the other side also to match.

head liner on the rear roof post caused by

The boot floor was painted and side walls and back wall of boot were lined with the grey carpet. After the side sills had been fitted the rear tub was then resprayed and the rear glass window very carefully refitted. Next the bumper was sanded to remove some scratches, repolished, lacquered and refitted.

The next job was to refit the rear lights and wire in resulting in brake lights and side lights, that's all for now - the work continues."

John

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



e-mail.

tr4-tr6@tssc.org.uk Bernard Littlewood



Central Locking TR4A

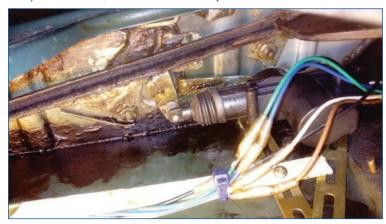
always enjoy my visits to Lazarus Cars, there are always some great Classic Cars undergoing either MOT, servicing or restoration work, so when I called in to purchase an oil filter, oil, spark plugs and a pair of front discs and pads for my TR4A I was not surprised to see a Concours Herald 1200 waiting for the proud owner to pick up. Proprietor Craig had carried out a fantastic restoration on a car that

had been languishing in a garage for over 20 years. Craig was, at the time of my visit, installing a new keyless central locking system in a Porsche Boxter. "Just what I could do with for my TR4A" I said, as I have different keys for



both my doors and ignition and even if I had a matched set I figured that having central locking would allow me to get straight in the car on dark and sometimes raining nights, also it would allow me to lock the doors without hav-

ing to either wait for passenger alight and locking the door from inside or having to walk around the car and use a key! "No problem" said Craig," come back next week and I'll fit a system for you". So go back I did, and after being given various options of addina an immobiliser, having the indicators flash or lights or both when I pressed the key fob, I decided to go for the



Operating motor fits neatly in top of door using existing door hand screws

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

basic central locking on the doors.

Craig employs expert welders and body preparation specialists on an ad hoc basis, they are either retired or have moved on to other careers, but love cars and work for him on their "off shift" days, but Craig carries out the painting and mechanical work himself so it was he who was to fit the keyless system to my 4A. While he did this I had a good look around his various work-



shops, I found a Triumph Stag undergoing a light restoration/re commissioning, a Mk2 Spitfire that had just had a new boot floor, rear inner and outer wings, new floors and cross members, new inner sills, strengtheners and outer sills and the chassis repaired, all ready for painting. There was also a very sad looking MkIV Spitfire awaiting Craig's attention. Other Classics there included a 13/60 Herald that had just been painted and a Ford Capri. The Herald 13/60, Craig explained belonged to a customer who lived in Yorkshire, but as Craig's labour rates are so competitive and he operates a "car pickup and delivery" service, customers find it extremely cost effective to send their cars to him from all over the country. Craig has fitted power assisted steering to quite a few Triumphs to help owners who have either suffered injury or have age related issues that make driving a car without PAS a problem. If any TSSC members would like to be put in touch with Lazarus Cars (called so because Craig raises Classic Cars from the dead) please get in touch with me and I will gladly pass on the contact details

As I was trying to find the repair line on a TR 6 door which had had a 4 inch panel welded to

the bottom of the door (I couldn't) Craig called me so that I could check out my car before he replaced the door cards. The operating motors were unobtrusively fitted and very neat and the system operated smoothly with the earth side switched so that it would operate with my cut off switch in the off position and a small earth wire connected to the

battery side pole. The keys also worked in the locks so I had the best of both worlds, Craig had even given my doors a fresh coating of cavity wax! So with the door cards fitted I was on my way, stopping on the way home to pop into a local shop just so I could press my key fob sized keyless door locking activator.

And why didn't I fit them myself? Because Craig supplied and fitted them for less

than the price that I could purchase the parts for and that's without the **10% discount** that I have negotiated for all TSSC members on all the work that **Lazarus Cars** carry out!

Whether no keys or 4 a TR is more

TR'S AT MALVERN

South Wales AO AL had "heard" on the interrumournetweb of a gathering of TR's at the Three Counties Show ground, so on the morning of 9/07/2017 I removed the Surrey top, fired up my 4A and with AO Al riding shotgun headed off to the venue. My 4A glided along the motorways, A roads and country lanes, an absolute joy to drive in the morning sunshine and as we had taken some private roads AO AL reported on our arrival that we had averaged a speed of 75 mph TRantastic! There were some great examples of all TR's there, from concours to tatty (and I mean that in the nicest possible way as they were all solid and roadworthy with some owners keeping them on the road on a shoestring, a testament to them all), TR2's to TR 8's, plus three Swallow Doretti's all in a row (were they the birdies that Bob Marley sang about?). I knew



that I was among TR experts when a couple of enthusiasts compared my (cheap fibre glass copy with plastic "window") Surrey top rear screen surround to the factory fitted steel one on the 4A next to mine and declare that "you can tell that (mine) is a genuine factory fitted surrey top by the seal between the screen frame and the rear deck" "Expertastic" I

thought. But best of all for me was the fact that I was able to pick up second hand parts to offer up to my Vignale to see if I can convert it to front disc brakes, all for less than £80! If I can make and weld new mounting brackets to my Vignale to accept the TR parts while keeping the steering geometry correct I can then buy new items to fit to my Standard Vignale.

It was also great to meet **Gary Flinn** and his TR5 and I must say that his car looks better in the flesh than in the images he has so kindly sent



I'm in love (with the car)



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



to me in the past, the sound of the engine was absolutely beautiful, the best TR5 I have seen? Maybe. John Williams won an award for

his immaculate TR4 and was justifiably proud, well done my friend!

So after a great day in the sun at Malvern I fired my 4A up again and headed back to Cardiff, turning onto the private road near my house I floored the accelerator and as AO Al watched the speedo needle I could just about hear him shout over the noise of the wind...

...TONTASTIC!

Whether 900 TR's or 4 a TR is more!

BRISTOL SHOW JUNE 17th

A great run in my TR to the Bristol Show



revealed these beauties in the show halls.



Fantastic TR4

TR7/8 Register



has rotted the rubber.

e-mail: tr7-8@tssc.org.uk Paul Lewis



TR7 Bushes

his month I have been away doing other hobbies and the poor TR has been tucked up in the garage awaiting my return. I have a list of jobs that need to be done but have found myself swanning about instead. Not a great advert I know. One of the jobs I need to tackle is the vibration from the gearbox mount. I know it needs replacing as the oil leak I have from the output seal

Anyway, that spurred me into writing something more about bushes in general.

Suspension bushes are parts that we often forget about, until the MOT tester tells us

otherwise. Bushes are designed for absorbing road shock, minor vibrations and noise from other suspension parts without making any noise themselves. However, rubber bushes don't deal well with heat or petroleum exposure. Heat can cause the rubber to harden and crack while petroleum will dissolve it into jelly. So how do

we test to see if they need replacing?
A good test drive is always the recommended start and can cover a wide range of driving



conditions including, cornering, braking, accelerating and of course hitting bumps. Wear can be evident by excessive noise such as an impact when hitting a bump or a pull to one side when braking or accelerating. If you need to investigate further then whilst underneath the vehicle, a pry bar can be employed.



TR7/8 Register



range of 0 to 100, corresponding to elastic modulus of 0 (0) and infinite (100), respectively. The measurement is made by indenting a rigid ball into the rubber specimen.

Due to the mechanical limits of the test instruments, hardness measurements of elastomers are rarely expressed more precisely than 5 points.

Well, after that I had better get under the car and get the new mount fitted.

Paul

Prying on a control arm to find 5mm or more of free play can reveal when the bush has reached its life's end. Tyre wear can also be a sign that things are not as they should be.

Now for a bit of the terminology used: Hardness, sometimes people refer to bushes as stiff or soft, what does that really mean?

The hardness of rubber compounds is measured by the Shore A durometer; the higher the durometer, the harder the compound. The hardness of an elastomer is measured based on the depth of indentation by a standard size and shape impacting gauge.

The hardness is obtained by comparing the difference between a small initial force and a much larger final force. The International Rubber Hardness Degrees (IRHD) scale has a

New gearbox mount





Area Showtime



e-mail. courier@tssc.org.uk Bern Robinson



All Show Reports to the Editor please

Powderham Historic Vehicle Gathering

By Sue Franklin, Devon area AO

his is a must-do show for Devon, being the biggest and most diverse in the County. Over the last 10 or so years, we have increased the

increased the attendance on our Club stand from single figures to 30 on Saturday and up to 35 on the Sunday.

Held on the picturesque Powderham estate on the Exe estuary, there is always plenty to see, from huge steamers to the mini variety and some magnificent commercial vehicles too. This year, we were

delighted to have ALL models of Spitfire, we think for the first time, and were especially

and not yet 19, this weekend was the first time it had been up and running. With Martin



Hughes' Mk2, Mk3s of Dan Chudleigh and Dan Brace, Mike Hadley's Mk IV and a host of



pleased to have Sam Treleaven's Mk1 which is a work in progress. Bought when he was 14 64 1500s, we had a brilliant display. We had 3 Acclaims, 2 TR7s and some lovely

25th New Forest Run

Heralds and Vitesses. A lot of interest in Darren's EFI conversion on the 13/60 too. Missing were any GT6s and we have yet to have a Bond on display.



Nigel proved to be a worthy parking supremo, and as always this is a show for all the family to enjoy. The only thing missing this year was

the drive by of the Torbay Express steam train, but we had a cheery wave from club member Keith driving his High Speed train to and from Penzance!

We were joined by Carol, Martin (AOs



Cornwall and Somerset) and several members from both areas, Bill Bate (Shropshire AO) and the 'Monmouth Mafia' John and Mike.

We paraded a good mix of 10 cars in the main ring on Saturday.



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We tell you how to upgrade your classic while retaining its period charm. **Nigel Clark** reports on more paint preparation work for his GT6 and explains how he made his TR6 both leak-free and rattle-free, while **Matt George** relates the story of his 1200-mile adventure around rural Scotland in his 2000 saloon.

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2 LITRE SPITFIRE MKIV 1972 with 2 litre Vitesse engine. Overdrive. Good Hood. New Fuel System. 1 year MOT. Gas rams to bonnet. £5,500 ONO. Allen Dixon (Evesham, Worcs) 01386 48172.



MKIV 1970. Tax exempt. MOT Aug 2018. Bodywork was fully restored by Yorkshire Triumph in 2010/11 including the installation of a rebuilt 1500 engine, overdrive gearbox, unleaded head. Fully restored with new suspension and brakes. Over £16500 spent. Email 4 more detail: spictalbot@btinternet.com £9,999. Peter Talbot (BR5 1QT SE London)07808 050555.

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GT6



MKIII 1973. In my 3 year ownership ...rebuilt engine, new clutch, all round polybushes AVO shockers, respray, over £10,000 spent. All bills available. Super car. TSSC valuation £13500. Price £12,500 Roger Brown (Northampton) 01604 890925



MKIII. Nice known TSSC members car, three owners from new. 84,000 miles from new, well maintained over the years, last owner 19 years, not molested (the GT6!) newbrakes, drives very well. Carjust south of the Midlands. £9,995. J. Rowley (Midlands South) 07082 171227

CARS WANTED

13/60 CONVERTIBLE wanted. 20 years since we last had a Triumph, things need to change! On the lookout for a tidy, no rust, 13/60 convertible for up to around £4k. We are in Devon but can travel within reason. Phil Shepperd (car within 2 hours of Exeter if possible) 01395 516222.

GT6 WANTED in sound mechanical order and good engine. Between £2,000 and £7,000 depending on state of body. Near Kenilworth please. 01926 854202. Mark Barnard (Kenilworth) 01926 854202.

13/60 CONVERTIBLE WANTED. Must be MOT'd and on the road, no red cars, thanks Martin Hughes (Somerset) 07760 384236.

CONVERTIBLE WANTED Vitesse convertible or poss. Herald wanted, long M.O.T. more important than cosmetics. Alan Lucking (Northampton.) 01604 719435.

HERALD CONVERTIBLE WANTED. Looking for good Herald convertible, genuine CV car wanted, prefer well restored car but all considered, please call with details or email me details and pics to johnsolo@btinternet.com Russell Johnson (Hampshire) 07876 616886

HErald

13/60 CONVERTIBLE 1970. White. Black upholstery. Unleaded. Stainless Steel doubleexhaust. Minilite wheels. Mountney steering wheel. Hood needs attention. MOT July 2018. £3,295. Tony Platt (Sudbury) 01787 371459.

13/60 CONVERTIBLE 1969. White, 3 owners, fitted alternator, halogen headlights, 13 inch woodrim (originals available), Vitesse tank, Toledo front seats, powersocket, hazard warning lights, 2 new tyres. Offers around £4750 Peter Hennell (St Neots) 01480 472661



13/60 CONVERTIBLE 1970. With Overdrive. Reliable runner, Good interior. Radio/CD player. Watertight Hood. Some restoration required. Good reason for sale. £4,950 J. Krolick (Wessex) 07810 104193.

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

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1973 STAG MK2 Auto (Tax Free) Genuine car with solid body and good all round paint. Original engine, electronic ignition, new fuel pump, recently restored hard top, reconditioned auto box, new battery, new water pump, new timing chains, MOT to August 2017. £10,500 Sensible offers considered Barry Huffer (North Herts) 01438 361897.

PARTS 4 SALE

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

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

Moto-Lita Mk3 Flat Woodrim Steering Wheelwith special order thicker woodrim. Thin slot spokes. Mid brown colour. 14 inch diameter. All as per Moto-Lita website. Absolutely perfect. Cost £232.00. Inc top ring & screw set, not boss. £130.00 + £15.00 courier. Mark Tomlinson (Charlwood (Gatwick)01293 863 791

DOLOMITE 1850. Starter, Distributor, Cylinder head, Haynes manual. All cheap. Offers Tony Bailey (North London) 0208 3680727.

HERALD 13/60 & TR7 PARTS. Garage Clearout also Tools, equipment etc. Cheap. Manual & Parts Catalogue for TR7 Tony Bailey (North London) 0208 368 0727

TR6 STEEL FACTORY HARDTOP 1970. Headlining / Glass all good. Minor wear &

tear to Paint. £270 ONO. John Dean (Kettering) 07710 759532.

13/60 SPARES. Gearbox 3 syn.Diff, engine, door glass, windscreens, Lots more plus owners handbook, Parts Catalogue, Workshop Manual. Buyer Collects. £95 Michael Cohen (Wrexham) 01978 359263.

MKIII SPITFIRE PARTS. Parcel shelf support, Hpiecetransmissiontunnel £25. Knee pads £20, Horn new £4, Steering shaft knuckle £4,2 wheel spacers 6mm£10. Frank Cooper (Leicestershire) 0116 2792203

HERALD SPIT VITESSE SPARES & WORK-SHOP MANUALS. Dolomite Workshop Manual. British made EBC/Mintex Brakepads. HS2 Sports Filters.Spinners. Many others Simon Canham (Cumbria) 079001842248.

COSMIC 5.5Jx 13 ALLOY WHEELS. Off GT6 with tyres, fit Herald, Vitesse, Spitfire too? Need refurb for best looks. Photo's supplied. Doug Balderson (Stamford) Tel:07860 415950.

GT6 SPARES Water pump, used £15, Knee pads £7, Cover for tailgate springs £5, Horn new (after market) £25. Frank Cooper (leicestershire.) 0116 2792203

GT6 Mk1 & 2 REAR LOAD DECK CARPET BLACK NEW Old Stock. Rear Load deck carpet (Long) in Black Normally £61. REDUCED TO CLEAR.£25 Club Shop 01858 434424 option 2.

SPITFIRE/GT6 MOULDED CARPETS - TAN. 1 Full Set only of, Brand New unused Newton Commercial SPITFIRE MOULDED CARPETS in Tan. Normally £312.00. Suit ALL SPIT-FIRES! PRICE REDUCED TO CLEAR. £200 - Un-repeatable Price (www.tssc.org.uk) 01858 434424 (Option 2)

NEW FRONT OVERMATS - TR7 LOGO. Pair of Brand New front Overmats in Black with embroidered Red TR7 logo. Normally £28.00. REDUCED TO CLEAR - NOW. £15. (TSSC Club Shop-www.tssc.org.uk) 01858 434424 (Option 2)

NEW FRONT OVERMATS - TR6 LOGO. Pair of Brand New front Overmats in Black with embroidered Red TR6 logo. Normally £28.00. REDUCED TO CLEAR - NOW. £15. (TSSC Club Shop - www.tssc.org.uk) 01858 434424 (Option 2)

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You Can Now Place Your FREE Advert Online at www.tssc.org.uk



www.tssc.org.uk Tel. 01858 434424 e-mail clubshop@tssc.org.uk

The Club Shop will be attending the following Show **Duxford All Triumph & Classic Day**Imperial War Museum Duxford - Sept 10 Sun

Advance Orders for collection at this show are now being Taken.

Members ordering in advance will receive a 5% Discount on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

THE TSSC CLUB SHOP E-MAIL CLUBSHOP@TSSC.ORG.UK WWW.TSSC.ORG.UK

★ SECURE ONLINE
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VIA E-MAIL

PARTS WANTE

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

WANTED SHORROCK C75B SUPER-CHARGER parts for 1200 herald. Mounting plate, crank pulley, V belts, oil feed metering pin and pipe connecting supercharger to inlet manifold. Peter White (Killarney, Ireland) 00353873251500.

WANTED HERALD 948 COUPE dashboard.

smooth sided coupe roof and front valance. Peter White (Killarney, Ireland) 00353873251500.

WANTED DUNLOP LP923 RIMS 13 x 5.51. Must be straight and in good condition. Peter White (Killarney, Ireland) 00353873251500

HERALD13/60 BONNET. Complete bonnet assembly wanted for 1970 Herald 13/60. Do you have a one kept perhaps as a spare but are unlikely to use it? You could help a Herald get an MOT and get back on the road again. Geoffrey Scarborow (Crowborough, East Sussex) 01892 613164

You Can Now PLACE YOUR FREE **ADVERT ONLINE AT** www.tssc.org.uk



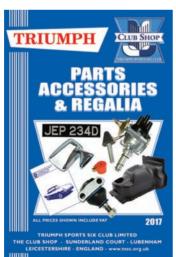
WHATEVER THE CAR TYPE



Everything for your TRIUMPH! Servicing Repairs **MOT Trimming**

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Contact - Bristol MG Workshop Limited Unit B5 Badminton Centre, Station Road, (Next to Yate Station) Yate, Bristol. BS37 5HT. Telephone - 01454 501814 E-mail - enquiries@bristolmgworkshop.com



op@tssc.org.uk and request a copy Visit the Club Shop and Save Postage at TSSC HQ Sunderland Court, Main St, Lubenham, Leics. LE16 9TF

www.tssc.org

Herald 13/60 50th Anniversary



M,L,XL,2XL, Limited Edition, Ring. HER 13T Herald 13/60 Club Shop 01858 434424

TSSC Services & Officers **CLUB HEADOUARTERS**

The following services are available from the Club headquarters.

Worldwide Membership & Renewal £48.00 Young Member (Age 17 to 25) £24.00

Direct Debit Worldwide Membership & Renewal (From UK Bank Account Only) £43.00 Young Member £21.50 (Age 17 to 25)

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

TSSC MEMBERSHIP INFORMATION PACK TSSC - Sunderland Court Main Street, Lubenham, Market Harborough, Leics. LE16 9TF Tel: 01858 434424 Fax: 01858 431936

> -mail: info@tssc.org.uk http://www.tssc.org.uk

TSSC INSURANCE

FOOTMAN JAMES & CO LTD Tel: 0333 207 6080 Fax: 0333 207 6104 FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED Tel: 0121 506 6040 Fax: 0845 2233 020

> LANCASTER INSURANCE Tel: 0800 013 0080

HERITAGE CLASSIC CAR INSURANCE Tel: 0121 248 9280

PETER BEST INSURANCE SEVICES Tel: 01621 840400 / 01376 573033

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

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

e-mail: clubshop@tssc.org.uk

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

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

DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

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TSSC ACCOUNTS e-mail: accounts@tssc.org.uk

Trudi Prettviohns TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

SHOW CAR REGISTER e-mail: info@tssc.org.uk

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

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

HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh, Northern Ireland, BT62 2DU,

Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

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

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE Tel: 01672 514241 e-mail: spitfires@cadlev.org.

SPITFIRE Mk IV/ 1500

Steve Payne. 47 Tiverton Drive, Horeston Grange. Nuneaton Warks. CV11 6YJ. Tel: 07885 449609 (6 to 7pm) e-mail:spitfirelV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II -

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk http://cook1e.blogspot.co.uk/

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE Tel: 01672 514241 e-mail: guy@bondequipe.org

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Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG. Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

Carl Swanson, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.

Tel: 07788 436167 e-mail: carlswanson@btinternet.com

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL. Tel: 0116 267 1688 (Eves/Weekends) e-mail: TriumphToledo@tssc.org.uk

TR 4/44/5/250/6

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

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

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Martin Marrison, 2 Ridgeway, Greenhill Way, Haywards Heath, West Sussex RH17 7AQ

Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

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

AMPHICAR -

David Chapman, e-mail: david@amphicars.com Tel: 01684 592985

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Dave & Jo Beardsley,

4 Short Close, Warmington, Peterborough. PE8 6WG.

e-mail: international-liaison@tssc.org.uk

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Chloe Parker 1SSC HQ, Sunderland Court, Main St, Lubenham, Leics. LE16 9TF Tel: 01858 434424 e-mail: chloe@tssc.org.uk

TSSC TRIUMFEST UK EVENT MANAGERS

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

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Di Allen & Nigel Hill. 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk

TSSC PUBLIC RELATIONS OFFICER

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







FA DIRFCT

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

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

Area Area Organiser/s

Meet at

DI ALLEN, NIGEL HILL TEL: 07976 163006 F-MAII:

DIRECTORY CHANGES TO AREA LIAISON OFFICERS

nigel.hill@hotmail.co.uk

SCOT" TISH AREAS

SCOT CENTRAL Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691

Harvester, Springfield Quay, GLASGOW.G5 8NP 1st Thurs. 7.30pm

Last Thurs. Eves.

On the

SCOT N. FAST Danny Stroud: 07823 539047 Various - see report in Area news NORTHERN AREAS

CHESHIRE Henry Jones: 07779 878125 **CUMBRIA** Rov Ross: 01229 474077

Phil Evans: 01946 861548

MANCHESTER Mark & Lorraine Kilgallon: 07954 784342 HYDE, SK14 5EZ

NORTH EAST Geoff Dent: 07773 440201 Deryck Beadling: 07939 068976 LIVERPOOL Alex Cain: 0151 222 2366

LANCASHIRE Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 WIRRAI Richard Lloyd: 0151 625 3172

NORTH YORKS Richard Briscoe: 07766 354449 Richard Oakes: 07702 492349 **SOUTH YORKS WEST YORKS** Alan Heaton: 07944 909823

Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ 1st Thurs. 8.30pm Advertised in Cumbria News & Website Last Sun. 12 midday

Wayne & Anne Ash: 07770 565670 Ye Olde Red Lion, Manchester Road, Warrington, WA3 6JT 1st Tues. 7.30pm. The Travellers Rest 1st Sun.

WITTON GILBERT DH7 6TQ 7.30pm. Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL 1st Tues. 8pm. Canberra Club (BAE systems) Balderstone BB2 7LF Last Tues. 8pm.

Cottage Loaf - THURSTASTON, CH61 OHJ. 1st Tues. Eves. Greyhound Inn - RICCAL, YORK, YO19 6TE 4th Tues. 8pm Crown Inn - Barnburgh, DONCASTER. DN5 7JQ 1st & 3rd Tues. 8pm Drighlington Cricket Club DRIGHLINGTON. BD11 1JU 2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY **DERWENT VALLEY**

Roger Buck: 07970 619149 Colin Wright: 01733 531580 **LEICESTER & RUTLAND** Neil Spencer: 07530 307371 Simon Oliver: 07841 450715 Carl Wright: 07534 331830

Nigel Hill: 07976 163006

Phil Smith: 02476 457487

NOTTS NORTHANTS OXFORD

PETERBOROUGH

LINCOLNSHIRE

Nigel Hawes: 07879 491778 Thomas Cope: 07972 039532 Nick Morse: 01869 246543 Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358

SHROPSHIRE David Embery: 0770 1049881 Simon Morgan: 07786 806189

NORTH STAFFS David Woodward: 07939 603061 **WEST MIDLANDS** Chris Allen: 07505 110922

Vicky Kitchen: 07745 299457 WORCESTER

The Bull & Butcher - CORLEY MOOR CV7 8AQ 1st Tues. 7.30pm. Smalley Common Ex- Servicemans Club 1st Tues. 7.30pm. **ILKESTON DE7 6FY**

Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ 1st Tues 6.30.pm Swan Holme - Doddington Rd LINCOLN LN6 3RX 1st Wed. 8.00pm.

Sandy Pate Sports Bar, Mansfield Town FC. NG18 5DA 3rd Wed. 7.30pm Overstone Manor - SYWELL, NN6 0BB 2nd Weds. 8.30pm. Duke of Cumberlands Head - CLIFTON. OX15 OPE 3rd Tues. 7.30pm.

The Golden Pheasant, Main Road. 2nd Mon. ETTON, PE6 7DA 8pm.

The Lion - Priorslee, TELFORD, TF2 9NN. 3rd Wed. 7.30pm.

Bill Bate: 07887 605778

George & Dragon - MEAFORD Nr STONE ST15 0PX Last Wed 8pm. Drakes Drum GREAT BARR BIRMINGHAM B44 8TR 1st Tues. 7.30pm. 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 & Heleng Hill 01691 600215

SOUTH WAIES Alan Gourley: 07802 204068

The Trevor Arms - Marford Hill MARFORD LL12 8TA 1st Tues, 8pm. The Plough Inn, St ASAPH 3rd Wed. 8pm. Unicorn Inn - Pontprennau - CARDIFF CF36YA Last Tues.7.15pm

EASTERN AREAS

CAMBRIDGE Tom Hartley: 07795 436149 **ESSEX** Allan Jannaway: 01375 672072 **M25 EAST** John Hill: 07938 526324 (Venue Swaps Monthly)

NORFOLK Mike Carroll: 07828 103064 **SUFFOLK** Colin Wake: 01206 250360

The Plough - FEN DITTON. CB5 8SX. "Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ The Wharf - DARTFORD

The Good Intent - HORNCHURCH The Oak Tree Ipswich Rd NORWICH NR4 6LA Sorrel Horse - Barham IPSWICH. IP6 OPG

1st Mon. 8pm. 2nd Sun. 12 Noon 4th Sun. 12 Noon April to October 2nd Mon. 8pm. 1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND Doug Hogg: 07707 288233

Nortel Social & Athletic Club -**NEWTOWNABBEY BT37 0EB**

1st Wed. 8pm.

SOUTH EAST AREAS

EAST BERKS Mark Smith: 07989 104324

SOUTH BUCKS Daniel James: 07818 052276

CANTERBURY Derek Hewett: 07749 232024

HANTS & BERKS Alan Fulbrook: 07795 096394

HERTS & BEDS Peter Lewis: 01582 750943

ISLE OF WIGHT Fracy Cleaver: 07754 751672

WEST KENT Colin Robertson: 07810 102525

 NEWBURY
 Lloyd Garvey: 01635 255159

 SOUTHERN
 Mike Goolding: 01252 722432

 SURREY
 Clifford Darby: 07900 657176

 EAST SUSSEX
 Ian Gordon: 01273 813691

 WEST SUSSEX
 Nigel Ayre: 01403253034.

 THAMES
 Mickey Hazell: 07773 623807

The Shire Horse - Nr MAIDENHEAD on A4
The Squirrel - PENN St, BUCKS. HP7 OPX
The Granville, Faussett Hill, CANTERBURY CT4 7AL
The Crooked Billet - (A30) HOOK. RG27 9EH
The Raven. HEXTON, HITCHIN SG5 3JB
Various - See report in Area News

2nd Tues. 8pm.
1st Thurs. 8pm.
1st Tues. 8pm.
4th Mon. 8pm
Call for details

Moody Mare - Seven Mile Lane, KENT. ME18 5QY Last Tues 7.30pm
The Royal Oak, London Rd, FLIMWELL. TN5 7PJ Last Wed at 7.30.
Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX. 2nd & 4h Wed. Eves. 7.30pm
The Seven Stars - STROUD GU32 3PG 1st Tues. 7.30-8pm.
Wellhouse Inn - Chipstead Lane, MUGSWELL. CR5 3SQ. Last Tues. 8pm.
The Laughing Fish. ISFIELD, East Sussex TN22 5XB 1st Weds. 8pm.
George & Dragon, Dragons Green - HORSHAM RH13 8GEB 3rd Thurs Eves.
George Inn - 29 Windsor Road, WRAYSBURY. TW19 5DE 3rd Thurs. 8pm

SOUTH WESTERN AREAS

ANDOVER Guy & Suzie Singleton: 01672 514241 **AVON** June Wrighton: 0744 3641162 **CORNWALL** Carol Coventry: 07979 464643 **DEVON** Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 Darren Groves: 07806 351499 **NORTH DEVON** Robin Nicholls: 07920 549474 **DORSET SOUTH GLOUCESTER** Jane Rowley: 07802 171227 **SOMERSET** Martin Hughes: 07760 384236 Derek Giles: 01934 515376 **SWINDON** Guy & Suzie Singleton: 01672 514241 Trevor Carlyle: 01425 475376 WESSEX

The Bell, WEYHILL, SP11 OPN 2nd Thurs. 8pm The Wishing Well - CODRINGTON BS37 6RY 1st Tues. Eves. Hawkins Arms - ZELAH. TR4 9HU 2nd Thurs. 8.pm Claycutters Arms, Chudleigh Knighton TQ13 0EY 3rd Wed. Eves. Ring A.O. Details 1st Sun. Lun Crealock Arms - BIDDEFORD, EX39 5HN 1st Thurs. 7.30pm Red Lion - WINFRITH DT2 8LE Last Mon. 7.30pm Aviator Inn - Staverton, Gloucs Airport. GL51 6SR 3rd Mon. 8pm. The Fox & Goose - BRENT KNOLL TA9 4HH 2nd Tues 8.00pm

The Village Inn, LIDDINGTON, SN4 0HE 3rd Weds. 8pm
Tyrrells Ford, Avon, Christchurch, BH23 7BQ. Last Thurs. 8pm

CONTACT DETAILS

OVERSEAS Contacts

CONTRACT NIAME

COLUNITOR

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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 ... AVON ... SOUTH BUCKS

TSSC AREA NEWS

AREA LIAISON OFFICERS

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

We are organising a general club calendar and we need photographs of your members and your cars, if you have any great shots of events and cars send them to Bernard no later than 8th of September, so get send-



ing, we want to highlight club events and also if you do events, we need the dates of these to publish in the calendar also. Also for those folks who did not see on Facebook AO site, Bernard is available to print your club meeting and TSSC Area Logo, on double sided 500 business cards printed on a A4 sheets which you then to cut to size yourself. At an excellent price of £5 for the 500. Give Bern a call or email (courier@tssc.org.uk) to order these.

Into September all ready, club events coming up is Scarecrow festival 10th September in Lubenham where vou and vour members can visit HQ shop and our wonderful museum or pop along to the Duxford All Triumph & Classic show, again on the 10th.

We are still looking for events team helpers for the Shows like the NEC/Stoneleigh if you attending and can spare any time at these please again let Bern know. If you can lend a hand with setup or breakdown of stands, myself and Di will be there giving support as well as COM members. It is all about team work.

Cheers

Nigel and Di

ANDOVER Tel. 01672 514241

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

A reasonably quiet evening in July. We arrived in the Bond Convertible and saw a white Stag in the car park - Robin and Ann had got there before us - we were a bit later than usual getting away from home.

It was good to see John, who we had not seen for a while, the Defender is going well - the GT6 restoration more sedately, we were also joined by Burbage Bob and Ed, Ed coming in his TR7.

We were spoilt for choice this month with two local events on the same day. As we mentioned last month, we decided to have a bit of a change from the Durrington show which we've done for several years and try out the new one at Broughton. We duly turned up that morning, pleased to see a good line-up of Triumphs representing Southern and Wessex areas as well as ourselves. There was a good turnout of all sorts of cars, and we found Ernie & Carol a bit further away with their MG BGT. However, the disappointing part of the day was that there were no sidestalls - charity, trade, jumble or autojumble - as there are at Durrington so that once you'd done the round of all the cars and had a buffalo burger and a cuppa there was little else there apart from the cars.

Southampton Bob had been to Durrington and had a nice day there, albeit, much of the same as you usually get there. Still a nice event to visit though, and we hope that Broughton can find some other attractions and continue to have a good

Next meetings:

Thursday 14th September - Regular meet at The Bell. Weyhill, SP11 0PN

Gay & Suzie

Tel. 0744 3641162 email: junewrighton@gmail.com

Sorry all Avon Members, June did send an August Report (below) but I simply missed it. Apologies again - Bernard, Ed. Hopefully this report gets in. The show season has started

now with us attending Bath show with a club stand on a very hot day. At the end of June some went to Tewkesbury show and some to Chipping Sodbury car run. We started July with 3 cars taking part in Thornbury carnival and ending the day with a Queen tribute band on stage. The next day we tried Heddington and Stockley show. What a treat, with lawn mower racing, tractor pulling, dog and duck show, dancing sheep all with a huge display of tractors, military, bikes and cars. Definitely on the list for next year and nice touch the organisers thanked us for attending at the end as we left. Lots more to come, please email or text me if you want to know where and when we will be as there are clashes some weekends with different people at different events

Hopefully next club meeting they won't have the road closed. Also after mis-steak night with confusion when we all order close together, in future they will take names with each order. Hope to see you at a show or next club meeting.

Hopefully this will get in. Did send one in August but not in and now have computer problem so IT gremlins really having a field day. Show season nearly over but still some key events e.g. Duxford, Goodwood and classic meeting at Castle Combe beginning of October. Still have Christmas and panto to look forward to. Can't remember who volunteered to do christmas meal this year but sure someone will be nominated at September meeting. See you there.

June

SOUTH BUCKS Tel. 07818 052276 e-mail: varsas20@yahoo.co.uk www.tssc.org.uk/southbucks

It seems someone important reads my column and has decided I'd had enough of the glorious weather I wrote about in last month's column. A few days after I wrote the column the car park at the Hart & Magpies would have been more suitable for boats, and the weather has stayed poor since. I did persevere though and was rewarded with a good chat to a couple of chaps who brought along a 1940's Austin, which looked a bit like a Seven but about twice the size, and a 1950's Bentley. Both were in great condition and my friend and I had a great time being shown round these rare cars. The detail and artistry on the bodywork put any modern car to shame.

The terrible weather on the day meant I also missed the Croxley green show, though I am told about 50 cars still turned up.

The only work I have done on the Stag this month was to replace a tonneau catch (this has been broken the entire 8 years I have owned the car) and replace the now-diluted coolant with fresh.

Our next meeting will be on September 20th from 8pm at the Squirrel pub. Events in September include the Salon Privie event at Blenheim palace. This features more modern cars following the previous weekends classic show. September 8th-10th see's my favourite event of the year, the

CANTERBURY CHESHIRE . . . CORNWALL

Area News

Goodwood revival. The Kop hill climb is on near Princes Risborough on 16th September. I have never been but hear good things and it's very local. Thursday 17th September sees another Croxley green show. With all those great events lets hope we get our nice weather back for a late summer.

Regards

Daniel.

1)erek

CANTERBURY Tel.07749 232024

My first report as AO and our second meeting in our new venue, the Granville, its central location, large car park and spacious bar area with friendly staff make this a great meeting place. The meeting was well attended but with fewer classics, most people took heed of the weather forecast and chose their euroboxes. In the end it was proved wrong and the rain failed to appear.

As well as the usual social chit chat there was a lively discussion about a number of technical matters from rear tracking on my Stag, to polybushes and the correct mounting for the drag strut bushes. I was able to give an update on Paul and Diane following their accident on the M11.

Upcoming events were discussed, the classic racing day at Lydden circuit on 11th and the run to Dover Transport Museum on 12th being organised by Charles and Phil. Also Tractorfest at Biddenden on 19th/20th. I hope those

Tractorfest at Biddenden on 19th/20th. I hope those attending these events have a good time.

I will be away in September so have a good meeting and I

will see you all in October if not before, regards

CHESHIRE Tel. 07779 878125

www.tssccheshire.webspace.virginmedia.com e-mail: cheshire@tssc.org.uk

July started with the Wilmslow Show at its new location on Carnival Fields, as opposed to the flood-prone field at Wilmslow High School - 2014 and 2016 were both cancelled due to floods. The entrance was a track between two houses, and then the usual village (town?) show things. Quite a large number of classic cars, plus music, a funfair (I'm just past the age limit there), a BBC TV outside broadcast van. and so on. The weather was good for the whole day as well. Some time ago I got an email from Hale Barns Carnival inviting Classic Cars. I felt I qualified so I applied and put the application on the web site. I duly turned up (in the rain) on Sunday morning and after several abortive attempts found the entrance and then toured the site looking for other classic cars. I found a MkV Cortina so we went looking together and eventually we found we were the entire stock of classic cars and please go and park between those tents over there, and don't drive so fast. For a long time it looked as if two was indeed the full contingent but we were joined by an MGB and then by an E-type. Quite a number of people came and inspected all the cars, one even asking if Strombergs were German carburettors (it is in fact a town in Germany, not that far from Wiesbaden, where Ferranti had their German Office). The weather was warm and sunny by mid afternoon, so I hope next year will be better attended.

The weather forecast for Capesthorne changed on an hourly basis. Rain all day, then no rain, then a bit of rain in the afternoon, cycle repeats. In the end it was pleasant sunny intervals on arrival, and continued that way for the day. There seemed to be more GT6s in attendance than I can recall, with a Vitesse or 3 and a Spitfire or two. I didn't see any Heralds, although I did get asked several questions about Heralds, which would have been easier to answer had I taken Hark the Herald. I was ushered into the driver's seat of a Citroën DS 20, and had my photo taken, in order to persuade me to attend the Woodsmoor Classic Car Show!

TSSC AREA NEWS

Bodelwyddan was very well attended, the Tannoy claimed 700 cars! One other Vitesse, several GT6s, one Herald and no Spitfires, plenty of TR7s and Stags, and other TRs. Long conversations about Strombergs, Mazda seats, and nice to see Bob after his argument with his bathroom floor. On the way home there were little bits of rain and then on joining the virtual car park on the M56, the heavens opened, monsoon style. The new windscreen wipers were appreciated, and I have a number of leaks that need attention. I have also heard tell of a GT6 that was caught (on a different motorway) by the same monsoon and had to stop with no vision due to wiper failure.

Our meeting and run out had pleasant dry weather, and we mustered 5 cars for the run to the Red Lion, including Simon in his GT6, who seems to have enjoyed his first club meeting with us. Nothing broke down or fell off, although I misread the instructions and turned right instead of left when almost in sight of the Red. The man from Crewe showed us his broken suspension upright, which we learn happened at about 40mph, and fortunately resulted in very little 'collateral damage'. Strangely no modern cars seem to employ the trunnion system in their suspensions. One also observes that the trunnionless conversion costs only a little more than 2 uprights and 2 trunnions.

For **September** I just have **Cholmondeley Castle on the 3rd.** I have a ticket so should be there. I'm sure there are other events but they have escaped my list.

Our next meeting is on Thursday 7th September at the Cock and Pheasant. It's back to 'normal', which means we start around 8:30 and don't go meandering round the countryside. We can discuss plans for winter, when (in theory at least) all the things that we noticed going wrong with (or falling off) our cars will be fettled in order that a different set of things can go wrong and fall off.

ent set of things can go wrong and fall off.
For a definition of 'normal', please refer to 'The Hitch-Hiker's Guide to the Galaxy'.

Henry

CORNWALL Tel. 07979 464643

e-mail: carol.63@hotmailco.uk www.//autos.groups.yahoo.com/group/cornwalltriumphs/

Hi All, I had some news from Mike and here is how his weekend went. Mike attended the Founders Run in July, celebrating the Club's 40th Anniversary. Although not a Founder Member, Mike has been a member for over 35 years and is currently an Honorary Member. After a 300 mile drive, mostly through pouring motorway rain, Mike and his Stag arrived at The Greyhound Coaching Inn, Lutterworth without incident, except nearly running out of petrol on the M42, but that's another story. A nice evening settling in and discovering Lutterworth was followed by a good sleep. The following day, Sunday, Mike was up, breakfasted and on his way down the M1 to Newport Pagnell Services in good time. Arriving at the Ramada Hotel, where the Club's first meeting took place, there was already a good gathering of cars and familiar faces. After chat, coffee and more chat, Mike lead a small convoy of Triumphs, roof down, out onto the A5 (eventually and to the laughter of Dave and Sue Bayliss). Up the A5 to Watford Gap, then through the lanes on a well trodden route to Lubenham. The afternoon was spent chatting will old friends and eating Bernie's Barbecue, before speeches, champagne and cake. Around 250 members attended. Soon Mike was leading another convoy back to the hotel, where around a dozen old members had a very nice dinner together, followed by the traditional 'night cap'. The trip home on Monday was nicer, with the roof down from Taunton. It was a long way, but well worth it; Mike is glad he went.

Area News Review

CORNWALL... COVENTRY

TSSC AREA NEWS

Cornwall Continues

I have attended the following shows it was lovely to see you all, my first for July was The Crash Box Club show at Powderham Castel 7th to 9th July. The sun was out defiantly to play all weekend. Once again Sue, John and new joint A/O Nigel, made room on their stand for a few Cornish members. A great display of Spitfires, this year, the

whole range out in force. Well done to Devon A/Os for the organizing of the stand. I must also say a very big thank you to Alan who came over to the camping area and mowed it, made it a lot more comfortable. Lovely three days



spent at the show, great cars, great music, and great food, and most importunately great company.

Thanks to those that made Club night on Thursday 13th July good meeting night had. I arrived early so I could have a bit of tea first, my goodness what a meal very nice indeed could not eat it all, should have asked for a doggy bag. Good to see Dave who came along in his GT6 which Mike did an evaluation on, a pleasantly surprised Dave.

Sunday 16th July it was Wadebridge Wheels at The Royal Cornwall showground, marred only by a little mizzle in the morning, but it did not stop a great display of Cars. The show was very busy with entries; I spoke with one of the organizers who said that they have 1350 cars / motorbikes on display. Also the weather did not put off people coming out for the day, adults 2300 and 400 children went through the gates to take in the show. Over £20,000 raised which will be going to MIND Restormel Association for Mental Health in Cornwall, with further donations to other Cornish and local charities. Well done to all involved a must for next year's diary Sunday 15th July 2018.



Friday 28th to Sunday 30th was Boconnoc Steam Rally, and oh dear the heavens opened up all weekend long making it a very muddy experience. It was quite a mission for us that were in the camping field to get our cars down to the show, but with great enthusiasm we all managed at some point over the weekend. I arrived on Friday night after work, like last year I managed to put my tent up on the Wednesday before, good job really I think I would have been turning around for home with all the rain. I'm beginning to think I need a light weight caravan to tow with my spit, all others around me were in their lovely caravans nice and cosy! Has anyone had any experience of towing a caravan with a spitfire? I could do with some advice first before I look at any lightweight vans. An enjoyable evening up at the beer tent, listening to some blues band, meeting up with old friends. Saturday morning arrived looked out of my tent oh goodness a very muddy entrance to get to the show, thanks to my mate for getting the car down onto the stand, once there that's where it remained all weekend. I had a better chance of getting out on Sunday to get home. Lots of people turned up for the show no one seemed to mind the mud, children having great fun in their wellie boots! Again on and off showers all day, but it did not stop people from walking around the show taking in the site. I enjoyed watching some lawnmower racing, again mud flying everywhere

but the delight from the racers said it all just hoped they used Daz, once home! Steamers and Lorries getting stuck in the mud one being pulled out by a huge great big tank, it brought a lot of spectator's, something you do not see every day. Saturday night spent in the beer tent again, listening to some good music and watching people having fun in the fairground. Sunday was the better day with the sun shining; it brought a lot more cars and steamers on display and a good amount of spectators too. With my tent down it was all hands on deck to get my items back to my car in the show field, thanks to everyone that helped. I could then spend the day looking at the great display of steamers, from large to small, stalls of various items, craft tent, food tent, full of lovely things, clay pigeon shooting, dog show, tractor pulling, lawnmower racing, cars, and motorbikes, a wonderful rally although rather muddy in places did not dampen the sprite of the show. Thanks go to the organisers for all their hard work. Dates next year are 27th to 29th July 2018.

That's all the news I have for this month, please do send me a few lines of your adventures and I will gladly add to our Cornwall News.

Happy and Safe Motoring everyone

Carol

Up coming events: September

Friday 8th to Sunday 10th Lanlivery Steam Rally Thursday 14th Club Night at The Hawkins Arms Zelah 8pm

Sunday 17th South West Triumph Meet at Windy Ridge Diner from 11am, if you need to book for some food please let Sue Franklin Devon A/O know. Friday 22nd to Sunday 24th St Mawgan Steam Rally October

Thursday 12th Club Night at The Hawkins Arms Zelah 8pm Sunday 29th October West Cornwall Vintage Vehicle Road Run Leaves Smokey Joe's at 11am

COVENTRY Tel. 02476 457487 e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks. Doesn't time fly when you are enjoying yourselves and enjoy ourselves throughout July we did, firstly at Birdingbury Show on Saturday the 8th July where we joined the Heart of England on their stand along with Paul & Joan in their GT6 & Roger & Phil Smith in Roger's Vitesse. A large local show with a large amount of tractors and HGV vehicles

on display along with steam traction engines, motorcycles etc, unfortunately this years event is the last as the fields have been sold.



Both Heart of England meets were down in number to previous years only about 40 vehicles at each meet whereas at this time of year on a nice evening they used to attract up to a hundred vehicles, we think this is a result of the field not being cut on a regular basis, it is not much fun parking and sitting in long grass, lets hope it can soon be rectified.

On Saturday the 18th it was off to Rainsbrook Valley Model Railway for a picnic day we met up with the ASOC at the ESSO station on the A45, 10 cars in total 5 from each club to travel in convoy to the event. The weather was kind to us



DEVON



so after the picnic it was onto the trains for an enjoyable afternoon, the main track has been increased in length by at least 50% and by next year they intend to double the length of the raised track railway along with building another station, so the future looks good for them. It is run purely by volunteer members of the club and there are also model steam traction engines to be seen, as Rikk said the best £1.20's worth around.

The following day Sunday 16th we once again joined the Heart of England at the Bedworth Miners Welfare park to put on a display, the show was a large fete type show in aid of charity with dancing schools taking part in a competition and a supposedly drum band which turned out to be a load of banging on drums not playing any tunes and driving us bonkers, thank Christ when they packed up, apart from that it was a pleasant day out the weather was overcast but humid and warm.

Sunday 23rd it was our Dalos Day run, only 8 of us in 4 cars this month but still a great run and an excellent carvery at the Oddfellows in Higham on the Hill, well chosen Steve & Sharon and well done once again.

Finally we were off to Silverstone on the weekend of 28th-30th for the Silverstone Classic, there were over 80 Triumphs on the TSSC stand and most of us were able to do a parade

lap around the track which instead of the usual 20mph procession we drove round reaching 60 to 70 in parts, a great



spin out. The actual event was spoilt slightly by the weather, both evenings it rained so no Hot Air Balloon mass take off and no Pyrotechnic Air Display, still a great weekend away can really recommend the event. Thanks to the Northants Area for their organising.

At our monthly meeting at the Bull & Butcher it was a lovely evening but because of heavy rain locally 4 of our regulars came in their day today cars (for which we can't blame them resulting in only 4 Triumphs being on show, never mind lets hope Septembers meet will see a few more cars on display. After our usual meal in the restaurant it was outside at the rear of the pub for our meeting in front of our cars. A very jovial meeting once again with 12 in attendance.

The Dalos Day Run on the 13th of August is still to be arranged will let you know details ASAP. The John Brooks Memorial meeting at the Greyhound at Sutton Stop on Sunday 20th August if you are going, be there for 11.30am and of course let Roger Perkins know, sorry we won't be going our selves this year as we have promised our grandchildren a trip to Rainsbrook Valley Railway on the same day, if any one wants to join us for another picnic day out meet us at the ESSO station on the A45 by Toll Bar Island at 1.30pm.

Monday 28th August Perśhore Plum Festival meet at BP Service Station on A46 Coventry Eastern bypass at 9.00 am or Stanks Service Station on A46 Warwick bypass at 9.15am. Shackerstone Family Festival on September 2nd & 3rd we will be sharing a stand with ASOC & Heart of England we have approximately 40 vehicles at the moment if anyone hasn't entered yet please do so individually and enter Coventry TSSC/ASOC/HoE as club stand but also let us know so we can expect you.

know so we can expect you.

Sywell Classic Piston & Props on 23rd & 24th September we only have 1 space left for the Saturday please let us know if you want to go, first come first served cost £5.

Well that's all for now folks get them Triumphs out and join us. Regards

Phil & Lyn

Forthcoming Events :Sunday 27th August Heart of England Classic Vehicle
meet and Car Boot Sale Bulkington Workingmen's Club
from 11.00am Just turn up.

TSSC AREA NEWS

Monday 28th August Pershore Plum Festival brianclassics@yahoo.co.uk 07809569101. Meet at BP S/Station on A46 Coventry Eastern bypass at 9.00am or Stanks S/Station on A46 Warwick bypass at 9.15am Weekend 2nd & 3rd September Shackerstone Family Festival sharing a stand with ASOC & HoE

Tuesday 5th September our monthly meet at the Bull & Butcher Corley Moor 7.30pm. If you want to join us for a meal in the restaurant for a meal pre meeting be there for 6.30pm

Saturday 9th September Coventry Car & Motorcycle Run Combe Abbey Park 9.45am. clive@culturecoventry.com or contact ourselves.

Arrive from 8am leaves at 9.45am

Sunday 10th September Heart of England meet at the
Griff from 11.00am. Just turn up.

Saturday 23rd & Sunday 24th September Sywell Piston & Props. We will be having a stand. Contact ourselves. Only 1 space left for Saturday.

DEVON

Tel. 01548 821348

www. www.tssc-devon.org.uk e-mail: sueandjohn@tssc-devon.org.uk https://www.facebook.com/groups/134271493433942/

Prom runs were aplenty in July, Allan & Jackie went all the way to Telford to take their grand-daughter, whilst Nigel & I took twin boys from the Ten Tors at Kingsteignton to Langstone Cliff Hotel at Dawlish Warren, passing Karen Wright in her red 13/60 on the same mission en route. My Herald and Nigel's Floosie were on duty. Some great cars including a Willy's Jeep and the ubiquitous stretched limo. Many hands made light work of Powderham Show, with Allan & Jackie, Maurice & Mary and Nigel all joining John & I in the prep work. We had a fantastic turnout of cars, 30 on Saturday and 34 on Sunday. Cars from all over, Cornwall, Monmouth, Shropshire, Bristol and of course Somerset all welcome on the Devon stand. There was a big band of

happy campers in the camping field and the food and entertainment on the showfield itself are well worth staying for. For the first time we can recall, we had all models of Spitfire, from Mk1 through to the



1500s, 3 Acclaims and 2 TR7s. It was good to have Julie & Paul bring the TR7 along as we have not seen them for a while. A real treat was to have Sam's Mk1 on the stand, and running for the first time, after a 4 year so far restoration

on a very restricted budget. We were invited to take a turn round the main ring on the Saturday and took 10 varied cars to showcase. We always see members at Powderham who we do not see for the rest of the year, notably Trevor, a long term Toledo owner. There is an increasing interest in the Acclaims and it was good to have so many on the stand once again.

August Club Night at the Claycutters was probably the largest gathering we have had there. As usual in August, we were delighted to welcome Tim (with the Burlington) and reg-

DEVON... DEVON NORTH

TSSC AREA NEWS

Devon Continues

ular visitors from Denmark Lilian and Morten. It is a shame they can no longer bring their TR over as the car ferry ceased a couple of years ago. Ian brought TR owning friend Dave along again, and Robert came along with MAA, his Herald, having completed the 5 Point Tour this year. Very new member Richard was there with his Mk3 GT6, still described as

a work in progress, but a big welcome to him as a member. We joined Maurice & Mary in the Spitfire up at RHS Rosemoor Gardens at Torrington for their Vintage Weekend, a lovely day with lots to do. It was specially nice to see Lindsay & Sheila again in his immaculate 1500 Spitfire, which has done more than 200 miles this year, having been

to Powderham and another show in between.

A big group braved the mud and rain at Boconnoc Steam Fair in conditions which were most unlike a Devon summer. more like a Devon deluge and Nigel in particular has been taking the Floosie to a number of different shows, from muddy agricultural shows to the wonderful Forde Abbey show near Chard, another mid-week one for those of us with more time to play!

COMING UP IN DEVON

September is as busy as the rest of the summer for us, with something on every weekend and still a lot of shows to choose from. **Sunday 3 September is Nigel's run.**Planning to leave the House of Marbles at 12 noon, so be there a bit before - coffee maybe? Lunch will be at the Passage House Hotel at Kingsteignton, so hopefully you will have told us that you are coming

September Club Night at the Claycutters is Wednesday 20th and before that, Sunday 17th, is the second Southwest Triumph Meet, this time at Windy Ridge, just

into Cornwall at Trerulefoot.

On Sunday 24th, Jane & Anna are organising a memorial for Pete, and the plan is for an inter-Club Skittles match at the Waie Inn at Zeal Monachorum. 2 course lunch for £14 pp and numbers needed by 3 September so get your skates on! Names to Jane (07759 112660).

We have a change of plan for 1 October, as we have had to postpone the Observational Drive (OK Treasure Hunt!) until Sunday 5 November. However on 1 October we will have a drive ending for lunch at the always popular Burrator Inn at Dousland. We will let you have details including meeting point by email before then but lunch is booked for 2.30pm!

Christmas is coming! Sorry but it has to be said! Saturday 2nd December is TSSC Devon Christmas Evening Meal at the Dartmoor Lodge Hotel at Ashburton. 3 courses for £22.50 and we will need to have your deposits please (£10 per head) by the end of September to secure the booking. Menu choices have already been emailed to all on our list and we do hope that you can join us.

DEVON DIARY

Sunday 3 September House of Marbles to Passage House Inn run/lunch

Thursdays 7 Sept & 5 Oct North Devon Meeting at the Crealock Arms, Littleham

Sunday 10 September N Devon Area run to Lynton /

Lynmouth contact Darren N Devon AO

Sunday 17 September South West Triumph Meet at
Windy Ridge, Trerulefoot
Wednesday 20 Sept Club Night at the
Claycutters Arms

Sunday 24 September Peter Christie Memorial day

see above Sunday 1 October Run to Burrator Inn, Dousland.

Sue & John

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

Date: Thursday 3rd August

Venue: Crealock Arms, Littleham. EX39 5HN.

Firstly apologies for the lack of report for the July Club Night, the meeting was just too close to Bern's cut off for copy for the Courier. The July meeting was a quiet affair due to several of the regulars being away on their Hols', just 8 of us there but still made for a very pleasant evening.

Just after the July club night was one of the big shows down here in the South West, the Powderham Historic Vehicle

Gathering. TSSC Devon area always have a stand and John & Sue Franklin done us proud once again to organise a terrific display of our cars, peaking at just over 30 on the



Sunday and only a few less on the Saturday, which included a Spitfire from each mark. They were ably assisted by Nigel Kenneison with his Hi-Vis & Flags directing the traffic as we all arrived. Well done John, Sue & Nigel.

The August meeting saw the numbers pop back up to something like normal, though when I arrived at the Crealock Arms there were no Triumphs in the car park. Unusually both Alan

& Janet Brace and Mike & Irene Hadley were in their moderns, the threat of rain putting them off using their Spitfires.



My Herald wasn't alone for long as Simon Whenmouth and then Geoff & Dawn Wheeler arrived in their Stags. With Malcolm Huxtable in his Spitfire 1500 and two of the local TR guys in a TR7 also arriving, it completed the display of Triumphs.

Andy Luckhurst was there also, telling us about his recent purchase of yet more Triumphs for his collection. Another project though rather than a usable car, a 13/60 Herald and the remains of a 1200, but they should help Andy with various hard to find parts. The 13/60 looks good enough to save, so he may have a bit of a dilemma as to what to do with that one. Bob Mellor also joined us, recently retired and still feeling like he's on holiday, that'll change when his wife Ann starts giving him a long list of jobs that need doing J. Bob has recently treated the Stag to a Weber Conversion. So gone are the twin Strombergs and now a single twin choke weber carb is doing the work and he's very happy with the results. I think Simon is seriously considering this conversion on his Stag as he's had no end of trouble trying to keep the Strombergs fuel tight.

Coming up on 10th Sept is our run up to Lynton &

Lynmouth Cliff Railway, so I met with TSSC Member & Vitesse owner Rob Shaddick along with the site manager to discuss the plans for day. This railway is an incredible feat of engineering, so if you haven't ever been you really should come and join us for the day. If you arrive with us in your Triumph you will receive a free train pass for the day.

By the time you read this, there will just about be enough time to register your interest in attending, so don't delay and contact me on darren@tssc-devon.org.uk.

Date of next meeting: Thursday 7th September 2017

IMPORTANT NOTE

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

ESSEX...HERTS & BEDS



ESSEX

Tel. 07715 449332 01375 672072

e-mail: awjannaway@hotmail.com www.//sites.google.com/site/tsscessexarea/

Essex is a lucky area it now has a second insurance valuator in AO M25 East John Hill. Triumph owners in Essex now have a second option.

Club stuff for this month, a beautiful day saw some of us at Hodderston town centre. 3 Spits left the usual meet place at the Halfway House with a run up to Allan's stomping ground just by work. Shopping for the ladies, car chat for the men. Colin and Anna came up later in their modern car so we had a good crowd round the cars. Sue suggested a BBQ after the Waltham Cross show, more to follow on that one. Always a good show this one.

The next day was club meet, it was quite busy as Sunday was a nice day. We filled 2 tables as usual. Welcome to join Heath in his GT6, great car. We ended up again in the patio area for coffee and cake. Great wedding anniversary too,

treated Janet to lunch.

The following Wednesday was classics on the common, the once a year event meet. Mike and Marian went on ahead really early and saved spaces as it can get very busy. We arrived to a supper provided by Marian, thanks, as we had come straight from work it was much appreciated. It was great to meet Andrew who had come over from the Isle of Wight, he keeps his Spitfire locally and uses it when he comes over. We were also joined by a Triumph from Club Triumph who we also know of from our regular yearly trips to the Isle of Wight weekends. Lots of chatting about looking forward already to next May. Names we are not too good at, sorry.

Battlesbridge an impromptu trip in aid of a local school, the weather looked kind in the morning, Mike had said he was going and we also had a message from Ron and Petra so

off we went.

Janet had been up in Greenwich the day before for the Wrens 100 and was a little under the weather so a nice day in a field was much appreciated. A busy and tiring Saturday, but as Sunday dawned we decided to go. Ron and Petra arrived a bit after us and much chatting and catching up went on. They were over from Holland for the week and Founders Day Run the following weekend. Last seen when we were in Coventry earlier on in the year.

So the following week, Founders Day. We had booked months ago when it was first suggested, a great hotel thanks Mike and Sue for finding and booking. We met at theirs for breakfast on the Saturday it was nice to sit in their conservatory in the sunshine but we had to set off and left for a nice run to Newport Pagnell after breaky. Mike's tour was interesting, we stopped at the Aston Martin showrooms and factory. A photoshoot next to their cars and signage, great idea. We then had lunch a bit further down the road and then headed to the hotel. In the evening a trip out for a meal in a Windmill and again a photo shoot, great day. The following morning a short drive to the services and we were among the first to arrive. Ron and Petra arrived in their GT6, we headed off to HQ in mini convoys and we arrived and quickly parked up in HQ forecourt. First time for the Spit. Many years ago we managed to get up there in the TR,7 that was one Christmas trip up. Great BBQ Bernie many thanks.

A wander round the shop and lots of chatting we met up with a couple from the Isle of Wight. Later on the trip home was eventful as the A 6 was closed. It took us a lot longer to get home via the detour not a welcome end to the weekend. There were a lot of Triumphs fighting their way home. Great weekend thanks to Mike and Sue for Saturday and to the Club for the Sunday.

The following Sunday a local show just down the road at Coalhouse Fort, this was the first show the Spitfire ever went to. Nice to see Stewart and Kerrie in the Vitesse she looked

TSSC AREA NEWS

lovely. Saw Jed and Vera with the South East Classic Club and had a quick chat. Caught up on all the news regarding family and friends. It was a hot but windy day. We all got wind burnt. An early finish and short drive home for us.

Saturday we were at Waltham Cross and BBQ, the month had gone by so quickly from when we first spoke about having a BBQ. Another great day out. 2 Spits a Herald and a GT6. It did rain at lunchtime so coffees and lunch were taken. The shops did not disappoint the girls, nor the cars as the boys had a good selection. Later on the short drive to Mike and Sue's for a BBQ. Smashing thanks, the prosecco went down nicely. Thanks for the lovely evening, we got home gone 11pm, a very long day.

Hot off the press at the BBQ it was discussed about the

Hot off the press at the BBQ it was discussed about the Essex Area 40th birthday next April 2018. It was decided to celebrate in some way, following the trip to the Founders Day the ideas were flowing, so the save the dates of 6/7/8th

of April 2018 details to follow, all welcome.

Up and coming, Weekend Trip to the Dolomite rally 2/3rd September we are attending

Frankies fest on 3rd

Club day Sunday 10th usual venue.
Essex classic car show 17th Colchester

23/24th Norfolk weekend

24th Oh So Retro or Battlesbridge

Birthdays this month - Ian Eustace on 7th, Mike Smith, a big one on 15th, Lesley Goldstone on 22nd our Jack will be 6 on the 28th

Allan & Janet

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

Hi folks its been a busy month, we have had some runs and some more rain.

Revs and Rhythms I had to pass on this and the weather didn't help, hope for Matts sake it it was OK on the night, the weather got the best of the Willington Dovecot day, but the sun brightens up the evening.

Martin has given us a good run down to Whitewebbs museum in Crewshill, Enfield even had a Dodge 100 series Fire tender in the collection, I may have driven that at the factory, the steam power is long gone from this old pumping station but the well is still filling, it's over 200ft deep, don't fall in, theres no escapel but we all did go to the Plough for a late lunch, our run to Twinwoods to see if Glen Miller has been found will be over, and also Tewin classic and Bucks Steam Railway rally, but you get this just in time to plan a run to our Area's DUXFORD event on September 10th. See the advert in the Courier, if you use a modern car bring the advert to get the £14 (each) entry to one of the countries biggest displays of aircraft, land warfare and the bonus of a good few Triumphs, ...nice tea and buns and a friendly bunch.

Well Ray and I went to the invite from the TR, LVG (theres a good few dual members)

To their show and shine evening at the Cock PH Broom. Ray braved the drizzle in his Burlington and to my surprise, HYA my 2000 was awarded best saloon, and it was not the only saloon in the display, brilliant turn out despite the Lack of sun and a permanent mizzle.

We had 35 attend the pub at the last meeting and most in their cars including lan's MG !!! and I'm sure some names that are not in the register but considering the weather up till the evening had been less than summery and more april showers, we had a brilliant collection of cars in the Raven's car park and managed to block some diners in but soon got



HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . LEICESTER & RUTLAND

TSSC AREA NEWS

Herts & Beds Continues

that cleared

Antonio and young daughter had a good look around and after much debate picked John Cartwright's Magenta Stag. Well worthy of the shield and a nice plastic flute to keep his tooth brush in. John gets his name



added to the prestigious list on our now extended Kingfisher Shield. Well done John and many Thanks to The Raven and Antonio for accommodating us and making a unbiased choice of car Thanks to all who attendedtill next year you never know who is going to win

In October there should be a modern run out to the Rolls Royce Heritage centre in Derby this has to be a Tuesday afternoon /evening outing, details available soon from me.

See you all soon, happy motoring

ISLE OF WIGHT Tel. 07842 249591

www.facebook.com/groups/786750551371248/

Another busy Triumph month.

Dave and Sue went to the TSSC Founders Run to meet with lots of old faces and from what I have heard a great time was had by all, thanks to Dave and Jo for organising this event to mark yet another milestone for our Club.

Marcus and I went to the Silverstone Classic weekend and although it was a bit rainy at times, we managed to see everything, just amazing to have free access to the garages, paddocks and pits. The Northants Area welcomed us in the club marquee which was perfectly located right in the middle of the site, thanks to Jane for taking me round the track, and to lan for Marcus' track lap and to Vicky for providing lunch.

Dave, Sue, Elaine and Jason went along to the Island Charity Show in Whitwell, which was closer to home. Meanwhile our brunch runs are still being enjoyed, Busy Bee in July and by the time you read this, Pinky and Tors will have hosted the annual barbecue, more about that next month. The next Sunday out will be 17th September if you would like to join us.

Keep an eye on our Facebook page for updates, some of you enjoyed the spontaneous pizza run last week which was great.

Happy motoring.

Tracy & Elaine

WEST KENT

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No internet for 10 days means I have to sit in my local with a pint, and their wifi. Sacrifice for the club. Month of shows. Whitstable was a cracker. Hot day but up on the cliffs so nice breeze and many cars. Return not so good, hotter and a standstill on the M2 was not good. Cars were cool but we were not. But spotted some cars on the hard shoulder in the shade so joined, table out and a social for an hour. Then all

moving. Next was the Classics and Curry meet. Midweek at the Westerham brewery. 6 of us in total, fed and watered. Hopefully we can get together again in Sep. Sunday lunch also good with 130 cars in total.

So to meetings. This month Moody Mare I reckon was the best evening in memory. Jim, Ann, Annie and Pete dining when I arrived so headed for the beer garden. Ken arrives in a glorious TR4 to much attention and was pleased to greet Jarrod as a first time with a stunning TR6. So that's 5 TRs in West Kent now. With a flurry of Stags, GT6's and Spitfires, Pete's great Vitesse and of course Anne's Hurricane, we had a total of 13 members. We made good use of Phil who was running about doing valuations, and we spent the whole evening outside, beer tables and a great show in the car park. Doesn't get any better. Wednesday much quieter affair. Nice contrast really, very much a social. There was concern I was losing interest in this group, nothing further than the truth. But I am a little disappointed in the uptake here, considering the members we have around this area. Must admit the pub isn't ideal, so a move is on the cards, that will help a lot. Suggestions? So dates for Sep. 10th Duxford, Classics and Curry 13th (I think), and Battlesbridge on the 24th. And us on the 26th and 27th. Hope we have a dry good one. Talking of which, back to the beer. Colin

LEICS & RUTLAND Tel. 07530 307371

Hi all. First I would like to apologise for the lack of area news for the last 3 months. Up until the spring I was virtually retired and was able to easily find time to string some words together but then my circumstances changed and I had to return to full time work which is killing me I don't mind admitting!

Well the Leicester & Rutland 32nd Sunshine Rally has now been and gone and generally was a success with just one problem that took the shine off it a bit. The camp wardens!

The Rutland Caravan and Camping site has been our home for the Sunshine Rally for the last four years. The site is brilliant with superb facilities and everyone who has been agrees with us.

All camp sites have rules and regulations but the way that they are applied on this site has led us to not book for next year. We are unsure as to what we will do next year but Dave and I will find something then propose it to the rest of the gang for approval. Watch this space.

On Friday night we had a bit of a quiz with obscure photographs of the L&R gang and their cars for people to identify. We had the Clubs' 4 bay gazebo alongside our own 4 bay gazebo to make one large gazebo with plenty of tables and electric lighting so it was nice and cosy......until the warden arrived!

On Saturday morning we sent everyone off for a 50 mile drive around Rutland and Rutland Waters including our regular stop for morning tea and cakes at Launde Abbey. The weather was not as good as usual though with quite a downpour late in the morning.

Saturday evening was our now famous BBQ expertly cooked by Neil and Andy. Well done lads.

We had baked potatoes, chilli, salad, burgers, sausages, trout and the trimmings. Afterwards we had a quiz then a general get together but it was a little subdued compared to the normal antics that I am convinced was partly due to the dampening affect that the wardens were having on us.

Not everyone was subdued though!

Butch made a new opening in the gazebo when he fell through it after drinking 2/3 of a bottle of my whiskey. He then had to be carried to his tent to sleep it off. Erica also had to be carried to bed by Chris after deciding to drink my half bottle of Jack Daniels Honey whisky. Not bad for someone who has never drunk whisky before.

Sunday morning we packed everyone in to a coach and took them to Oakham for a walk around treasure hunt that includ-

M25 EAST



ed Oakham Castle and grounds and finishing in the market square outside the Lord Nelson pub. Convenient. Then it was back on the coach and back to the campsite. We had a bit of a car show that was a cracking line-up of Triumphs. Peoples choice went to Steve & Dee for their recently completed TR250. What a car!

also our car of the show as we felt that the work involved of

Second Place was a beautiful Herald and matching Caravan owned by Paul Girling who came all the way from Thetford in Norfolk to be with us. This car and caravan was

making such a beautiful Herald AND then doing a period caravan too was a very worthy winner.

Well done to both of you.

Sunday night was a time to wind down and start to knock down the gazebo's ready for moving off Monday morning. A big thank you to everyone at L&R who helped with the organising and putting up of gazebos, transport, cooking, paperwork, printing, rally route planning and much more! Lastly a big thank you to everyone who came and stayed with us from far and wide. We really hope you enjoyed it and we are working out next years Sunshine Rally now. Keep running on 4/6/8.

Neil

M25 EAST Tel.07938 526324 e-mail: herald1360@virginmedia.com www.tsscm25east.webs.com

Hi everybody, I trust your having a cracking summer and getting out and about in your chosen steed. As I write this, at the beginning of August, I must say, so far, that it's been a pretty decent summer. I can't remember being very wet at any shows this year. Well, that's certainly jinxed that now! lol. So, what have we been up to. Well, grab yourself a cuppa and I'll begin.
The Whitstable Show this year was something a bit differ-



ent. A few of us decided to make a whole weekend of it and camp from Friday evening before attending the show on Sunday. We found a lovely campsite just outside town called Hampton Bay Park. Very quiet, nice and clean and a very relaxed owner who, basically, let us do as we pleased. A BBQ was the order of the day for Friday evening and with a few drinks, nice warm sunshine and some good mates it was excellent. On Saturday we had 'Malcs Mystery Tour' which consisted of a run down to Manston Airport to visit, not one but two Spitfire Museums followed by a stop for lunch before heading off to the Hornby Visitor Centre where we reminisced over toys of our childhoods. This was finished off with a stop at Herne Bay for Ice Creams. What an excellent day and thanks to Malc for sorting it all out. To top off a brilliant day we had a meal in a local restaurant called The Oyster Bed, which funnily enough didn't sell Oysters?? They did do nice chicken though and the Guinness weren't bad either

The rest of the gang and some extras turned up Sunday morning for the show. The show this year seemed bigger than ever, stretching from one end of Tankerton Slopes to the other. The owner at the campsite even let us leave all our camping stuff on site for the day so we didn't have to drag it to the show. A blooming ace weekend and we will definitely do this again next year. Only problem is Malc will have to think up a whole new itinerary for the Saturday lol. Next on the agenda was the TSSC Founders Run, which,

TSSC AREA NEWS

although a lot of driving was involved was really worth doing. 4 of our cars took part and the meeting point was at Newport

Pagnell M1 Services, where the first TSSC ever meeting took place. I was . even lucky enough to get



my Herald in the photo to recreate the original taken 40 years ago. From there it was a quick blast through the countryside up to HQ for the BBQ and celebrations. I was complemented on my stunning countryside route that many people followed but I do have to admit that I cheated, it was the Sat Nav that decided what way to go, not me lol. The gods must have been smiling on us because as we arrived at HQ the clouds parted and the sun came out. Once again Bernie and Angie's BBQ was excellent and we sampled the beer from the recently acquired 'Herald Bar'. Looking around the museum was, as ever, very rewarding, then followed a bit of spending in the club shop. Good to see a lot of our mates from other areas who were all excitedly chatting about the forthcoming Silverstone trip.

Did I mention Silverstone ha ha. Well, this must be the best attended event by our area so far. 30 people, 16 camping units and 15 cars – WOW!! A few of us arrived on Thursday, after some car troubles and once camp was set up enjoyed a nice meal at a local pub. The rest of the gang arrived at various times throughout Friday. Well, what a scream the whole weekend was. Cars were in position on the club stand during the daytime, which stayed dry all weekend and the evenings, which were a bit damper were spent...Friday watching a Jimmy Hendrix and Who tribute and then topping the bill the fantastic Bootleg Beatles...and Saturday - Dire Straits tribute followed by the one and only Tony Hadley. All the music was great and the weather didn't dampen the atmosphere and we were all rocking in the rain. After a few sherbets I don't think any of us remembered it was raining anyway ha ha. This year all of our cars were able to take part in a lap around Silverstone as it was the clubs 40th anniversary. The lap was a lot less congested this year which meant we could put our foot down a bit more. Although it's only meant to be a parade lap, well, you just can't help getting carried away can you. The girls excelled themselves on the Saturday, leaving us boys to go over to the circuit while they stayed at camp for a Champagne, Gin and Prosecco session.

And it was only 11 in the morning!! ha ha. Anne seemed to have a never ending supply of bottles of bubbly to keep everyone topped up and Neelam supplied the Rhubarb Gin. It was great to have Andrew and Neelam out camping together with us for the first time. Really hope you



enjoyed yourselves, the first of many, hopefully. The weekend finally wound down on Sunday evening with those of us left crowding in to Barry and Laura's awning for drinks, nibbles and larfs...oh and a bit of Chas and Dave thrown in for good measure. We managed to get 12 of us squeezed in. A topping good weekend, the only problem was that it was over all too quickly.

In other news...for those that are going to the Isle of Wight weekend next year - our bookings for the caravans have been confirmed, so that's done and dusted. Payment will be due in January ish. Oh, and if it's your birthday this month – Happy Birthday. Is that OK Laura ha ha. On that note – it's good night from me and it's good night from



M25 EAST . . . MANCHESTER NEWBURY . . . NORFOLK

TSSC AREA NEWS

M25 East Continues

goodnight....Cheers

John

September events –
Sunday 3rd – Capel Manor Classic Car Show
Sunday 10th – Edenbridge Motor Show
Sunday 17th – Essex Classic Vehicle Show
Sunday 24th – Grand Automobilia Show

MANCHESTER Tel. 07954 784342

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Rain, rain, rain, still affecting most areas in July when will it ever end, a few of our members were lucky enough to get to



a couple of events in July, one being the Lytham Hall show in Lytham St Annes and the other being Hebden Bridge Vintage weekend.

We are looking to arrange a social day out in October, the Oktoberfest in Manchester city centre www.manchester-oktoberfest.co.uk held on 18th till 22nd October, basical-

ly German beer, Lederhosen, music etc, have a look at the website we will be going on the saturdah afternoon, the link is on our facebook page and let me know if you want to come along.



Again just a reminder of our Manchester area weekend to be held 1st to 3rd September, not many camping places left so hurry to avoid disappointment. 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.

I've managed to finally get around to painting the bulkhead

on my Vitesse 6 and got it back together and started, once i had fixed the fuel pump issue which took me three days to find the fault, Bill advised me that it



might be an air lock in the pipe, it turned out that i had a small air leak which stopped the fuel pump sucking the fuel through, however i could do it with a hand pump which must have had more suction capability, any thanks Bill for the advice, hope-

fully it will be ready for our next big event at Eventy City the Footman James classic car show at the Trafford Centre, held on 16th &



17th September . A few places left on our stand if anybody who has not already put the name down please let me know. As previously mentioned due to the size of the area Manchester which covers, we change venues from east to west every few months to give all our member good access to our meetings, so we are heading east for the Sept, Oct, Nov & Dec meetings and will be held at the Ye Olde Red Lion, 516 Manchester Road, Warrington, WA3 6JT. So hopefully see some of you there from 7.30pm on wards on the first tuesday of each month as usual.

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 all from me, see you soon.

Mark K

NEWBURY Tel.01635 255159 e-mail: lloyd.garvey@gmail.com

Sorry for our absence over the past few issues we have been having too much fun on our summer tour. We are looking for a new home to hold our regular meetings. I'm afraid The Berkshire Arms has had its day. So far we have frequented The Five bells at Wickham, excellent craft Beer, shame we were all driving..., The Craven Arms in Enbourne, The Carnarvon Arms Highclere, The Fox & Hounds Donnington, The Cottage Bucklebury, and The Rownbarge at Woolhampton.

Still to come: 9th August at The Pelican, Froxfield. 23rd Aug & 13th September to be arranged and finally 24th September Mystery Lunch at Macdonalds again... in the middle of this we also have Newbury Classic Car Show on 13th August. Always a popular meet and all in aid of Blood Wise.

Santa pod was a scorcher in more ways than one. We all came back a nice shade of Red! We must have stood too close to the jet powered campervan.... thank goodness for the cool refreshments. Many thanks to all the organisers for such a well run event.

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We had yet another great run to Cromer for our annual Fish 'n' Chip run in July and yet again the normally clement East Anglian weather allowed us to have a another top down drive there and back. There was a great turnout too that was almost trouble free apart from a cry from one of our members of 'were on fire' whilst in the car park at Dereham. As with most problems it was easily sorted with a bit of ingenuity that prevented the wire that was shorting to become a genuine hazard. You have to drive a Triumph to appreciate the fact that at any time no matter how reliable they have been they can bite you at anytime but being relatively simple compared to modern cars they are usually fixable by the road-

NORTH EAST . . . NORTHANTS NORTHERN IRELAND



side and usually journeys can be completed once a fix temporary or permanent is completed.

Next meet will be at 20:00 at the usual venue at the Oak Tree, 59 Ipswich Rd, Norwich, NR46LA. on Monday 11th September 2017.

Various events are usually communicated by email so if you wish to be included on the circulation list contact me at mike.carroll01@btinternet.com

Regards.

Mike.

NORTH EAST Geoff: 07773 440201 Deryck: 07939 068976 e-mail: geoff.dent14@gmail.com e-mail:deryck.beadling@yahoo.co.uk http://tsscnortheast.blogspot.com/

Just a very brief news report this month as I am writing this as I am packing to go away on Holid

ay. Well we all got down to Silverstone and back safely without any problems, a bit of an unusual occurrence for Kevan, must be the first time this year he has not arrived home on the back of a breakdown truck.

5 club cars from our area made the trip, and were displayed on the club stand, Watch out for Joe's Vitesse estate, there was another estate at Silverstone so photographs were taken and I would expect an article in the courier.

Another good weekend but once again the weather gods were against us, strong winds when we were erecting our tents, followed by freezing cold winds when we were sitting in the grandstands, and let's not forget the torrential rain every evening, but all who attended had a great time. even Kevan was chuffed when we awarded him a bent cylinder valve for outstanding loyalty to the RAC. The GT6 achieved fuel economy of 41.5 MPG and Joe got 33 MPG out of the Vitesse at an average cruising speed of 70MPH

Only a few turned up for the August meeting but it was nice to see Chris Fish again after such a long absence, he is still having difficulty's with his dolly, the brakes keep seizing on, possibly an issue with the brake hoses collapsing and not letting the pressure release.

Brian's Stag now has had some tin worm removed and now has a valid MOT.

Andy Boyes has also had this done on his MX5 SUNDAY 10TH SEPTEMBER

Joe's planned run up to the **Jim Clark Museum at Dunn's** in the Scottish Borders, if you will be attending please let me know so we can arrange a lunch stop somewhere.

SUNDAY 17TH SEPTEMBER

Whitley bay classic car show, the organisers would like us on the display field before 9.00am, (that's not going to happen) I recommend we leave Washington services about 9.00am and meet up somewhere north of the Tyne Tunnel, That's all for now see you all at Septembers meeting

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Well what a busy month, we started with the Founders run and since it was virtually on our doorstep it was only natural that we had an impressive Northants turn out. We arranged to meet at Wellingborough and drive down to Newport Pagnell, having anticipated about 6 cars it was a nice surprise to leave with 11. Rob and Kevin guided us there in their usual organised fashion and got us there in plenty of time for breakfast. From Newport Pagnell we had a lovely drive up to Lubenham where the staff supplied lunch and it was great to see some of the people who were responsible for forming and

TSSC AREA NEWS

guiding the club through the last 40 years. Particular thanks must go to Jo And Dave Beardsley for organising things, well done for making it so enjoyable.

Silverstone Classic was once again a great success and thanks to everyone that helped to make it so. Although I could not be there for most of the weekend I have heard many reports about how good it was, especially the spot we had and the parade lap. As usual I will try to create a full report around November to coincide with the launch of Silverstone Classic 2018. I am already in communication with the organisers about a parade lap to celebrate the 50th anniversary of British Leyland next year so we will have to see how that works out.

The Sunshine Rally has once again been a nice relaxed event, although the wardens on the campsite seemed determined to give us a hard time this could not alter the fact that Neil and the guys did a great job of keeping us entertained in particular the foot rally around Oakham showed us some of the more interesting places that were of the main thoroughfare in particular the Castle with its collection of horseshoes and the Lord Nelson pub with it rabbit warren of rooms both worth a trip in their own rite.

Well done and thank

you.

JF here! On 20th August 6 cars (5 Triumphs and 1 Toyota) left Rothwell Market Place on a very well planned 1 hours run through narrow lanes, expensive areas on our way to Whiston Maze, an 8 acre maze constructed of sunflowers! Three and a half miles of walkways. There is a very nice shopping area, slightly expensive but the restaurant can be recommended but sit well outside if hot to avoid wasps etc. No admission charge, only to the maze and there is a great area for children to play in. There is also ample free parking. Thanks go to Robert for once again planning superb run.

These events have emphasised what a great bunch of people are involved in the TSSC at the end of the day you can't heat the pleasure of good company.

beat the pleasure of good company.

Our meetings are at 8.30 on the second Wednesday of each month at the Overstone Manor Sywell. So come along and find out about the events we organise and attend.

See you soon

NORTHERN IRELAND

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The August Courier has just arrived today, Mon 7 th, as I'm about to begin my report for the area news slot. Thankfully I read some of it and noticed that for some time now I have been exceeding the "Guidelines for Area News Length" and two photos, of which I was not aware - sorry. (It much appreciated Doug I wish some other Areas would also Take notice - Bern. Ed.)

Our August event was the usual Sperrins Run that commenced at Antrim and was well supported with ten cars in total, including the last-minute arrival of my son, Simon, tak-

ing Heather and I by surprise. As well as the usual attendees, we had the "new" Three Amegios



along with their minder, aka Joan, and Alastair (W) in his very

After a quick burst down the M2 we made our way through Toome and Aughrim to the new Magherafelt by pass before



NORTHERN IRELAND . . . NOTTS OXFORD

TSSC AREA NEWS

Northern Ireland Continues

taking the side roads and hills to the Slieve Gallion area with its magnificent views and very narrow roads before dropping down to Draperstown. After skirting this area, we made our way along the Glenelly valley area for our compulsory toilet stop at Cranagh where we mixed with the traffic attending an afternoon wedding, complete with a long-nosed Scania truck. Taking the Park Road from Cranagh we soon made our way over the hills, with Sawel Mountain on our right, towards Park and beyond to Claudy. We were lucky in that we only met one vehicle at the beginning as it would have been a heck of a job to pass further along the route it was so narrow.

Being conscious of the lunch time break slot at the Green Cat, Eglinton we quickly made our way along the Glenshane and Tamnaherin roads to be there on time. I must say that we were well attended to there, especially when seventeen of us arrived, having previously booked for twelve. It was also nice to see and visit a local establishment that serves food without the now compulsory addition of chips. It was noted that Nathan didn't finish his lunch - a first I hear you ask! Also noted that Edgar and Joan, the minder, had a really big sweet and didn't leave room for an ice cream in Kilrea. Slight problem leaving Egilnton after our lunch stop as we "lost" a few members for a while.

As a result of this we then had another quick burst of speed along the A2 to the other side of Limavady to clear the carbs and injectors after the roadside wait. It was here that we then turned inland towards the Drumsurn area where we met rain for the first time that day and a few roofs had to be raised before we continued our journey. Passing near to Donald's Hill and the Moneyguiggy area of Gortnamoyagh forest, just love those names, we made our way to the outskirts of Garvagh. Then, taking the parallel roads to the Edenbane Road, we headed for our usual ice cream stop, on these runs, at Mullins in Kilrea. It was here that the heavens really opened but most of were determined to have our ice cream and, of course, a visit to the local shops. It didn't stop Alan (F) showing Edgar (P) how he solved matters under his bonnet either.

By now it was getting late and, using the three of the four roads out of Kilrea square, we went our own separate ways after a very enjoyable day. A big thank you to all who came on the run as it made it all the more worthwhile.



Our August meeting was reasonably well attended and we were treated to a demonstration by Alan (F) of what can happen to the gearbox of a Vitesse if you aren't too careful. Laurence (C) and Stephen (K) added their bit to the lengthy discussion, from bitter experience, and this was appreciated by the rest of us there - above my head though - as you would expect, I hear you say. Alan (H) gave an update on the August Antrim Hills run and dates were agreed for the September and October runs. Alan (F) is looking after two runs in September. There will be a BBQ and short run on Sat 9th Sept from his home at Donaghadee and then a Mournes run, and beyond, on Sat 30th Sept with a late afternoon meal at a location yet to be decided. The November run to be planned by Peter (M) has now been moved to Sat 21 st Oct, with details at a later date, so leaving a run now free in Nov for another member to plan. If you are interested/willing please contact me and choose your date in Nov.

Remember our monthly meeting on Wed 6th Sept at Nortel

and plan to be there and come and support the runs mentioned within my report.

I have been contacted through the TSSC web site about the last known whereabouts of a 1967 Triumph Herald 13/60, red, Registration Mark MKK 227F, sold approximately ten years ago and currently on SORN since 2014. If you have any knowledge or information about this vehicle please contact me as there is a "bundle" of photographs and information available on the vehicle from the previous owner's family and it would be nice if the "new" owner had them even after all this time.

Until we meet again make sure you get your Triumph out during what we have left of the "summer" and join with a few others of a like mind.

Douglas,

NOTTS

Tel. 07976 163006

e-mail: nigel.hill@hotmail.co.uk

So, after a year or two break, we will be returning to the Churnet Valley Railway with a special Notts TSSC run on Sunday 8th October for our "Triumphs and Trains day". We will be heading to Froghall station on the A52 in Staffordshire to display the cars in the car park and if you wish, take a train ride towards





Cheddleton. It's great to be making a return to this popular venue, previously we have attended on their classic car show weekend, but as the Railway is celebrating its 25th anniversary of services, the events diary is a little different, so we have arranged a special day for us to display to the public.

The day will start from the Mansfield Town Football ground, and we will take a leisurely drive over to the Railway and expect to arrive around 10am. This will give us time to arrange the cars and get a drink from the cafe before the first train should you want to ride (although we have a diesel as the picture, we are expecting a steam hauled service on the day subject to availability) please note on this day we will be running the slightly longer service on the Cauldon Lowe branch line to Ipstones station. This adds around 45 minutes to a normal round trip. It does include a 1:50 climb which is quite a steep incline for a railway line. Prices are as follows. Adults £17 each, seniors £15 each, children (4-14years) £11, under 4's are free. Dogs may travel for £1.50.

Please see our Facebook page for further details closer to the event or ensure your on Nigel's text or email message for the area.

Thanks to Chris Moxon for his excellent photo of his own Herald and class 33 102 Sophie on the Cauldon Lowe branch.

Andy

OXFORD

Tom Tel. 07972 039532 Nick Tel. 01869 246543

Nick e-mail: nicksmorse@hotmail.com Tom email: impo64@yahoo.co.uk

Well the new venue seems to be working! We had 17 members (I think), 12 cars (Vitesse, two TR7's, spitfire MKIV, Suzuki swift!, Vauxhall insignia!, Volvo S60 (Tom's spitfire broke again), Rover 45, GT6, a herald 1200, a herald 1200 estate, a merc and an aprillia. The last one is a bike. Oh, and

PETERBOROUGH . . . SCOTLAND CENTRAL

Area News Review

two dogs to make up the company. There were so many we had to use the back room of



the pub and we almost filled that too.

The food must be good too because everyone sat inside and I think most had something to eat. The only problem was the time it took the food to arrive. But then the place was



packed and it is run by the locals and all 'home' cooked. There were so any it was not possible to

keep up with all the conversations but one did descend into discussing the best ales in the locality! (Or worst) Another was on renew-

It was a lovely evening and stayed light till around 9pm. We again used the camping field to park and were joined by three campers! The remains of a camping weekend where the field was full.

I had a beautiful drive home in the warm night with the top down. I trust everybody else got home safely. Photos as usual on our Facebook page (I hope!)

Tom and Nick

PETERBOROUGH

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

It was with a bit of a sense of foreboding that I travelled to our August meeting. Firstly, we are slap bang in the middle of the holiday season. Second, we have been particularly unlucky with the weather for our summer meets this year and just as I was getting ready the clouds came over, the skies darkened and it looked like we were going to be in for a fairly heavy downpour - again! We were lucky and it amounted to just a quick shower. Upon arrival, I was pleasantly surprised to be greeted by a decent group of 16 members and there were some rather nice triumphs in the car park.

It is always nice to recruit new members to the fold and we hope that Robin Wash will be just that. He has just bought a 1200 Herald and had been recommended to pay us a visit. Robin will now hopefully join the TSSC and we will look forward to seeing his car at a future meet. He does have a few issues with it but I am sure with our combined knowledge we will be able to help him sort these. That's one of the great benefits of joining a club like the TSSC.

It was also really nice to see Mike Dolby back in the fold. It has been some time since Mike was last able to get to a meeting and, whilst he had to leave early for an early work shift the following morning, he will be overjoyed to learn that he won a prize in the raffle! Steve Abbott works with him so has promised to deliver it.

We had quite a few members who got along to the Silverstone Classic event and reports back suggest It was another excellent show. Dave and Jo Beardsley also reported an excellent turnout for the TSSC Founders Day event. They were overwhelmed that over 80 enthusiasts turned up at Newport Pagnell Services for the start and by the time they arrived at Lubenham there were well over 200 members, friends and family in attendance. Well done to them for an excellent event. Finally, Dave also mentioned that he and Jo had been to the BMC Rally at Peterborough's Ferry Meadows. The point was well made that despite this being smack bang in the middle of our area, there is no organised Triumph stand there in any form. We all pretty much agreed to try to change this at next year's event.

TSSC AREA NEWS

Looking forward there are some good events coming up in our area. The Hunstanton Classic Car & Kite Festival and the Stamford Classic Car Show will have both taken place by the time you read this. However, in September we also have the Lubenham Scarecrow Festival/TSSC HQ Open Day plus the All Triumph & Classic Day at Duxford. Unfortunately, these both take place on Sept 10th so it's a case of 'you pays your money and takes your choice' with these. I have been to both in the past and they are both very well worth attending.

Doug and I have often mentioned our frustration that we are both so tied up workwise these days, that we don't tend to get much time to organise things for our group. However, we do really feel it would be nice to try to encourage more members along to our monthly meetings. To this end we are going to try to arrange for a speaker to come along to our October meeting, and then hopefully we will have maybe 3 or 4 meetings a year where something of interest is presented (on a variety of subjects). We are open to ideas so please chip in any thoughts you might have. We'll confirm our first event in the next issue of the Courier and at our next meeting.

Talking of which, our next meeting will be on Monday 11th September. You are all very welcome so please do try to get along. We meet at The Golden Pheasant, Etton, near Peterborough from about 8pm. Join us for a natter, nibble and noggin about all things Triumph. We think we are a friendly bunch so come along and give us a try!

Cheers

Paul

SCOTLAND CENTRAL

Michael McCallum tsscscotland@gmail.com 07725 804 602 Jacqueline Rankin Cats26@hotmail.co.uk 07853 153 691 www.TSSC-Scotland.ORG www.facebook.com/groups/TSSCScotland/



August meeting brought us into the official last month of summer, many of us are wondering where it has gone and I am not sure if that is because the weather has been mixed or we have had that many events this year that the summer has passed without us realising it even arrived. We thought June was our busiest month but as I write and look at the event calendar August is equally as busy and I am sure that some of the members will be looking forward to a rest. I have been a member since 1997 (I am a newbie in comparison to some) and I have never seen a year so packed with a variety of events, it is understandable that not everyone can attend all events although many do.

Augusts meet was not in our usual location and I could not attend due to being inflicted with the dreaded lurgy, however Colin Sansome reported that the meeting was very interesting as it was not the usual meet of Classic Triumphs, Colin had organised an exclusive evening for us to visit the Strathclyde Fire and Rescue Heritage Museum in Greenock, Graeme Kirkwood who is a retired fire fighter was our guide for the evening and explained the history of the fire brigade and in particular the Greenock station. All of the exhibits were in pristine condition with some going back to the 18th century, everyone who attended the visit found this to be very



SCOTLAND CENTRAL SCOTLAND NORTH EAST

TSSC AREA NEWS

Scotland Central Continues

educational and this is a gem in the fire brigades history.

So how did July pan out?
Looking at the Events
Calendar we should have
had a quiet month with a
couple of free weekends



to get our cars cleaned after the Santa Pod weekend, we wish it was as simple as that and did we manage to get a bit of rest? On paper, probably but I suspect like many we were preparing our cars for the 800 mile round trip to Silverstone. The start of July saw us attend the Erskine Rally that was hosted in Braehead Shopping Arena Glasgow, the event had

a good variety of cars and the weather was reasonably kind to us, however the consensus of the group was that the event lacked atmosphere and was rather soulless. This event is normally very



good I think the new location may have played a big part in the lack of excitement of the show.

The next event at the other end of the month was the muchawaited Silverstone Classic, there is much that can be said about this event, personally I think it is a fantastic weekend and is always packed with plenty to do. The drive down for myself was not so fantastic, Brian Leeson, Ian Walker and myself left the usual meeting spot at Abbington services around 11am on the Thursday, the weather was looking mixed and being the optimist I decided to keep the hood down, however within 100 miles the heavens opened and I had to stop under a bridge on the motorway to quickly put it up, at that point I had a few gadgets connected and the lights were on, as the journey in the rain progressed the car was not playing ball and was stuttering however after the rain halted the car appeared to improve, it wasn't long before we were on the M6 roadworks and it was very stop start, no hard shoulder, and we were in the middle lane when I stalled, the battery was flat when I tried to start, I quickly attached the jump start I bought a few years back but it was gubbed, lan pushed me in the middle lane to try and bump start to no avail, we pushed the car into the slow lane and Brian towed me about 10 feet before she started.

We arrived at Castle Bromwich and done some diagnostics, it appeared the battery was not charging despite it being new last month, an alternator was required and a long story short my wife Alli found the spare I had in my garage and dropped it to Mark who brought it to Silverstone on the Friday (thanks Mark). There was nothing we could do on the Thursday evening so we retired for food and a few refreshments in the Travelodge, later in the evening Dave and Karen and John and Linda joined us in the partaking of more refreshments. The next day at Silverstone I changed the alternator only to find the battery was still not charging, we eventually traced it down to the charging sensor wire being broken, once connected the car was fine and got me home with no issues, however a rewire from alternator up is on the cards.

The Silverstone event was as expected and the TSSC had a great turnout.

Ignition Festival of Motoring was the first event in August, I cannot emphasise the profile this show gave the TSSC in Scotland, plenty of advertising in the papers, social media and TV. Again due to the ongoing lurgy I only managed to

drop my car off and collect it at the end of the weekend. The reason we managed to get an indoor stand at this show was purely down to Jackie taking the initiative and contacting



the organisers, we were allowed a space for 5 cars and we displayed Jackie's Sprint, lain MacPhersons Vitesse, Bob Stewart's Bond, Alan Well's GT6 and my Spitford, Mark manned the stand on the Friday morning and was feeling the heat with the volume of interest and enquirers, Jackie and Alan came to the rescue later in the Friday, lan and Bob helped man the stand over the 3 day festival and only yours truly was missing in action. Initially we were fearful that due to the type of other car clubs we were situated with that we would have been the poor cousins, exactly the opposite and even one stand reorganised their display to mirror our set up. Massive thanks to Mark and Jackie for getting us a stand at the show in the first place and all who allowed their pride and joy to be prized from their garage for almost 4 days. Ignition.jpg

What a month we have had and I could write three times over about the stories and happenings over the past month, but I am sure you are starting to fall asleep at this point so I will sign off by thanking everyone who has made this year so far as interesting, successful, stressful, tiring and a whole load of fun as it has been.

Remember to DO More with your Triumph and keep safe and legal.

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

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 17th September 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

IMPORTANT NOTE

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

SCOTLAND NORTH EAST

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e-mail dannysportssix@btinternet.com www.brmmbrmm.com/club/grampiantr/4.htm

Hi Folks. The TSSC and other Triumph Clubs in the NE Scotland have had a busy month

The first event to report on was the Scottish Extravaganza at G;lamis Castle and as usual there was a really good collections of vehicles. There was a good turnout of Triumphs at the show with, according to he programme, 51 individual Triumph cars exhibited.

Our Grampian Triumphs Summer run 22st-23rd July took us to Tain and was organised by Dawn & Simon Short from the

SOMERSET . . . SOUTHERN



Stag Owners Club. We set off around 08:30 and headed up over the Lecht to meet up with some other members in the Old Fire Station Cafe in Tomintoul for breakfast. From Tomintoul our next stop was ilnverness via Carrbridge, in Inverness at our fuel stop we met with some of the other club members who had either driven upon the A96 0r stayed locally over night. There was now 9 Triumphs on tour and our run took us via scenic roads to Kildermorie Estate, Croick & Larig before arriving at our destination the Royal Hotel in Tain. The Royal Hotel has choice 200 different whisky behind the bar! On Saturday we toured the Fearne Peninsula taking in Tarbatness lighthouse, Tarbat Discovery Centre, Ballone Castle and many other places during our day long drive in glorious weather with the hoods down. On Sunday we departed for home in heavy rain but it soon cleared and the hoods were once again lowered. Next year Graham R and myself are to be the organisers for

our summer run.

Recently our Triumph meetings and meal evening venues have had to be changed due to a couple of the pubs/hotels closing. Prior to setting off to the published venue have a look at the Stop Press page of the Grampian Triumphs website, this is where last minute changes are published http://www.brmmbrmm.com/club/grampiantr/6.htm

It was good to meet new member Aaron Clark and also Dave Fray from the TSSC West of Scotland group who was up working here in Aberdeen

Our September Club night meetings are

due to be held on. 14th September at the Forbes Arms, Bridge of Alford 28th September "Curry Night" at the Haughton Arms, Alford.

The local area events that some of our members will be attending are as follows

3rd September Granton Motor Mania 9th - 10th September Scone Rally 17th September Fyvie castle Rally

Danny

SOMERSET

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Hi all. Short and sweet this month as one of us is not firing on all cylinders!

The weekend 5th/6th August was the "West Somerset

Railway" show at Fitz Norton Warren. We had a really good attendance over the two days! All together there were 38 cars on the stand, rang-



ing from Steves' Spartan Kit Car to a couple of Triumph Acclaims! (see photos). One rogue car (an MX5) probably thought it could be what nowdays would be a Triumph sports car, if of course Triumph still existed!! (thats Alan's excuse anyway). A few people took advantage of a reduced rate steam train trip to Minehead, either eating on the train or finding something in the town!

Martin 'unusually', was called upon to do a valuation, this time on Marshall Sturgeons' superb Vitesse Convertible,

(good to see you are still enjoying the car Marshall)!

Sunday 6th also saw another gathering in Grove Park WSM, always



TSSC AREA NEWS

good little show if you fancy a drive and visit the seaside with FREE parking for exhibitors as well! Both Alan and Derek attended, enjoying a mostly sunny time (Alan ate all the ice cream by the way). There was also a local brass band for entertainment! One good bit of news about these Keith Palmer organised gatherings was that the Newly refurbished Town Square WILL be holding Classic car meets again Very Soon! (watch this space)! The new (paved) surface would seem to be capable of accommodating some 200 vehicles, so let's hope it will be available soon! That's about all for now as Courier deadline is now imminent!

As usual keep an eye out for Martins e-mail reminders regarding shows etc, you might want to attend!

Cheers for now.

Martin & Derek

SOUTHERN Tel. 01252 722432 http://triumphsouth.20m.com

Hi All. I haven't heard anything from Mike this month; someone must have shot his carrier pigeon.

Our roaming meeting for July was at the Red lion at Charlton, although it was attended by a select few it did not rain as it has done on previous visits to this pub but the evening was a bit chilly. I'm glad to see that Henry and Ella are back from their tour of Europe and hopefully you will see a full report in the Courier at a later date.

Our regular meeting at the Seven Stars had the Local MG club join us so the number of classic cars in the car park was

just over thirty. I think the MG's beat us for numbers this year, but we did have a few of our cars down.



It has also been reported that our intrepid leader was caught

sabotaging another Stag owners car

6th August the was White Dove show and again more metalwork



was won by the Southern Area. This time Robin Stead walked away with Best Stag prize. I was set to go but the TR7 let me

down. Up and coming events



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



SOUTHERN NORTH STAFFS...SUFFOLK

TSSC AREA NEWS

Southern Continues

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

7th, Regular meeting, The Seven Stars GU32 3PG 19th, Sunday Lunch Meeting, the Jolly Drover, Liss, GU33 7QL (TBC)

Thats all for this month Take care

Mark

NORTH STAFFS Tel. 07939 603061 e-mail: triumphsportssixstaffs@gmail.com Web. www.tssc-staffordshire.co.uk

September brings an end to most of the show season and the nights soon start getting darker and winter will be upon us before we know it, I must be an age thing but the seasons seem to fly by quicker and quicker.

With holidays and many members involved in car rebuilds, moving house and other domestic things we have not attended that many shows or events this year, but hopefully by next vear we can have more activity in the area so get thinking about what you would like to do for next year.

One show I did attend in July was the British Iron Works Transport Rally over in Shropshire, the venue certainly made for an interesting day with lots of crafts to watch and buy, along with good food available included in the £5 entrance fee.

A very good range of cars attended and the weather although looking very dodgy early in the morning, it turned out to be a lovely day well worth another visit next year.

I was too late to get passes for Audlem show, and I believe that the Manchester Airport show didn't have a classic car section this year?

Here back in August the next big show is the Lupin Farm Classic show which had around 800 vehicles last year and raised over £11000 for charity so should be a good day out. The following weekend is a small local agricultural show and another much larger agricultural show at Eccleshall the following Saturday

I did manage to get a couple of coats of primer on the Vitesse between the showers but then run out of paint.

The forecast for the coming week is not looking good with rain forecast every day, so even when I receive the paint I've ordered, getting it on the car whilst working outside is not very likely to happen.

We did manage to have a short run out at the last meeting but numbers were down, and again the weather was not one of those warm sunny nights that we had wished for but at least the rain had stopped.

TFN

Next meeting 27th Sept **Events September:** 2nd Eccleshall Show 3rd Cholmondeley Castle 3rd Draycott in the Clay Show 17th North Rode

23-24th Lichfield & Hatherton Canal Gathering

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

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

What a turn-out for our August meeting. A sudden downpour in the Ipswich area around 5pm did nothing to dampen anyone's spirits in attending. By 7pm the sun was out and it drew a few new members to the Sorrell Horse in Barham. First was Paul from near Bury St Edmunds, bringing along his Vitesse saloon that he's had for 18months. It's only recently MoT'd so he's tentatively making longer and longer journeys with it, building confidence and teasing out those issues we all get when re-introducing a car to the road.

Next was Barry in a fine looking and sounding Vitesse convertible. A member from Essex who has recently re-located to Ipswich, he's well known to Brian (and Lightning McQueen) so it was a complete coincidence that they met up en-route and arrived together, in a pleasing how that only nosily silenced 6 cylinder engines can give.

Third new face, was Eddie from near Stowmarket and his early MkIV Spitfire. He's owned it 19 years, although it's been known to him for well over 25 having previously been owned by his brother. Restored before his ownership, we were admiring the fantastic paint job that still looks great after all those years. Although it was Eddie's first attendance at the Suffolk meeting, he's relocating to Devon in a couple of months, so we may not see much more of him. We discussed whether he should get the Spitfire transported to the new home, or to drive it. I recommend the latter, take your time, make sure you have recovery and it will be a very pleasing 300+ mile drive.

For car attendance, I think we had 3 Vitesses, 3 Heralds, 2 unconventional GT6s (4 pot and convertible), a TR5, a TR6, a Spitfire, my 2000 Estate and an MGB GT, apologies if I've missed yours. Rodney and Justin turned up in a Land Rover Discovery, which was probably wise given Rodney's use of a crutch at the moment.

Previous MGB owner Caz was a face we'd seen before, he's recently bought a very nice sounding Russet Brown Stag and is keen to join the club. The car wasn't here tonight, but he promised to bring it along to a meeting soon. We were discussing tales of popping tailgates on 2000 estates, an issue I had with mine soon after buying it back in 2003. Thankfully fixed with a new striker plate, but there was a time when I had to have a bungee across the catch to keep it down, fixed between the bumper mounts.

Chris has started a strip down of one of his imported TR250 engines. On removing the sump, he found something other than the expected thrust washers laying in there. A pair of

dead, yet well-preserved mice. One bathed in oil, the other stretched across the camshaft. Whether they were of a US variety, we shall never know, but they'd certainly been there guite a while.

And finally, our regular Peter report writer Lawrence has decided to

step down from doing the job after 16 years. Thank you very much Peter for all your efforts over this time. The infamous blue book has now been handed over to me, so no doubt I shall soon discover the difficulty in writing something interesting every month.

So see you on the 5th of September and bring your cars and your stories.

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

SURREY EAST SUSSEX . . . WEST SUSSEX . . . SWINDON



SURREY

Tel. 07900 657176

Hello all, sorry about the lack of words in recent time, I can blame this on holidays in France and Vienna not forgetting Brexit which will demise Triumphs. I had to miss the July meet as was basking in 35 degrees but I did converse with Adam who waxed on about the rain. Two previous meets were well attended although so long ago I struggle with events, Bob was still trying to replace the fuel pump on the GT6 although I now believe he has sold the car, that may be incorrect. Managed to get the Spitfire through the MOT despite the odometer reading bearing a canny resemblance to last years.

Got some good club car photos in the pub garden the other meet but not on my phone so I will try and publish separately.

I gather the Santa Pod event was a success despite the temperature which stressed the cooling systems of the older cars and the air con only came over the windscreen. Jeremy, Martin and Will were the attendees who braved the elements.

On a more up to date matter I drove to the Weald of Kent Steam Fair last weekend which was absolutely fab, strangely my female family found other more pressing commitments so I went on my own.

NCTT. There was quite a good classic car turn out although the owner of the Herald Estate was fast asleep and not for talking. The new wooden ML steering wheel on the Vitesse looks good but the leather version may come out for the winter tours.

It was a two hour drive to Tenterten where the show was and I was coasting on fumes as petrol stations a few and far between on summer Sundays, success at Tunbridge Wells! Hopefully the grim weather will have passed by the time the school hols are over and we should as usual have a good September.

I liked the article on Spa in the August edition and I think that may be on the agenda, Le Mans not withstanding. Right, heading off into a hurricane, see you soon,

EAST SUSSEX Tel. 01273 813691 e-mail: chris-gordon@live.co.uk

Hi all. What a foul evening weather wise it was pouring with rain and blowing a hooly, but despite this we still attracted 14 members, due to the weather conditions only two Triumphs in the car park. We had two new faces along tonight, Husband and Wife they came along looking for help and information in buying a Herald, as he is recently retired and looking for a straight forward project to pass the time, preferably more mechanical work ,than bodywork, so we all chipped in with tips of what to look out for, so I wish them luck and hope they find something suitable, and maybe see them again.

Last weekend eight of us went to a local country show on the Sunday, after last weeks rain it was a bit soft under wheels, but once through the entrance (liquid mud) it wasn't too bad, a really nice day with good company and it stayed dry all day.

Richard's Vitesse drive shaft is progressing nicely should have vertical links machined soon and then can then start refitting everything along with c.v. driveshafts.

refitting everything along with c.v. driveshafts. My Spitfire 1500 seems to be behaving itself, Ive had a couple of breakdowns and bad starting, so i threw away the points and condenser and fitted an electronic ignition, so far so good, so what is wrong with todays points and condensers it seems they are rubbish, of to the M O T station on friday with the GT6, so fingers and legs crossed for that, although you know your own car, you never know what the M O T man might find.

On sunday 24th September we have been invited to take

TSSC AREA NEWS

WEST SUSSEX Tel. 01403 253034 e-mail: nigelayre@hotmail.co.uk

Lovely evening for our July meet at The George, even starting to double stack the cars in our given area in the car park, total of nine Triumphs but sadly Dominic had to leave a tad early before the arial photo.



Our laid back evenings are becoming very pleasant now the summer is with us, some even eating as well. I regularly use this pub, and is nice to hear the other regular punters who speak very favourably about all the Triumphs filling up the car park, really nice to have compliments, including the sound of Glen's "2.5" Vitesse leaving...we all heard!!

General consensus of the evening is the preplanning for next years's Le Mans classic, I think we had almost full house of those wanting to go, and to run in convoy. Watch this space. Martin has just completed fitting a very new burr walnut dash in his Vitesse, identical to mine, in my opinion a lovely upgrade without losing any real originality. I've just purchased off eBay an MGF wind deflector with all brackets etc so I'm about to convert into my Vitesse which I'm looking forward to

Before our next meeting, I know three of us are off to Goodwood Breakfast meeting on Sunday 6th August, lots of little local shows.

Still lots of room and plenty of welcome for any other members wanting to join us, ...3rd Thursday of every month.

Nigel

SWINDON

Tel. 01672 514241

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

Meetings Cover Swindon/North Wilts area

A traumatic start for us to the July meeting as someone ran into the back of Guy's everyday Volvo as he was waiting to turn into our drive after work. The car was written off but fortunately Guy and his 'assailant' were unhurt.

Deciding that we would not be by this we got the 2 litre convertible out and had a pleasant run out to the Village Inn. We found Tim and Helen there having a meal, this time their Spitfire was back from storage and out in the car park too. We were joined by Graham and Burbage Bob - both in their moderns.

An errant shower while we were in the pub caught Tim and Helen out and their seats were a little damp when we all came out of the pub. fortunately we had put the tonneau on the Bond so our rears remained dry for the journey home. We'll be at Beaulieu as usual at the beginning of September so if any of you are there do come to see us on Red 51.

Next meeting:
Wednesday 20th September, from 7.30pm at The
Village Inn, Liddington, SN4 0HE

Guy & Suzie

THAMES . . . NORTH WALES

TSSC AREA NEWS

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk www.tssc.org.uk/thames

Welcome back. We now have both Triumphs road worthy once more. Work on the Herald was on the driver's rear hub where at first we thought it was a weeping wheel cylinder. but turned out to be old grease melting in the wheel bearing. I took off the whole drive shaft with the hub. Took it apart cleaned out the old grease. Thankfully the wheel bearing was in good condition. So with fresh grease it all went back on. I also changed the steering joint and track rod ends for the MoT. Meanwhile the Vitesse has had some electrical gremlins which I am trying to trace down. We have started up our roaming meetings again so if you can recommend a pub local in our area drop me a line, and we hope to meeting nearer to you.

SOCIAL EVENINGS - AT THE THAMES COURT SHEPPERTON, 6TH JULY.

It's a warm sticky evening so it was nice to be by the riverside sitting out in the beer garden, with the great company of Mike & Judy, Chris C & Tony H. Julie & I are in the Vitesse, Chris is in his Mk3 Spitfire Tony is in his Stag, Mike & Judy are in their Mk1 Golf. We have a lovely meal and a good old natter

AT THE GEORGE INN WRAYSBURY. 20TH JULY. With a new MoT on the Herald, I take it to the meeting tonight on this pleasant sunny evening. There I am greeted by George B, Tony H, Chris C, Doug B and a big warm welcome to Paul B (Doug's brother) who is now the owner of a 1500 Spitfire. Bob R, John & Anthea.

Triumphs in the car park tonight were George's Vitesse, Tony's Stag, Chris Spitfire, Bob's Vitesse & Julies Herald (but no Julie). News on our Triumphs has been, Doug has now been waiting 5 weeks to get a stainless exhaust for this GT6 Mk3, Paul's Spitfire which needs a little work before getting it back onto the road is stuck in reverse gear. Bob is just finishing work on the Vitesse bonnet.

We had a good night doing Georges crossword & chatting

about our Triumphs, with great company.
SHOWS & EVENTS - UXBRIDGE AUTOSHOW 16TH JULY. We are in the Vitesse as Julie's Herald is awaiting attention for its MoT. We have a good trip to the show and find we have a stand nearest the entrance/exit. We soon have the event shelter up with the help of Shane (Julie's Son) and the TSSC banners and Flags flying. We soon start to fill up our stand mostly with pre-booked Triumphs and a couple that asked to join us on the day. On stand were Peter S and his son in their Mk2 2.5 saloon, Harj & family in their Stag (a big thanks for the tea bags and milk), Bob R in his Vitesse, Danny in his Dolomite 1500, Ken & Sharon in their Herald 1200 convertible, Carl S & son in their Mk2 2000 saloon, Tony, Penny & Harry in their Stag, Mark S & Charlie in his Spitfire 2.5 and our Vitesse Mk2 convertible. Other Triumphs on show were 9 Stag's, 3 Dolomite's 2 of them being Sprints,7 TR4's, 2 TR6's, 2 TR5's, & 2 TR7's, 2 Vitesse's one was an estate, a Herald, a Standard 8, and a Burlington (Vitesse based Special). The amount of cars still seems to be getting smaller, as does the amount of traders and auto jumble. But plenty of good finds still to be had and lots to keep you or a family quite busy, with stunt bikes and dog display, live music, food and drinks stalls. We had a great day there and we had great display of Triumphs, thank you for joining us and keep-

ing us company.

RIPLEY EVENT 22ND JULY.

** 21st year under Ro This family show is in its 31st year under Rotary club management and is getting bigger. I get there in my Vitesse with the roof down until I get to the village boards where at a set of traffic lights I put the roof up as the rain starts to fall. I am shown to a parking bay and walk around in the light rain to see George in his Vitesse, David & Wendy in their TR6, Mike & Barbara in their Stag, Mike & Jasmine in their Mk2 2000 saloon, Tony, Penny & Harry in their Stag, George in his Herald 1200 saloon. Other Triumphs there were a TR3, 2 TR4's, a TR6, 2 Vitesse's & a Dolomite Sprint. Unfortunately the rain stayed and got heavier, which led to most of the show cars to leave after a couple of hours, as the show tried to continue in the worsening weather. Shame as this is normally a lovely day out for all.

FOUNDERS RUN TSSC 40TH ANNIVERSARY. 23RD JULY.

Julie and I take the Vitesse up to Newport & Pagnell services on the M1 to celebrate the first meeting of the TSSC 40 years ago. We gather outside the motel and get coffee, before looking around the Triumphs in the car park and chat to friends there. As the Triumphs leave most going to the TSSC HQ we opt to go across country following Mike C in his Stag. We have a nice run to Lubenham and park in the playing field not far from the HQ. At the club HQ we are greeted by lots of familiar faces and catch up on events since we last met. We enjoy a burger and hot dog, while looking around the museum and Triumphs on display, as well as those parked up in the forecourt. We leave before the cake was cut as we need to do other things but had a wonderful day out and a great drive in the Vitesse.

Our next meeting at The George Inn at Wraysbury is in September on the 21st and in October on the 19th. On the 7th September at the Oatlands Chaser, Weybridge. Please come and join us for a warm welcome or call me on 07773623807.

COMING EVENTS. September 3rd RSPCA Gala day Chobham

3rd Shere hill climb Shere 10th All Triumph day Duxford 17th Surrey Classic Vehicle Gathering Tilford Rural Life Centre October

29th Autumn Classic Breakfast Brooklands

Mickey & Julie

NORTH WALES Tel. 01691 600215 www.wrexhammgandtriumph.co.uk email: helenahill@btinternet.com

Hello, everybody. On Saturday 24th June fourteen of our group made our way to Plymouth, and met up with Julia and Alan who were already at the hotel that had been booked for our stay that night before boarding the ferry on Sunday for the overnight sailing to Santander. We then took an easy drive to Ribadesella, and enjoyed a most pleasant week driving our classics on some of Northern Spain's mountainous roads. The automatic gearbox in our Stag made towing Julia's Spitfire very easy. Here is the story in her own words:-"An Intrepid Traveller's Tale:- After spending a fortune on prettying my Spitfire up (as you do) she paid me back by being a real Diva. Of course it had to be holiday time - in Spain no less. First on the way down to Plymouth we pulled in for petrol, and came to a gentle halt as we went into the car park. R.A.C. Peter put us back on the road (dicky alternator, flat battery), so Roger was telephoned - have you a spare alternator? Naturally, so will bring it with us (he always has just about everything). Got to Ribadesella no problem, alternator fine. Trip to Gijon, got there great, on the way back on the motorway 100 yards from a service station, no go, just died. Pulled off by who else......Roger. Jump leads bought

NORTH WALES



and so she was powered up off the Stag, and onwards we went. Just as we reached our junction to come off the motorway she died again, resulting in a tow into Ribadesella to the hotel. A new alternator in and shaking her tailfeathers off she goes again, good as new. That is until Saturday morning when a nasty grinding sound two miles out of town stopped us from going on the planned day's outing. A quick turn around and she made it back to the hotel, but now sounding like a bag of nails. To cut a long story short she ended up on a low loader to Santander, rolled onto the ferry, rolled off at Portsmouth and low loader all the way home, going at a seriously faster pace than we would have! At the time of writing this she is having treatment - new diff. Must be in the running for the Golden Spanner award this year!"

Sunday 9th July was Caerwys, and we were booked to go, but getting the hay in had to come first. Our Chester & Wrexham group put in a good appearance, taking a total of 15 cars. Although there were not so many stalls this year, the show was thoroughly enjoyed, and the weather was

good. Another one for next year.

Tuesday 11th July was our monthly meeting, this being put off from the week before because of the travellers returning from Spain. Richard and Helena went over the past month's activities, then planned future shows and events. Another good raffle, then an excellent supper provided by the Trevor Arms staff. The room was not quite as full as normal due to holidays, etc., but the evening was still a great one, chatting and laughter as always.

On Saturday 15th July we went along with the Jaguar club to a country show at Ruthin Park, and had a lovely day, so this is one we will be recommending to our group for next

year.

On Sunday 16th July we attended the Wem Vehicles of Interest Show in our Spitty, meeting up with Joan, Julia and Alan, Barbara and Graham and Kevin in his recent purchase, a Triumph 1500 saloon. We travelled with the roof down through light rain, so as soon as we reached Wem and parked up with the others of our group already there we raised the roof, as it looked as though the rain was settling in. About an hour later the rain stopped and the sun shone for the rest of the day. A very good variety of vehicles were on show, from motorcycles to huge lorries, and there was a great selection of food and drink outlets, plus a band playing music for most of the day. Once again, another smashing day in smashing company.

Saturday 22nd July the Aldford Village Show was our destination, and we met up with Joan at her home to travel together. As we arrived, so did many of our group from Chester and beyond. The show was set out in a large field behind the Grosvenor Arms pub, and there was a large display of classic cars and motorbikes, plus many varied stalls, activities and live music. In the centre of the field were two enormous agricultural machines, a really varied village show with crowds of people visiting throughout the afternoon. A surprise was our Spitfire being awarded a trophy for car of

the day, being the one the judge would most enjoy owning and driving. Rain was forecast for 4.00 p.m., but 10 minutes earlier the heavens opened, and torrential rain brought an end to



the show, causing a real soaking for many. The day had been really enjoyed by all, although the journey back was quite interesting, with some of the roads having a great deal of water on them. However, everyone got home safely. Tuesday 25th July was the OFFAL, and thirty-four of our

Tuesday 25th July was the OFFAL, and thirty-four of our Chester & Wrexham friends met at the Grosvenor Garden Centre for coffees, teas, and route plans. Julia and Alan had

TSSC AREA NEWS

organised the run, and Joan had arranged the lunch venue. We all enjoyed an interesting drive before arriving at the Sun Trevor, where we settled in a large dining room, overlooking the Llangollen canal and hills beyond, for our pre-booked lunches. Another lovely OFFAL, in great company.

Sunday 30th July was the Audlem Festival of Transport, and we in our Stag met up with Julia and Alan in the now back on the road Spitfire. This show starts at Hankelow Green, where four of our group's cars were amongst 200 other vintage and classic cars, motobikes, lorries and tractors. We registered and took morning refreshments before, at 11.00, a vast procession made its way gently to Audlem village green. Here the vehicles were neatly lined up, and with such a variety of classics it really is a very good event. Also, the adjoining canal has a narrow boat festival over the same weekend, and local cafes and pubs serve very good meals. Although the weather was quite mixed it did not spoil the day.

On the same day a number of our group went along to Frodsham show, and had a very good time indeed, even winning a prize for the best stand. Richard was presented with a certificate and a glass tankard:- another achievement, we seem to be doing well this year!

Well, that's all for now, so please remember 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 the meeting held at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m. Come along.

Forthcoming events:-September

2nd - 3rd September:- Eccleshall Show:- £2 per vehicle. Contact Alan Hill - 01785-850304 or visit website.
3rd September:- Potteries and South Cheshire Charity
Road Run.

3rd September:- Cholmondeley Castle 1000 Classics:(Andrew Greenwood event).

3rd September:- Calverhall & Ightfield Family
Day, Calverhall Cricket Ground SY13 4PA. To reserve
a place call 01948-890610 or E-mail
admin@amica.org.uk

5th September:- Monthly meeting at the Trevor Arms, Marford.

17th September:- Wheels Within Wem, Tilstock.
20th September:- Meeting at the Plough Inn, St.
Asaph.

23rd - 24th September:- High Legh Garden Centre, Knutsford.

24th September:- Forden Vintage and Classic Bike Show, Community Centre, Forden, Nr. Welshpool SY21 8NE.

26th September:- OFFAL. October

3rd October:- Monthly meeting at the Trevor Arms, Marford.

8th October:- Annual Threshing Day & Vintage Show, Ruthin Market, Ruthin.

15th October:- Wheels Within Wem, Tilstock.

18th October:- Meeting at the Plough Inn, St. Asaph. 31st October:- OFFAL.

Regards, 7/

Regalus,

Helena and Roger,

Treventi una Reger

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

TSSC AREA NEWS

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

BERKELEY CASTLE RUN 16/07/2017

I t was raining when I left home in my 4A and it continued to do so as I pulled up at the first rendezvous point, I waited a couple of minutes past the leaving time in case anyone else turned up as I knew that I could easily make up the time in my TR along the M4, so when no one turned up I headed East along the M4 to Magor services, as I cleared the Bryn Glas tunnels the rain stopped and the sun came out and on arrival at Magor I found Thumper & Neil Watson waiting in their immaculate Spitfire 1500 and Mikey J in his pristine GT6. Paul & Dotty G then arrived and we decided to transfer the tea and coffee making equipment into the 3 classics in case the public car park was a distance from the show. Paul G then led us along the M4 and M5 then along the B roads to Berkeley Castle with Dotty being sharper eyed than us all and spotting the turning down a country lane to the castle. Dotastic!

It was a first time for all of us at the show and it is one that I will return to again, set in beautiful countryside underneath Berkeley Castle. There were (I'm told) between 500 - 600 Classic Cars. There were plenty of craft, engineering and auto jumble stalls and a great variety of food vendors. We were joined later on in the day by the parents of Handsome Tom, Mals Per Hour and The Hammer and a great day was spent in the sun. Thumper noticed that an mgb owner had tried to make a TAN CAR SPECIAL, they had painted their vehicle THUMPER WATSON GREEN, fitted a boot rack and strapped a suitcase to the rack, Thumper and his 6 foot 5 inch son Neil went to have a "word" with the perpetrator, explaining about patents and sole rights, the suitcase and rack were hastily removed and the owner promised to return the vehicle to Brooklands Green. Thumptatstic!

At 4pm we packed up the tea and coffee equipment and Paul G once again led us home, having to detour through Newport as the westbound Bryn Glas tunnel was closed. Another great day out with TSSC S. Wales, and what we

lacked in numbers was more than made up for by the quality of those who attended.

FANTASTIC

TR INTERNATIONAL MALVERN SUN 9th July 2017 On a beautiful summers morning I pulled up at Bern's and he soon had his immaculate TR4A out of its garage and running. We loaded up and set off to meeting point one at Cardiff Gate although we were pretty certain we would be on a solo outing today. We were soon on the M4 and the TR was soon

cruising towards Newport and then we headed north to Raglan Services. We stopped for a breakfast roll and waited in case anyone else from the club had planned to meet us. Back on the road north towards Monmouth and beyond we were soon off onto the B roads and winding our way along the leafy lanes and through picturesque villages as we meandered our way towards Malvern. We pulled into the show ground at Malvern and were soon directed to the TR3 and TR4 parking and display areas. "Strange that "said Bern "I

haven't actually entered anything but perhaps the TR's fame and reputation entitles free entry'

We met up Miky J who had his immaculate GT6



parked up near the TSSC marquee and we all ambled towards the display ring and the auto jumble areas. Bern was soon in buying form and was putting together an impressive haul of TR4 suspension and hubs for very little money. After several trips back to his car, there was more front suspen-

sion in the boot than on the front of the car! We then came across John Williams who had

his well-polished red TR4 entered in one of the concours competi-

tions and we went for a catch up and look around the entries which were well impressive in amongst the fog of Meguires and Auto Glym fumes. It's impressive when you consider that

most of the cars are driven to the show unlike the trailer queens that would require a full body respray if the average road fly impacts the grill. It was time to break out the spam and swarfega sandwiches and we lunched over a wellearned cup of coffee. We went for another tour of



the parts stalls and had a further good look around all the cars on display and decided to call it a day in the late after-

We said our goodbyes to Malvern for another Year and hit the road in Bern's still immaculate TR4A which had drawn many admiring glances from the very discerning folks who inhabit that part of the world. One well informed TR4 expert had even commented to the very expensive original Surrey Top on Bern's car which caused lots of amusement as its not, but really looks the part. Insisting on giving us his life story the well informed TR expert said he had been a banker, Bern reckoned he still was!

We made our way back towards Monmouth and on to Newport the return journey was uneventful and the TR4 didn't miss a beat. As we pulled off at Cardiff Gate Bern said "Well what we lacked in numbers was made up with the quality of the club members and TR's attending" "Excellent " I

RUN TO KEWSTOKE VILLAGE FETE SAT 1st July 2017 I arrived at Bern's house as he was in the process of firing

the Standard Vanguard. For those unfamiliar with the car it designed by Mitchelotti prior to the herald and shares a lot of engine parts with TR4 and even the original



WESSEX ... WORCESTER





Freguson

tractor. Michelle and I got on board and pretended to do up our seat belts as true to its era it does not have seatbelts fitted. It would benefit from power steering or even rack and pinion as the car is a bit of a handful especially at slow manoeuvring speeds. We were soon at our first rendezvous and soon joined by Mike the Cake and Emma who were taking Eddy and Mo's Herald 13/60 for a shakedown run having just fitted an overdrive gearbox. There's confidence for you! and it's great to see younger members of the club who actually know one end of a spanner from a feeler gauge. We were soon off and en route to Magor along the M4. As we joined the motorway Tim shot past in the Spitfire 1500 and he spotted the unmistakable shape of the Vanguard in his mirror and backed off so we were on his tail. As usual the Department for Disruption and driver Frustration had arranged to close the old Severn bridge and planned to close the M4 at the Brynglas Tunnels on Sunday so it was duly noted that a route change might be required later in the day and certainly for the planned trip to the Caerphilly show the next day. We arrived at Magor to find Mikey J and his immaculate GT6 waiting and we parked up to be joined by Handsome Tom in his Vitesse convertible. Not long after our group was completed by the arrival of Gwyn and Barbera, Dotty and Paul G in the Dolly 1300. After a quick breakfast roll from the Double Arches Diner we saddled up and headed for the M4 lead by Bern's Vanguard. As we progressed over the bridge towards Bristol and Avonmouth Handsome Tom was "Driving Miss Daisy" and dragging his heals. "Bern must have done too good a job on his brakes the day before" I thought to myself. We were soon off the M5 at the Weston Super Mare turn off and down the pretty country lanes which lead to Kewstoke and pointed to by the stranded rowing boats all planted with flowers on the roundabouts. We arrived to be greeted by the organisers who were still setting up and found out that we were 2 ½ hours early. Oh well at least we missed the rush and the queue to get in.

We got parked up and Dotty and Barbara soon had the kitchen assembled with Paul and Gwyn shouting instructions. With teas and seating arranged it wasn't long until we were joined by other classics and two stunning Foden flat beds based near Bristol. Tim's spitfire was soon full of pot plants and some normal shrubs as well which he has picked up at the fete. We all went for a stroll towards the beach and went for some refreshments along the sea front as well as picking up some very fresh battered Plaice and chips at the local chip emporium which is open 24 hours under the new management. It was Michelle's birthday so we all had a slice of cake with the usual round of Happy Birthday provided by the TSSC S Wales choir. The people of Kewstoke are always very welcoming and it was disappointing that not so many classics had supported the event this year. As usual we all enjoyed ourselves even though the breeze did not let up all day although the sun was shining

Soon it was time to pack up and we made our way back to the M5 junction guided by the rowing boats. Fortunately the run back to South wales was pretty uneventful and the Department for Traffic Disruption was concentrating their efforts around London. All the cars were faultless and we all made it back turning off at our respective junctions. Michelle said "Well what we lacked in Eddy and Mo was more than made up with by the reliability of the Herald with Emma and the Cake"

"Nice one" I said "FANTASTIC.....my odometer has just stopped working" said Bern.

TSSC AREA NEWS

WESSEX
Tel. 01425 475376
www.triumphnewforestrun.co.uk

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

September already!! We say it every year,"Where has the summer gone?!" Let's hope we have an Indian summer to prolong the season and shorten the winter! Right, lets' recap on the last month. Broughton, we decided to get to for about 10 am, so we met up and departed from Ringwood at 9.00 am, made our way to Stony Cross and then across country to meet up with Keith and then onto Broughton. We had a good turn out consisting of two TR's, two Stags, two Spitfires, a Southern Cross Gloria and a Bond Equipe! The show was very rural and the short road run organised was intended to raise money for charity by auctioning off our passenger seats to the highest bidder for a chance of a ride in a classic! Lymington had a good selection of cars and a large area dedicated to various stalls, a few with car related items! The band that entertained during the afternoon was the same group that perform at the Beaulieu Auto Jumble, always guaranteed to liven up the proceedings!! A good day all-round!

I and I am not sure who else, entered the WVPC Purbeck Rally which is the same weekend as Breamore. We could only do the Friday and Saturday as the Sunday was the Hants Classic show at Breamore, which we had a club stand. Last year we won best club stand, due, we think to the diversity of the cars on display. 24th to 28th was 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, organised by the BPPC at Harmons Cross. Several of us have entered and will be going for one or two days. Highly recommended as it includes railway travel for the three days and also includes the Swanage Folk festival!! - Closing date for entries has passed, we did offer entry forms at our July meeting but there is no harm in trying if you still want to go. You can look on the Bournemouth & Poole Preservation Club Webb site for details and contacts.

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, Trevor will pass it on. We are not sure which day it will be, but we do know it is not available at weekends.

1st – 3rd September, Beaulieu Auto Jumble 8th – 10th September, Swanage Railway

Christmas Dinner! – We did discuss it at our last two meetings and we all agreed that we were happy with the Tyrrells Ford (as they say, "if it aint broke. . "). Saturday 9th December has been booked, 7.00 pm for 7.30 pm.

As always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the Tyrrells Ford, Thursday 28th September.

Martin

WORCESTER Tel. 07745 299457 www.tssc-worcester.org.uk

Hi Folks. Sat here writing this at some silly time in the morning as suffering from jet lag having flown to Vancover - I know you didn't need to know this but as I forgot to bring my little piece of paper saying what we've done apologies to anyone who said they did something and I forget to write about it! First up, Silverstone Classic, what a fantastic weekend even



WORCESTER

TSSC AREA NEWS

Worcester Continues

tho' I seemed to be slightly damp for all three days! With typical British summer weather descending over the area for the event at least we managed to get the tent up whilst it was dry. Friday was practice day which saw us sat up in one of the grandstands watching the racing whilst trying to stop our picnic from blowing away. The evening concert didn't start too promisingly with the rain finally getting the better of us and we retreated to a local watering hole where the landlord took pity on us and offered to light a fire so we could dry out and warm up! Good job we declined his kind offer as by 9pm the rain sort of eased off so we went back into the circuit and watched the Bootleg Beatles in the drizzle as opposed to the pouring rain. Saturday started off well and stayed dry for most of the day so we could have a picnic whilst watching historic F1 cars going round as well as enjoying the fairground rides without rain coats. The highlight of the day was taking part in the lap parade which meant we could watch the touring cars of the 90's from a fantastic vantage point before going on the track ourselves. Again the weather started to close in but again cleared up for most of the Saturday concert so I could watch Tony Hadley without getting my eye poked out by umbrellas! Sunday involved a walk around the pit areas and seeing what survived (and what didn't)from the various

weekend races. There was some fantastic racing from a variety of grids and the event is well worth going to if you like historic motorsport.

The weekend before we had gone to Castle Combe to take part in their Classic Summer Action Festival, whilst the weather didn't help matters - thank goodness we'ed taken the Coleman shelter (thank you Andy) - the event is not really for people interested in classics from before the early 80's. The event was well attended but more by cars from the late 80's thru to now, all very well looked after and clearly cherished by their owners but not quite for most of us.

More up our street was our fish 'n' chip run which is always well attended and this year was no exception. Whilst I don't set a time for getting there (only because I can never get there on time) people starting arriving for 7 and by the time 7:30 arrived we had filled most of the outside tables. A good evening was had by all (I think!) especially as the pub is right next door!

We've had a few new people come over to the Monday meetings which has been great, apologies to those who only came for the promised chips, as I understand it the first time newbies turned up I was travelling back from Laon so no chips, the second time the kitchen was shut for refurb works so no chips and last night was the third time and again I wasn't there and forgot to provide the raffles prizes to get the chip money so potentially no chips!

I'll be there for the September meeting and even if I have to go to the local chippy there will be chips! Vicky



CHRISTMAS DINNER & DANCE 201



AT THE FOWEY HOTE PL23 1HX

7PM -7.30PM

Dinner and Dance £30 per Person, Rooms from £79 for a standard double inland room with breakfastBookings now being taken via Carol Coventry, £10 deposit needed f or 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

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

Manchester Area's
Sci-Tri Weekend

Star Date:1st - 3rd September 201



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

Item	Rate	
Camping / Caravan Package 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)	£50.00	
Additional Car (for families lucky enough to have more than one Triumph)	£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		1

Pitches available for tents, trailers and caravans.
There are some limited B&B in the area too.

For more details:
Contact Anne & Wayne on
07402948380,
email anne1717@sky.com,
or consult the Manchester Area
facebook page
(Search for tescmanghesterare)

Space: the final front trunnion. These are the voyages of the starship Entertainment. It's 3 day mission: to explore strange new worlds, to seek out new life and new civilizations (from other areas), to boldly go where no man has gone before...



7550 Herts & Beds area

Present the 24th



L TRIUMPH & TRIUMPH SSICS DAY



SPORTS SIX



Event Tickets Adults & 15+

£14.00 each

5-15 £6.30 each 0-5 FREE

Full site access 100 Years of Duxford

TSSC Club Shop



Prize draw

Location

Jct10, M11 Sat Navs use

CB22 40R





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.