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THE COURIER NUMBER 455 MAY 2018 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 455 MAY 2018



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Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Martin Hughes - IT Lead



Bernard Robinson - Business Manager



Jane Rowley - Social Media



Neville Wright - Legal Lead



TSSC HQ TEL. 01858 434424

Membership. Angie Hill - info@tssc.org.uk



Accounts. Trudi Prettyjohns - trudi@tssc.org.uk



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THE May 2018

COURIER

Price £3.50 Free to Club Members.

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Cover Shot

A NEW EVENT SEASON DAWNS
TRIUMPH 2000 AT BROOKLANDS
PICTURE FROM CARL SWANSON

Courier Copy/Area news

Editor: Bernard Robinson

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & Jpeg files

NO Word/etc Document attachments please

Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2018

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Tel 01858 434424 E-mail info@tssc.org.uk

TSSC Head Quarters are Open Daily
Monday to Friday from 9am to 5pm
Excluding Bank Holidays

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £49.00
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Renewal (From UK Bank Account Only) £44.00
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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

Please always Book an appointment in advance if requiring a Valuation at HQ.

Or POST/e-mail Form To:

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

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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: 01480 400763

CLUB SHOP

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

TSSC ACCOUNTS

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Main Street, Lubenham, Leics. LE16 9TF
e-mail: trudi@tssc.org.uk Tel: 01858 434424

TSSC MUSEUM

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

TSSC SHOW CAR REGISTER

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

COUNCIL OF MANAGEMENT **2018 meetings:**

10th June, 19th August,
28th October

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
Tel. 07843 435190

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

The Pattern is SMALL!

By the time you all read this COMment we will have had our annual Agm, a review of the past year and a look into what we are going to do in the year ahead.

The year just passed was the TSSC's fortieth year as a Club, our major celebration was organised by Jo and Dave Beardsley a big thank you from all of us for doing this.

TSSC TriumFest UK was again at Santa pod with the Standard Triumph Marque Day in attendance on the Sunday, a fantastic weekend with huge thanks to Bernard, Angie and John from HQ for all the effort put into organising and manning this truly brilliant event.

All of our regular events around the country, the South of England Meet (SEM), the West of England Gathering, the Isle of Wight Weekend to name but a few are ALL organised by very SMALL teams of people who ALL do a fantastic job in creating events out of virtually nothing.

OUR Club is run by a very small Team of seven called the Council of Management who meet up five times a year to make sure that the Club is moving forward in the right direction, don't be fooled that it's only five meetings a year though, your CoM are doing things most days of every week, all the year round!

Can you see a pattern here ?

The pattern is SMALL.

We have a huge membership but everything ends up being done by a small band of people, if you can help in any way please get in touch with HQ or myself whether it be an hour at a show or an idea you have for an event, we ALL need to work together for the future of OUR Club.

This years show season has just started with lots of events coming thick and fast, please get out and use your Triumph... ..that's what you bought it for!

The Isle of Wight Triumph Weekend is being held on **4/5/6th of May**, always a fantastic weekend, the **South of England Meet** is the following weekend on the **13th of May**, another truly great event and a personal favourite of mine.

The TSSC really does have some fantastic events / shows and runs on for 2018, make this the year you try at least ONE new one.

Really looking forward to meeting you out and about this season at one of our events

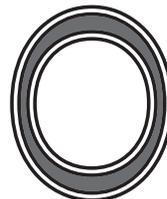
DO MORE WITH YOUR TRIUMPH!



BY CHRIS GUNBY

CHAIRMAN & GENERAL SECRETARY

COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

PLEASE SEND ALL 2018 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk

May 2018

FRI SAT SUN MON 4/5/6/7 MAY 2018
29TH ISLE OF WIGHT TRIUMPH WEEKEND
APPULDURCOMBE GARDENS
tssc1ow@hotmail.com OR CALL
ELAINE ON 07842 249591
OR TRACY ON 07754 751672

SUN 13 MAY 2018

SOUTH OF ENGLAND MEET
CAMPING FROM FRIDAY NIGHT
LEATHERHEAD LEISURE CENTRE
CONTACT MICKEY 07773 623807

June 2018

FRI SAT SUN 1/2/3 JUNE 2018
TSSC NORTHANTS AREA
SUMMER HOLIDAY CAMPING WEEKEND
AT TOP END FARM CAMPSITE.
CONTACT e-mail: nigeljohnhawes@gmail.com

FRI SAT SUN 8/9/10 JUNE 2018

2ND NEW DALES RUN
HIGH LANING CAMPSITE, DENT
CONTACT RICHARD 0776 635 4449

FRI SAT SUN 22/23/24 JUNE 2018

**TSSC CORNWALL CAMPING &
CARAVANNING WEEKEND**
BODINNICK FOWEY. BOOKINGS. CAROL
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SUN 24 JUNE 2018

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July 2018

FRI SAT SUN 6/7/8 JULY 2018

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FRI SAT SUN 27/28/29 JULY 2018

TRIUMFEST UK 2018

AT SHELSLEY WALSH
CLASSIC NOSTALGIA WEEKEND
BOOKINGS 01858 434424 WWW.TSSC.ORG.UK

August 2018

FRI SAT SUN 3/4/5 AUGUST 2018

LEICESTERSHIRE & RUTLAND AREA 33RD SUNSHINE RALLY

AT GREETHAM COMMUNITY CENTRE
BOOKING FORM FROM NEIL SPENCER
e-mail. triumph20002500stag@gmail.com
07530 307371

FRI SAT SUN 30/31 AUG 1 SEPT 2018

MANCHESTER AREA WEEKEND

AT COTTON ARMS, NANTWICH.
MARK KILGALLON 07954 784342

September 2018

SUN 9 SEPTEMBER 2018

**TSSC HERTS & BEDS ALL TRIUMPH &
CLASSIC DAY AT DUXFORD I.W.M.**
CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

July 2018

FRI SAT SUN 20 21 22 JULY 2018

SILVERSTONE CLASSIC

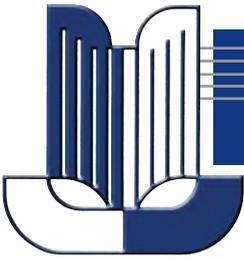
www.silverstoneclassic.com/clubs

November 2018

FRI SAT SUN 9 10 11 NOVEMBER 2018

LANCASTER INSURANCE CLASSIC MOTOR SHOW

NEC BIRMINGHAM
www.necclassicmotorshow.com



NEWS REVIEW

Monthly News of a Triumph Nature

2nd TSSC HQ Tutorial Day May 20th 2018

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

We aim to cover carburetor settings, tappets, gearbox functions, wiper racks, 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



follows the previous one in Sept 17, which was a success, so please support it and we can continue with these Tech Days.

If you wish to attend please register your interest on 01858 434424 or email:

courier@tssc.org.uk

Peter & Bern



OFFER for May 2018

Tel. 01858 434424 web. www.tssc.org.uk

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Top Ball Joints

P & P 0.3Kg ea
P & P 0.7Kg Pair

GSJ155 Top ball joint all Spit/Her/Vit/GT6/Bond £6.50 ea £10.50 pair

Track Rod Ends

GSJ158 Track rod ends

Suit all Spit / Her / Vit / GT6 / Bond

£6.00 ea P & P 0.3Kg £10.00 pair P & P 0.5Kg



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- ✓ A superb choice of hotels
- ✓ Join one of our scheduled tours
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- ✓ All your administration taken care of
- ✓ No financial commitment
- ✓ No currency surcharge guarantee
- ✓ Marketing support
- ✓ Financial security for peace of mind
- ✓ 24 hour emergency phone line
- ✓ We give you time to sell your tour
- ✓ We'll support you all the way

As the preferred tour operator for 5 Major UK Car Clubs, we have a 'Dedicated Bespoke Tour Service' to help anyone to arrange driving tours for your friends or TSSC area. Groups can be as low as 3 or 4 cars and there is no limit to the number of cars, subject to availability of course.



SO WHO IS OUR MAIN COMPETITOR? Believe it or not, our main competitors are the people or clubs who enjoy organising tours or events themselves and are reluctant, for whatever reason to seek help from a company like ourselves as they feel they may lose control of the arrangements or things won't get done in the way they want. The truth is in fact that we are more than happy to allow you to retain as much or as little control as you want. We simply become your back office, your secretary, your booking agent - we are there to help you in any way.

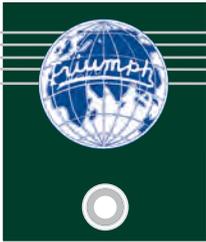
CAN WE DO IT CHEAPER THAN YOU? In most cases, yes, but we can't guarantee it. As a commercial tour operator we do not apologise for having to make a profit to survive, however one thing we do guarantee is we will give you a first class service and great value for money. We really would like to help you to organise your next group tour. We are currently making group reservations as far ahead as 2019 tours. The earlier you plan your next group the better, there's no financial commitment. **So what have you got to lose?**

Preferred Tour Operator



www.sceniccartours.com/clubgroup-tours
or for more information on our tour planning
service call our Group Relations Manager
Kieran on: 01732 879172

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



INTERNATIONAL LIAISON

DAVE & JO BEARDSLEY international-liaison@tssc.org.uk

Europes Classic Car Shows

This month we are focusing on details of classic car events that are occurring in Europe through to the end of the year. We're sure there must be many more events taking place.

We would love to hear about other events, from anywhere in the world, so why not drop us a line and tell us what is happening in your neck of the woods. Better still, take some pictures, write it up and send it in.

Did you know?

Scenic and Continental Car Tours can help with any trips that members are making, not only into or out of the UK, but also within mainland Europe or even farther afield. They can help with transport, accommo-

modation and logistics, but be sure to let them know you are a TSSC member. In June this year they are conducting a trip to Leuven in Belgium - home to the Stella Artois brewery. What better way to see some of Europe and enjoy beer and chocolate along the way? See their advert elsewhere in the Courier.

Having just returned from the Club's Annual General Meeting (AGM), we were delighted that one of our International members has been awarded

International Member of the Year 2017 Congratulations to;

Hans-Georg Stumpf of Germany

'George' has been a member of the Club since 1982 and is regularly seen at events across Europe and here in the UK.

As we are now into Spring (at least in the northern hemisphere), we are sure you will be thinking about starting to get your cars back on the road and enjoy driving them again. So wherever you are and wherever you go, enjoy the trip. Cheers for now



Dave & Jo

What's on around Europe?

Technorama Der Oldtimermarkt
31 Oldtimer

Oldtimer Rallye

Beaulieu Spring Autojumble

Die Oldtimermess

Nortruper Oldtimer – Treffen

Norddeutsche Oldtimer Show

Classic Motor Days

Bockhorner Oldtimermarkt.de

Goodwood Festival of Speed

Silverstone Classic

Swiss TR Club

Beaulieu International Autojumble

MSC Langenfeld Noordzee-Cup

Hamburgs Oldtimer Grand Prix

Technorama Der Oldtimermarkt

British Car Meeting

Oldtimer Motorrader,Classics Expo

Ulm, Germany

Berlin-Brandenburg, Germany

Hamburg, Germany

Beaulieu, UK

Holstenballen Neumunster, Germany

Dreh-und Kirmesorgeln, Germany

Stuhr-Brinkum, Germany

Rennstrecke, Germany

Germany

Chichester, UK

Northamptonshire, UK

Mollis, Switzerland

Beaulieu, UK

Zandvoort, Holland

Stadtspark, Germany

Europa Hildesheim, Germany

Morges, Switzerland

Houten-Hartje Netherlands

5-6 May

5-6 May

12 May

19-20 May

26-27 May

26-27 May

27 May

2-3 June

June 2018

11-13 July

20-23 July

27 August

1-2 September

7-9 September

8-9 September

8-9 September

6 October

15-16 December

"Flex" your rear suspension

We can't talk about rear suspension upgrades without mentioning **'Rotoflex'** suspension. The standard Spitfire rear suspension uses both the primary suspension links and drivetrain to control the geometry.

A way to considerably reduce a Spitfire's rate of rear camber change and lower the rear roll centre is to remove the swing axle altogether and upgrade to a fully-independent multi-link rear suspension assembly in which the drive shafts no longer play a part in the rear suspension geometry.

Triumph achieved this with the 'Rotoflex' suspension used on the GT6 MK2 and early GT6 MK3 (*these both had an extra Chassis Bracket to attach the rear lower Wishbone welded to the chassis - not found on the Spitfire chassis Bern. Ed.*). I believe that Rotoflex shafts were also used on the 2 litre Vitesse MK2. (*although you will need the rear Shock Absorber Bracket Conversion kit (from Club Shop) as well as the extra Chassis Wishbone Bracket to use this as the Vitesse MK2 used Lever Arm Suspension at the back. Bern Ed.*)

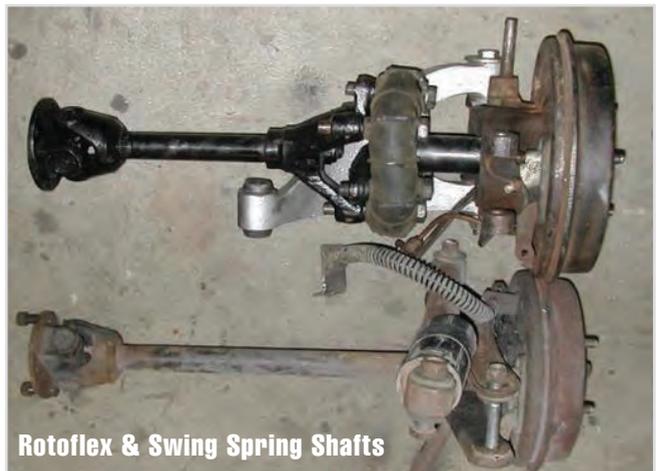
Instead of a swing axle, a lower wishbone and a radius arm on each side acts as the primary lower suspension link. The transverse spring is the upper suspension component and a different vertical link



'Rotoflex' set up

houses the hub bearing. The drivetrain is a two-piece drive-shaft connected by an elastic 'doughnut' that is stiff enough in rotation to transfer the drive torque however flexible enough along the direction of the shaft to allow the assembly

"Triumph achieved this with the 'Rotoflex' suspension used on the GT6 MK2 and early MK3"



Rotoflex & Swing Spring Shafts

to vary in length (plunge and extend) and therefore allow in-board and outboard motion of the wheels and correct suspension articulation.

You can't simply add a lower wishbone and keep the swing axles. In a fully-independent multi-link suspension, the vertical links holding the hub bearings rotate on virtual swing arms that are much longer than the distance to the differential, so they move on different arcs than the swing axle does and therefore move inboard and outboard relative to the differential with vertical movement. When this type of suspension is used at the driven wheels, the driveshafts must be able to vary in length as well as tip and tilt at both ends or the whole linkage will be 'over-constrained' and cease to perform correctly as a suspension system.

The rotoreflex suspension has the advantage of reduced camber change, a lower rear roll centre and greater tunability, however it is much heavier than the swing axle setup (about twice the weight), has many more components and is difficult to maintain. The cast iron 'unsprung' vertical link is quite large and heavy, however some of the additional weight is due to the larger brakes fitted compared to the standard Spitfire. The lower wishbone is cast iron and is partially 'unsprung', and the elastic rotoreflex doughnuts are heavy, mostly unsprung, prone to wearing-out and difficult and expensive to renew. It's also worth mentioning that it has a 49 inch track (1 inch wider than the 'short swing axle' Spitfires,

but 1 inch narrower than the 'long swing axle' cars). So, the GT6 Mk2 rotoreflex design is a compromise. Given the swing axle's advantages in simplicity and fewer components, low cost, low maintenance and reduced mass, it's not surprising swing axles



reappeared in the GT6 Mk3 and continued on the Spitfire.

There is one very good upgrade to the rotoreflex design that addresses most of its shortcomings, and that is to replace the rotoreflex driveshaft's themselves with constant velocity (CV) joint driveshafts.

You can also purchase light weight alloy vertical links and aluminium wishbones to significantly reduce the



mass (the wishbones are curved to clear the rotoreflex doughnuts, but CV driveshaft's permit straight ones). The combined mass savings of the CV driveshaft's, alloy vertical links and aluminium wishbones is roughly 5 kg per side.

Converting a swing axle to rotoreflex rear suspension is not a straightforward bolt-on replacement. Firstly brackets for linking the wishbones to the chassis must be fabricated and welded in place. You can buy brackets with three different pairs of holes for tuning the suspension geometry, this changes the angles of the wishbones and varies the lengths of the virtual swing arms and

therefore changes the rates of camber change and re-locates the roll centre.

Secondly, the rototflex doughnuts are so large that they will make contact with the regular Spitfire dampers running from the vertical links to the chassis

under certain load/drive conditions, therefore a different longer rear damper specific to the GT6 mk2 must be used and an upper attachment for them must be welded to the tub in the wheel well.

Or you can use the afore mentioned shock absorber Bracket Conversion kit available from the TSSC Club Shop specifically designed for this application which includes the



TSSC Rotoflex Bracket Conversion Kit

rear brakes, so some 'routing' modifications must be made.

Fourthly, rear roll stiffness is not an issue as with the swing axle, so it's not so detrimental to use a fixed transverse spring.

Finally different radius arms and mountings need to be used. GT6 Mk2 radius arms are adjustable in length and are attached further inboard on the GT6 Mk2 body tub heelboard than on the Spitfire. The inboard location puts the trailing arm inner pivot in line with the inboard, frame-mounted pivot point of the wishbone so that the combo of wishbone and trailing arm becomes one large triangulated articulating A-arm assembly. So, new radius arm mounts need to be welded to the body tub heelboard as in the GT6 Mk2 configuration.

Also the Handbrake Secondary Guide brackets need moving from the Chassis to the Body Tub (as GT6 Mk2/Vitesse) or the handbrake cable fouls the Rotoflex Doughnut! **Bern. Ed.**

Of course you could just substitute an entire GT6 Mk2 chassis for the Spitfire chassis! Which may be more practical if you're doing a complete rebuild. However you still need to install new inner radius arm attachments on the Spitfire body tub.

Most if not all the information over the last three articles is available, if you hunt long enough on the web, however I hope that it's now perhaps a little closer to your fingertips should you fancy some bed time reading.

Please write down your experiences, good or bad, when undertaking any modifications to your Spitfire so it can serve as a reference to other owners. If you can highlight the 'high's and the lows' and an assessment of how your Spitfire performed afterwards (good or bad) it would be great to publish it for others to read and learn from. Cheers,

Steve

exclusive correct length shock absorbers. Bern. Ed.

If the CV axles are used then regular Spitfire dampers will clear and can be used and attached as normal.

Thirdly the ends of the brake lines run differently on the smaller Spitfire rear brakes versus the larger GT6

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www.tssc.org.uk

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Get Nostalgic!

at

TRIUMFEST



CLASSIC NOSTALGIA SHELSLEY WALSH 28-29 JULY 2018

Celebrating F1 Through the Ages!

Full Two Day Itinerary of Motorsport & Motoring Fun

Famous Drivers - Trade Stands - Live Music - Period Dress welcomed!

TSSC Triumph Hill Cavalcades on Sat Evening

TriumFest Show & Shine (Sat) - Concours d'elegance (Sunday)

TSSC Exclusive Display Area and Campsite + Showers Available

See Over for **BOOKING FORM**



TRIUMPH SPORTS SIX CLUB

TRIUMFEST UK BOOKING FORM

27th to 30th July 2018

Camping from Friday 27th - Midday

at **CLASSIC NOSTALGIA
WEEKEND
SHELSEY WALSH**

WEEKEND CAMPING & ENTRY £45.00 PER PERSON

WEEKEND EVENT ENTRY ONLY £35.00 PER PERSON

SATURDAY EVENT ENTRY ONLY £21.00 PER PERSON

SUNDAY EVENT ENTRY ONLY £21.00 PER PERSON

UNDER 16s FREE!

TSSC YOUNG MEMBER:- W/END £15 SAT OR SUNDAY ENTRY £10

P&P PER TICKET ORDER PLEASE ADD £2.00

BOOK IN ADVANCE AS ON THE DAY GATE PRICES WILL BE HIGHER

Which Triumph Club are you a Current Member of?

DATE Membership No /

Number of Tickets required: Weekend Sat Sun

NAME (MR. MRS. MISS. MS.)

ADDRESS

POST CODE Daytime Tel No

E-Mail

Please Make Cheques payable to TSSC Ltd and Return Form to:

TriumFest UK, Triumph Sports Six Club, Sunderland Court,
Main Street, Lubenham, Market Harborough. LE16 9TF

BOOKING FORM ALSO ONLINE AT **www.tssc.org.uk**

OR **www.tssc.org.uk/tssc-triumfest/index.htm**

CARD No / / / / / / / / /

EXPIRY DATE / /

VALID FROM / /

SVN NO. / / / (Last 3 digits above Signature)

NAME ON CREDIT CARD

Payment by Cash or Cheque Total £

**NOTE: DOGS WELCOME ON TSSC EXCLUSIVE CAMPSITE ONLY -
AND MUST BE ACCOMPANIED AT ALL TIMES**

Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

“Grumpy” & the Guild

You’ve seen items before in these pages from our Australian correspondent, Peter Truman. This, possibly a little belated, introduces him and the car, rather well.

ing this humorous illustration “Grumpy & Shell Spitfire”, The 7 founding members of TEG each have a Dwarf nickname, I was a natural for Grumpy! The founding Treasurer, he who

it’s a 1966 Mk2 we brought it in 2001 and other than club events as previously advised it was used for her wedding in 2003 where I drove her to our local village church, and also

Beauty and the Beast ??

I had the pleasure of following Michelle’s pretty blue Spitfire on the way to the Ampol ephemera display a couple of months ago. That car really does go well and Michelle seems quite happy to stick the ‘boot’ into it on occasions. Nevertheless, how funny did it look from behind? The very tiny and delicate frame of Michelle in the driver’s seat and Grumpy’s bear like frame on the passenger side, a head higher than the windscreen and spilling over into the centre of the car. The weirdest thing about it was that the little Spitfire sat quite squarely on the road, without the least hint of a ‘list’ toward the left.....go figure!

Terry (aka Sleepy)



“ Our local small Triumph Car Club here in Melbourne “The Triumph Enthusiasts Guild” has a quarterly Mag “Triumphus Vita”

“Our local small Triumph Car Club here in Melbourne “The Triumph Enthusiasts Guild” has a quarterly Mag “Triumphus Vita” & my friend the Editor (Sleepy) couldn’t help publish-

puts a new toilet roll holder on the wall with a sliding door and

her brother’s wedding in 2014 where she drove her sister in



then can’t get out, yeh Dopey! The Spitfire is my daughter Michelle’s, nicknamed Shells,

law Mia. I usually drive it on club events as, being a mum with 9 and 4

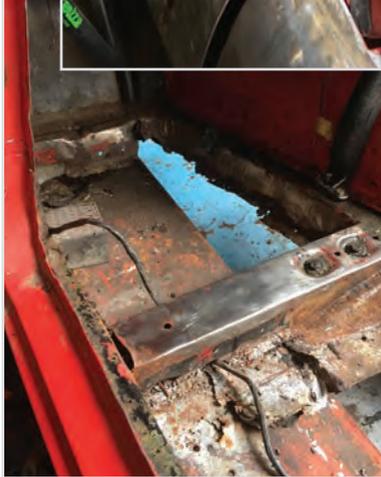
year olds, Michelle doesn't get the opportunity to attend many club events.

The other club members are always amazed at how I get into the little Spit as I'm 6ft 2in and around 100kg whereas Michelle is only 5ft4in and less than 50kg, hence our editors cartoon and disparaging comments.

The photo is of her mum and me with a week's baggage on board the little Spit when touring through the hilly south of Tasmania around 2005, it was well packed, but one advantage, the WIFE couldn't buy any new clothes or other goodies."

Thanks Peter, I don't want to cause a matrimonial but it's amazing just how much you can fit into a Spitfire. I think we brought a couple of dozen bottles of wine back from one trip to France, all nicely stacked up along the shelf behind the seats! And that's with the tent, cooker etc crammed into the boot.

Talking of Australia, **Kevin and Gillian Hill** from Winchester had a break from our winter weather while visiting their son in Australia but on returning Kevin has spent some more time working on his Australian Spitfire (S Please see the March 2017 Courier) cutting out parts of the floor which were hardly there anyway and having the car stripped back prior to its final repair



and repainting.

As ever, inspiration for an item for my articles can come from many places including the internet and the telly. Watching Dick Strawbridge and friends building the model railway line across Scotland a while back, Guy's eagle eye spotted something interesting in a piece of period film – when they were talking about Beechings railway cuts in the 1960s. It was a Herald

(sorry, cut out of this frame) followed by an early Spitfire apparently towing a bike on a trailer, followed by a Vauxhall and then a TR4.

It wasn't quite clear enough to make out the full registration but it appeared to be a white (or perhaps pale yellow) Spitfire 4 with a Registration '???' 742'. Pic Below.

And, whilst considering what I might plant this year with my decidedly non-green fingers, I



came across Dolomite lime, which is calcium magnesium carbonate, and it seems it's very good for tomatoes.

If anyone has already tried it on their salad crop, do please let us know if it works.

And finally, a couple of items that might have proven useful during the extreme cold, snowy and windy weather over the last few weeks:

Something **Graham Roe** made based on his Mk3 Spitfire which "goes like the wind", and some potentially useful footwear, La Sportiva Spitfire 2.1 ski boots.

Suzie

When to Use Dolomite to Plant Tomatoes

A freshly picked, vine-ripened tomato is hard to rival in the home garden. Tomatoes grow well and produce healthy fruit in larger quantities when grown in slightly acidic soil that is rich in organic matter and contains adequate amounts of calcium and magnesium. Using dolomite, also known as dolomitic lime, can help to adjust soil pH to the desired range for growing tomatoes. Dolomite also provides and facilitates the availability of soil nutrients to plant roots.



Related Articles

- What Is Dolomite Used for With Plants?
- How to Apply Lime to Tomato Plants

Dolomitic Lime

Dolomite consists primarily of calcium and magnesium, two minor nutrients essential for healthy tomatoes. It is generally obtained from pulverizing limestone. It is useful in the home garden as a soil pH adjuster when applied correctly. Tomato plants absorb the most nutrients from the soil when its pH falls within the desired range. Dolomite also increases magnesium levels in the soil. In areas with a known magnesium deficiency, this is crucial for growing healthy tomatoes.



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Filtered, but not stirred...

I must admit to being at somewhat of a loss this month; I thought I knew all the tricks and tips of internet searches to find every elusive part that I ever needed and to be honest they've worked well so far. When I was refurbishing a rare alternative carb for the Herald someone wished me joy in finding a needle for it; that took less than twenty minutes. New old stock seals for original water pumps took twelve minutes, and after being told that "there were none left on the entire planet" I sourced a T-shaped choke knob for the GT6 in under two days.

It's good fun and I do love a challenge like that.

Consequently when I read a recent post by a fellow enthusiast on Club Triumph's excellent forum, I just had to rise to the

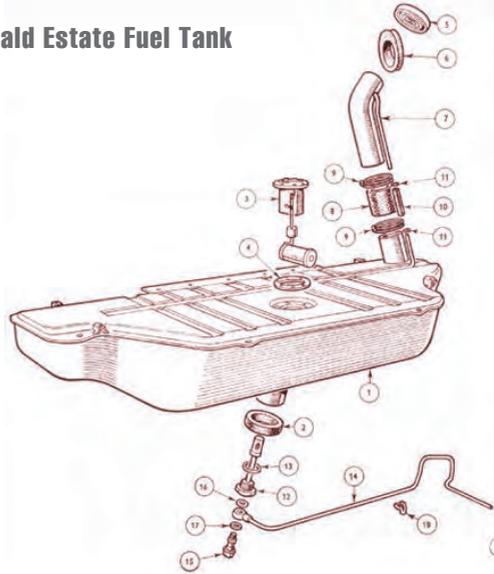
challenge, which turned out to be two – one simple enough and the second proving almost impossible.

CT member David W had a fuel leak from the petrol tank of his estate, having put fresh

"there were none left on the entire planet" I sourced a T-shaped choke knob for the GT6 in under two days"

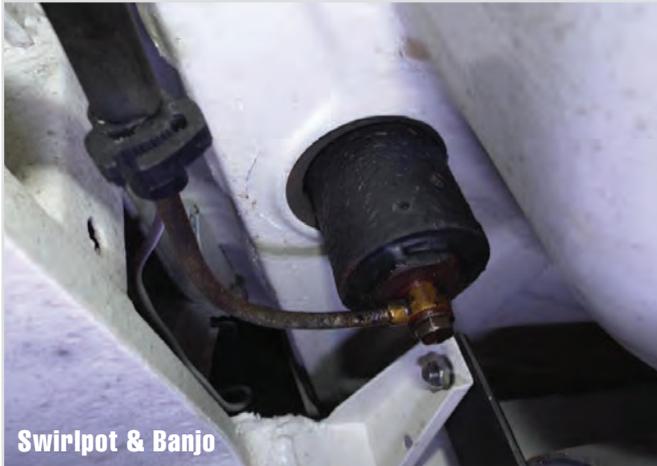
petrol in for the first time since 2011. As I have one and a half 1200 Estates (don't ask, but if the rust gets any worse on the green one it'll be down to one and a third) I am familiar with the fuel tank and connections

Herald Estate Fuel Tank



Swirlpot

so thought I'd see what advice I could give. First stop is always the exploded diagram (pic1) to see what I'm likely to be dealing with.



Swirlpot & Banjo

If you've never seen an estate tank, it's nothing like the more common saloon or convertible versions. It's a flat, underfloor tank holding nine gallons, specifically designed so that it leaves the maximum amount of luggage space in the rear of the estate. Unlike the smaller tank, the fuel line comes from underneath rather than the top; there's no separate drain plug, and also no reserve lever, which is why the Estate fuel gauge has no red reserve marking. Instead, there's a large 'swirlpot' (pic2) with the fuel pipe connecting to the outlet via a large banjo bolt.

This is an integral part of the pipe assembly and being of mild steel many pipes have rusted through over the years. When I refitted the banjo as-

sembly to my 1200 Estate I was able to source a suitable one in brass from my local autofactors, which enabled me to connect flexible piping to the outlet and

'Fuel-Tank Renu' and as far as I was concerned, that was that. This is why my interest was piqued by David's post on the drain plug / swirl pot on the underside of the tank, which in his case was leaking fuel; not from the smaller outlet to the banjo bolt, but the larger nut. Once I checked the exploded diagram I was immediately intrigued by some of the components illustrated, and of course being me, just had to take a closer look. What exactly lurks inside there? All the catalogues say is: "Petrol feed and adaptor assembly, part number 127754", nothing more.

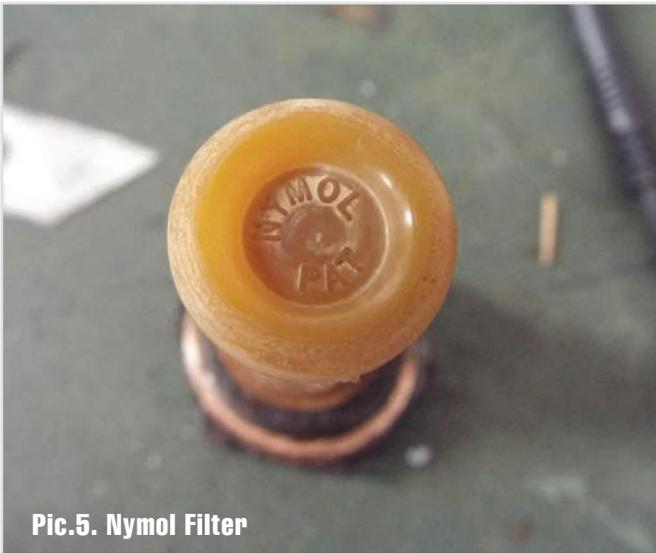
It is said that: "He who breaks a thing to find out what it is has left the path of wisdom." There



Is that a Fuel Filter?

thereby continue the fuel pipe all the way to the pump in more modern kunifer tubing. However, this was wee buns and required little effort, other than the closest metric size of copper washer to fit on top and bottom of the banjo fitting; I was later able to source fibre washers in the correct size. The tank had already been refurbished by my local branch of

are those who reckon I left that path long ago and am in fact lost in the woods completely out of sight; but with the expense of a replacement tank in my mind I had to be more careful than I'd normally be. It's easy to cause damage to old metal, especially with petrol tanks where the removal of the drain plug has often resulted in the entire spigot being twisted off.



Pic.5. Nymol Filter

Thankfully this tank outlet is made of sterner stuff and you can get a good grip on it to counter the torque. Once the smaller bolt is removed the large one takes an inch and a half socket, and suitably armed with impact wrench – set on the lowest setting – I was able to get a good hammering rhythm going; numerous, speedy, gentle taps did the trick and it started to move surprisingly easily. Once the seal was broken and threads exposed, a few squirts of penetrating oil followed and the trick now is to retighten, not loosen. This spreads the oil around the threads and helps the assembly slide more freely before another gentle attempt at loosening. Little and often! You could also let the oil soak in for a period, but I was doing well enough with regular doses into the threads.

The unit unscrewed without incident and once removed, I found I was correct. The unnamed parts in the exploded diagram really are a fuel filter

(pic4). This is quite interesting: why was a filter necessary for the Estate tank, but the other models were thought suitable without?

I've researched the filter as far as possible; no supplier lists them, or anything even close. Mick Dolphin, the uncrowned Prince of NOS Triumph parts, messaged me to say that he's been forty years in the business and never even knew there was a filter. The wording on the top is Nymol (pic5), and an internet

whoever she is, is happy with Steven, and has forgiven her parents for naming her after a fuel filter.

I contemplated using the central filter from a glass in-line system (pic7) but these are open ended and so any debris will just take the path of least resistance thereby by-passing the mesh and straight into the pipes – there's just no reliable way of plugging one end.

I suppose that since the filter is in good condition with no damage it can simply be cleaned and replaced, and the rest of the assembly cleaned of rust and particles. I've no intention of trying to remove the old one from the nut assembly until I've got a replacement – this sort of thing you learn the hard way. For the rebuild I'll require a good sealing washer, and this is part number 509643 and is simply referred to as a washer and of course NLA, although Rimmers list it as equivalent to 500641 which is a fibre washer. I've been told that a high-pressure Dowty washer or bonded washer from a Hydraulic hose manufacturer will do (pic8); these have a rubber insert



search for that name revealed nothing more than one single photo (pic6); I hope Nymol,

which helps the seal, and are also available in this larger size. (Thanks to Alan F for the



banjo bolt setup – I may be wrong. So - what it comes down to is: do I need to replace it? No. Do I want to replace it? Yes. Why? Because it's there. Can I find the parts? No, not yet... but here's hoping. I'll throw this one open to you yourselves for comment, advice and possibly a source of replacement or alternative parts. Thankfully I don't desperately need one, as my other tank is still fitted, but a spare is always handy, and somewhere may need theirs replaced some day.

Pic.7.



Pic.8. "Dowty" Washers

proper name of these washers!) The fuel outlet system is listed by Canleys alone as PPK1, pipe assembly built to order, but the catalogue claims it's the same

as Vitesse / Herald, so as there were no stand-alone Vitesse Estates I assume they're referring to the other tank and the top-extraction pipe system, not the

Those who quote the saying: "There's nothing new under the sun" obviously don't own a Herald....

Colin



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Dash veneer set Mk III 820073	£160.00
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Progress - of sorts

My 48 year old passed its MOT again without any issues, having replaced the timing cover oil seal and rebuilt the carburettor when it flooded, pouring petrol out of the overflow hole. I bought the service kit CDSK1 from Burlen Fuel supplies, which provided new gaskets, diaphragm, needle valve etc.



Pic.1. Chatham Dockyard Easter event

You can also get a more complete rebuild kit CDRK15 that will have spindles etc. Other suppliers have stocks of these kits as well.

The first run out was to Chatham Historic Dockyard's annual Easter event. Due to indifferent weather, only three cars from the M25 East area were there but I was in good company with Brian and Jean Pringle and 'Lightning McQueen' as well as Andrew Russell and his recently acquired (and gorgeous!) TR4A.

"The car ran well until the carb flooded again, so it was off with the float chamber and a small adjustment of the float height to about 20mm instead of the 18mm recommended in the manual."

Picture 2 shows the setting, dimension A.
Picture 3 is the 13/60 parts diagram and it

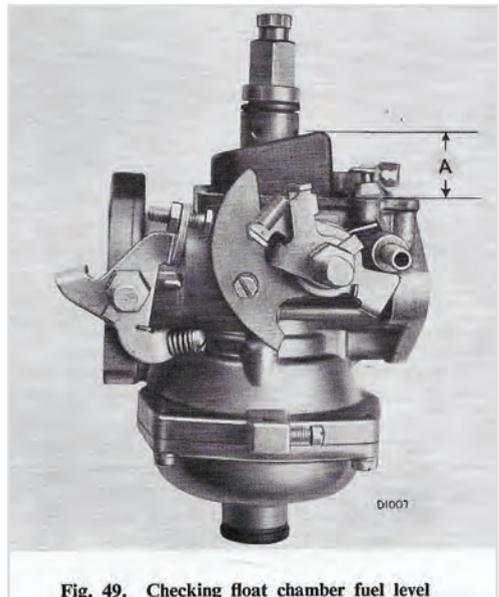
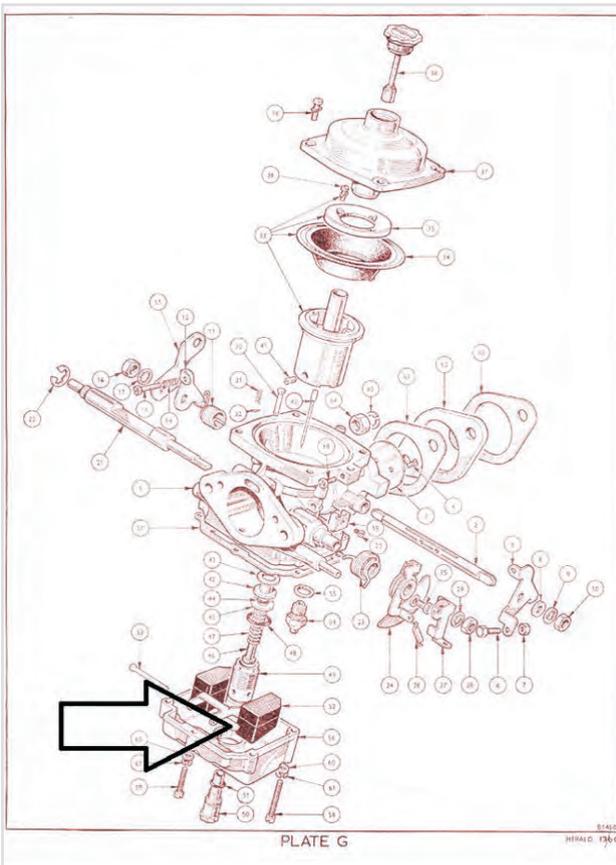


Fig. 49. Checking float chamber fuel level

Pic.2. Stromberg float setting



Pic.3. Stromberg CD Internals

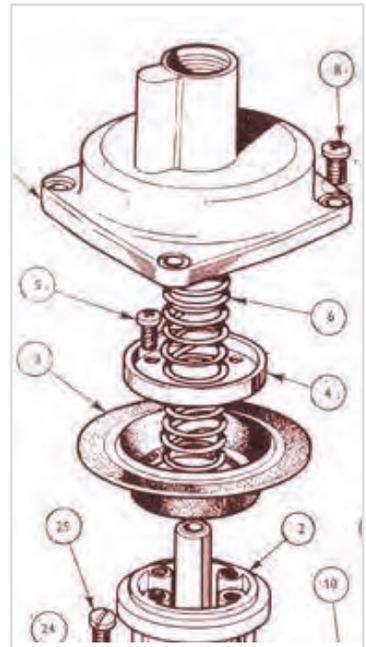
shows where the float tab is located that must be bent gently to get the required setting. The effect is to lower the fuel level in the chamber by 2mm.

It seems to have cured the problem and there's still plenty of fuel in the float chamber for high-demand situations because I drove back along the A2 at 60mph with a burst at 70 and all was fine.

The overdrive with its 20% rpm reduction definitely makes a difference to the noise and comfort levels in the car. It was actually quieter at 70 than at 60, which is something I've observed in other cars.

It seems that the bits that resonate at lower speeds all decide to shut up.

Back to the carbs for a minute. Mine has a return spring that helps the piston go back to its lower setting, like the one shown in [picture 4](#), which is the Vitesse Mk2 setup. However, if you look back to [picture 3](#) you will see that a spring isn't shown for the 13/60. The Haynes Stromberg manual lists the various applications of these carbs to Triumphs, Vauxhalls, Hillmans etc. and confirms that the Herald 13/60 is the only one that doesn't have a spring. So, next time I work



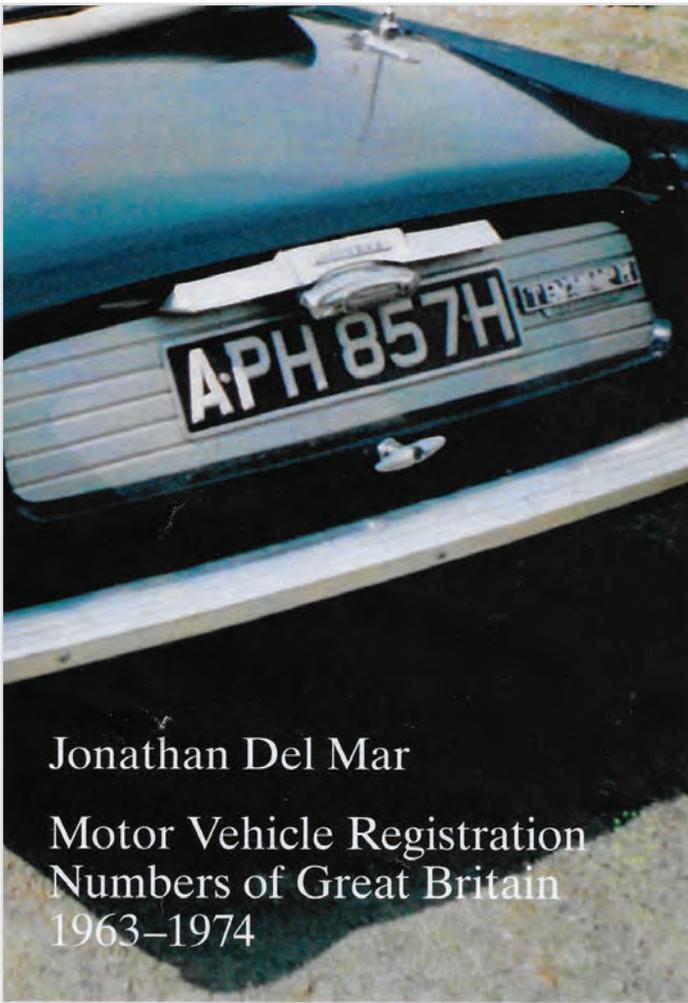
Pic.3. Vitesse MK 2 Stromberg parts

on the car I will take the spring out and see if it makes a perceptible difference.

On April 3rd I called in at TSSC HQ to take advantage of the special offer on engine oil plus a few other bits. If you've never been to our HQ then I strongly recommend that you put it on your bucket list. You will be made very welcome and there's a lot to see. If you want any parts it is a good idea to pre-order them a few days beforehand so that they can ensure that they have the items in stock. You then save on the postage into the bargain.

New Book

Everything you ever wanted to know about British car registration numbers in the year-related era from January 1963 up to October 1974. 1974 was



Jonathan Del Mar
 Motor Vehicle Registration
 Numbers of Great Britain
 1963–1974

Pic.5. Motor Vehicle Registration Numbers of Great Britain 1963-1974

when responsibility for issuing registrations was transferred from local and regional authorities to the DVLA and its local offices. The book has been researched and written by TSSC member **Jonathan Del Mar** (member no. 154 from way back in 1977).

Here is the blurb:
"This book is the sequel to Les Newall's authoritative History of Motor Vehicle Registration in

the United Kingdom (1999), which detailed every registration mark and series issued up to 1963.

"Motor Vehicle Registration Numbers of Great Britain 1963-1974 is the complete compendium of all the original registration numbers issued in the years 1963-1974, an era dominated by some of the best-loved British classic cars such as the Morris Minor, the

Triumph Herald, and the Jaguar E-type. Also listed in full are all re-registrations ('age-related' numbers) issued to pre-1974 vehicles up to the present day, thus marking clearly the distinction between those original numbers that were issued when the vehicle was new, and the many newer, replacement series issued to those vehicles in subsequent years up to the present day.

"Tabulated clearly, county by county, city by city, burgh by burgh, and accompanied by over 300 full colour photographs, Motor Vehicle Registration Numbers of Great Britain 1963-1974 is the essential guide for the classic car owner who wants to know about the origins and authenticity of his vehicle's registration number."

It can be obtained from Jonathan himself on 020 7622 2000, or from

David Newall email: djnewall@outlook.com and also from:

G.H. Smith & Son bookshop in Easingwold, York at: www.ghsmithbookshop.com

(No, not W.H.Smith & Son!). The cost is £17.99 or £20 including UK p&p.

Jonathan tells me that, not surprisingly, quite a few TSSC cars are featured including the 13/60 belonging to Shawn Daniels that I featured last September.

Finally, I'm sorry that I am going to miss the SEM this month and hope you all have a great day.

Phil



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We have IGNITION!

Hi folks, I am typing this month's article in March which this year has been cold, snowy and very wet. Therefore, as it will be May when you are reading this I am hoping the weather will be warm and dry. If hopefully yes, then we can get the Vitesse out and once again hear that straight six sound track which always turns a few heads.

"Back in 2009 I covered the issues we were getting with rotor arms fitted to the Lucas distributor and thought it a good idea to revisit the subject"

For me it all started, or stopped, when I was coming back from a car show in my Vitesse. I was well into my journey home when the engine started to develop a distinct lack of power. This became worse and finally resulted the engine stopping.

A check under the bonnet showed no spark at the plugs but plenty at the coil, so it must be trouble at the distributor. A sniff of the rotor arm revealed a strong smell of burnt bakelite. An old but still sound method of testing. However,

this was an original Lucas type, no rivets, which I had fitted that morning. Fortunately, I always carry a spare, so with that fitted we were up and running again.

I tested the arm and sure enough it was arcing across to

placement arm. As the arm is made of black bakelite it is difficult to see the black carbon track, so the old smell test is well worth using. Most of us have known about the problems with the newer rotor arm



Pic.1.

ground, [Picture 1](#). Once this starts it builds up a carbon track and the only answer is a re-

where the tracking to ground took place through the rivet. However, the problems with



Pic.2.



new old stock was another twist to the same problem.

Well that's the back ground and I thought it would be good to identify some of the rotor arms used on the Vitesse. Over its nine years of production there were a number of versions of distributor used on the Vitesse. Some were different manufacturers and some with different advance curves. As our concern is the type of rotor arms used the version is restricted to the two manufacturers, Lucas and Delco Remy.

The early single dial Vitesse was fitted with a Lucas D25/6, [Picture 2](#). From commission number HB15001 the four dial dash was fitted and a Delco

Remy distributor, [Picture 3](#), with a tachometer drive fitted. With introduction of the 2 Litre model in October 1966 the Vitesse reverted back to Lucas though this time it being D22/6, the 22 as the tachometer drive, [Picture 4](#). The D22/6 stayed in use, though with a number of changes to the advance curves, through the re-



maining production of the Vitesse.

Both Lucas 22 and 25 distributors use the same rotor arm (For interest also the points and



condenser) so the following applies to both the very early Vitesse 6 and all 2 Litre models. The original Lucas rotor arm is shown in [Picture 5](#) and probably hasn't changed since the 1930s. By the late 1970's Lucas had changed to the dreaded rivet type, [Picture 6](#), which earned a reputation for failing. The high voltage broke down the bakelite insulation and arced down through the rivet to ground shorting it out.

As well as the rotor arms produce by Lucas there were some produced by the aftermarket spares suppliers. I have given one example in [Picture 7](#) and as





Pic.8.

can be seen it has an extra section on the opposite side to the brass arm. In my mind this provides balance to the arm and in an engineering sense could be considered a better arrangement. Also, a nice touch is the instructions to "Remove to Oil" the distributor inner shaft. I have never had any problems with this type of rotor arm but having said that as they haven't been manufactured for many years they may fail due to age. The modern replacement follow both Lucas types. However, most people go for the original 1930's, non rivet, design which is not made from bakelite and instead uses a more modern material which give better electrical insulation. [Picture 8.](#)

Moving to the Delco Remy distributor, this has a different



Pic.9.

rotor, [Picture 9](#), points and condenser than the Lucas type. As far as I know these rotor arms haven't given the arcing problems that the Lucas type has.

[Picture 10](#) shows two Lucas six cylinder rotor arms for comparison. The one on the left is

you may be offered one as being suitable for your Vitesse. They should not be used in any of the original distributors fitted to the Vitesse.

Whilst we are on the subject of the wrong type of rotor arms I have included in [Picture 11](#) the four cylinder and six cylinder arms for the Lucas 22 and 25 distributors.



Pic.10



Pic.11

fitted to the Lucas 45/6 distributor which was fitted to the late 2000/2500 Saloon. Whereas the one on the right is the correct arm for the Vitesse.

I have included 45/6 arm as

The correct arm for the Vitesse is on the right.

That is for this month, so **Safe Driving and keep them running on all six**

Dave

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'Trip' down Memory Lane



Tripper at SEM

The choice of topic for my piece this month is down to Robert Lund. I was at that point in the month, which I always leave as late as possible, as Editor Bernard will testify, when I had to come up with another original idea for an informative and interesting article with a connection to Triumph-based kits or specials. I'd just started on my typical fall-back strategy of opening my favourite internet search engine when up popped the notification of Robert's email.

The subject line of which was, "Interesting special" and it contained a link to a car for sale on good old eBay. The car at the end of the link surprised me for two reasons, firstly it was an example of a TX Tripper, a Tri-

umph-based kit car that I very rarely come across, and secondly, it had somehow missed my usually efficient trawling system for anything Triumph kit car related that gets advertised for sale, so without Robert's heads up I would have missed it.

Before I talk about this particular Tripper, let me refresh your knowledge of the marque. I say "refresh" because I have written about the TX Tripper a few times over my tenure as Specials Register Secretary. As I say, they are a rare car; I have only seen one in the flesh, that was the red, 1147cc engined Q988CPF, which turned up at our South of England Meet in 1989. I've just checked the DVLA web site and it seems that this car, which is listed as

manufacturer Technical Exponents, has not been taxed since 1992 – I wonder if it is presently languishing in the back of a barn somewhere?

" After my reference to this Tripper in the Courier I received a letter from a gentleman called John Watson, who seemed to know a bit about them:"

"The Tripper debuted at the 1971 Racing Car Show. It was marketed by a company called Technical Exponents Ltd., who

were an offshoot of Fairthorpe. The company was formed by Torix Bennett, who was the son of Air Vice Marshall Don "Pathfinder" Bennett (the founder of Fairthorpe Motor Company).

Price of original Spitfire model was only £740 - for a built car. Having built around half a

pushed the price up to nearly £3,000 and apparently no built cars were supplied. Supply figures were around 75 including one exported to Spain. It is unlikely that anymore than half of these ever made the road - even though most of the early cars were supplied complete, not as kits."

umph Spitfire chassis.

Unleashed at the 1971 Racing Car Show, the TX Tripper raised a few eyebrows, but also a few wallet-flaps at a price of £180 or £740 complete. Originally the Tripper had rearward-facing rear seats, but the daftness of this idea obviously dawned on Bennett as they were soon

changed to face in the expected direction. He also realised half way through 1971 that in fact a Triumph 2.5 Pi engine would squeeze under the bonnet and, by deduction, so would a 152bhp TR6 unit.



"It was born as a result of a stomach ulcer"

dozen cars a new model was introduced, identified by a much larger bonnet bulge (as per the photos in the Courier of Q988CPF - this car should have a bigger engine than the 1147 cc unit it had at Leatherhead). The new model was powered by the 130 bhp 2.5PI motor, which lasted until the 150 bhp TR6 version was introduced in, I think, early 1972. This version was good for a 0-60 in 6.5 seconds and caused Car and Car Conversions to quote, "Hells bells, it goes".

Shortly after the first TR6 versions, demand for the Tripper started to wane, although this did not deter the company from offering a 1500cc and Dolomite Sprint based model in early 1976. However this

For another angle on the Tripper here are some words written by **Chris Rees** in his book "British Specialist Cars":

"Of no other car can it be claimed that it was born as the result of a stomach ulcer. Torix Bennett, son of the founder of Fairthorpe, was languishing in hospital musing on the difficulties of producing the Fairthorpe TX-GT when, in a flash of inspiration, he beheld in his mind's eye the form of the Tripper — a car which would be beautifully easy to manufacture.

But the Tripper was anything but beautiful to behold. A collision of contorted curves, obscene bulges and 'wobbly bits', it was a kind of buggy/sports car cross-over which used a Tri-

A demonstrator with this engine in place became a celebrated press car, recording figures of 125mph and 0-60mph in just 6.4 seconds!

With the introduction of a hard-top and a lockable boot, the Tripper was surely getting too close to normality for comfort. About 60 were sold before the crippling effects of VAT forced production down — only two were built in 1974 — and Bennett was obliged to make bathtubs without wheels to pay his way. By 1979, when he finally withdrew the Tripper from sale, production totalled about 80. Only one was exported, though more might have gone to Switzerland had not a Swiss doctor pointed out that in his home territory Trip-

per translated as 'gonorrhoea'. The Tripper was twice revived, in 1983 and 1986, though with no more success than one would imagine. It is better to remember the Tripper as a symbol of those carefree and wobblesome days of the psychedelic fun car."

So, a fascinating little side shoot of British motor vehicles' history. I last featured a Tripper in January 2014; that was the blue **HGT280K**,



TX Tripper

means a nice low seating position. Most Herald/Spitfire-

Three different TX Trippers, apparently none of which are on the road – anyone know of any



which was also offered for sale through EBay. I've checked DVLA for this registration – no record found.

That brings me back to the example available to buy as I write – another blue one, **KPY600P**. We can see from the photos that this is a project, with some hours of engineering work needed to bring it to roadworthiness. The seller's description is quite sparse, but we are told it comes fitted with a Dolomite 1500 TC engine. On the DVLA web site this car is listed as a Triumph, and has not been taxed since 1995.

I am interested to see from the photo of its underside that the body is shaped to fit around the main chassis rails, which

based kit car bodies are flat underneath, and just sit on top of the chassis.

actually in use today?

Trevor



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	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	22000	18000	14000	8000	4000
Spitfire II	sports	1965-67	1147/4	19000	16000	12000	7000	4000
Spitfire III	sports	1967-70	1296/4	18000	15000	10000	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 MK1	fhc	1966-68	1998/6	24000	20000	15000	7500	4000
GT6 Mk II	fhc	1968-70	1998/6	23000	18500	13000	7500	4500
GT6 mkIII	fhc	1970-73	1998/6	20000	17000	12000	6000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	8000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	18000	16000	12000	7000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	3000	1500
	dhc	1962-66	1596/6	12000	9000	7500	4000	1800
Vitesse 2L	saloon	1966-71	1998/6	18000	12000	8500	4500	1300
Mk1 & Mk2	dhc	1966-71	1998/6	20000	14500	9000	5000	1500
Renown	saloon	1946-54	2088/4	12600	9100	7000	4200	1680
Roadster	dhc	1946-49	2088/4	25200	19600	16800	13300	7000
Mayflower	saloon	1950-53	1247/4	5600	3850	3080	1680	900
TR2	sports	1953-55	1991/4	35000	24500	15400	8400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	9100	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	8400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	9100	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	13000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	10000	4000
TR7	fhc	1976-82	1998/4	8400	5250	3500	2100	840
	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
TR8 (Factory/Grinall)	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	22000	17000	12000	8000	3500
2000/2500S	saloon	1963-77	1998/6	8400	6300	4900	2100	700
2.5PI	sal/est	1968-77	2498/6	10500	7300	6000	2800	1260
1300 & 1500	saloon	1965-73	1296/4	5500	2450	1820	1190	500
Toledo & Dolomite	saloon	1970-81	1493/4	6300	4200	3200	1400	600
Dolomite Sprint	saloon	1973-81	1998/4	10000	8500	4500	3000	1800
Acclaim	saloon	1981-84	1335/4	3500	2500	2100	1050	500
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	2500	900
	dhc	1968-70	1998/6	9000	6500	4500	2500	900

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

Please remember originality and rarity will always add to value

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

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

Convertible GT6's: These Values only on proper 2 ltr chassis conversions otherwise 1500 Spitfire prices.

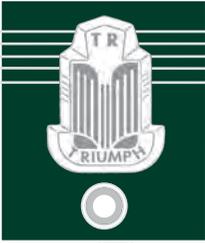
Fibreglass panels: Highest value A1 in car category (except Bonds!)

PRACTICAL CLASSICS ON SALE NOW

In the May issue...

Read about how Andy Barron restored a Spitfire MkII for his wife Danni. Plus, **Matt George** reports on taking his project TR6's block and crankshaft to be machined and **Gary Stretton's** Peerless GT drives at long last!





MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Gear Lever Gaiter-tastic!

The gear lever gaiter had split on my 4A about 4 years ago and although I had bought a new one at the time I hadn't got around to fitting it! The day before the Carmarthenshire run I checked the car over and also fitted the new gaiter. The new gaiter seemed to be made of a slightly thicker and less elastic rubber, but I thought that this may be because it was new and that the old one had degraded over the years and had lost some of its properties and with the use of Teflon spray the old gaiter was replaced with the new one in a matter of seconds, result, I thought.

Fast forward to the run the next day, when turning onto the slip road off the M4 for the meeting point for the S. Wales area I put the car in third gear and when I took my foot off the accelerator the gearbox jumped out of gear! This continued throughout the day and my hope was that it was the new gaiter causing this to happen and that it wasn't my gearbox breaking. I couldn't remove the gaiter at the time to prove this as it had "bonded" itself to the gear lever and I would need the use of Teflon spray (or similar) to get it off without damaging it.

When I got home I removed the gaiter and found that there were "pinch" marks in the gaiter in the area where the gear lever had been with the



'NEW' STANDARD GAITER AS FITTED

"when I took my foot off the accelerator the gearbox jumped out of gear!"

car in third gear, I also noticed that the gear lever was not exactly central to the hole in the "H" section dashboard support bracket (about 1/8" or 3mm), with 3rd gear lever position being closer to the edge of the hole than 1st, 2nd and 4th. I loosened the "H" section bottom bolts but could not gain

any movement of the "H" section to give more clearance to the gear lever in 3rd gear position. The next option was to relieve the hole in the "H" but it would be better to do this with the "H" section removed as the black vinyl covering was hard and brittle and would not peel back without splitting for me to use a file or Dremel to open up the hole slightly (but I could carry this out if I prove that the issue can be cured by doing it). My regular passenger on club runs AO AI, said that he had a gaiter of unknown source that



UNKNOWN SOURCE GAITER

he felt might fit, it was also made of a far thinner and elastic type of rubber and with a bit of fiddling about I managed to fit it in place. It didn't fit perfectly but prevented any engine fumes from entering the car's interior so I thought I would give it a try.

The next run was the Bristol show, roughly 135 miles, with half of those miles on motorways and the other half on lovely country roads so there was plenty of opportunity to see if the gearbox jumped out of third gear, especially on the return journey when I never got further than third gear on the M4 until after the Severn Bridge! The car and gearbox performed impeccably, the gearbox didn't jump out of gear once and the engine didn't overheat in the 30 degree heat wave and the 4 mile

queue to get through the tolls on the bridge! However, over the next few club runs the bottom of the gaiter started to rise out of the H section, probably due to heat from the gearbox, the top of the gaiter was very tight on the gear lever and stayed in position, but without the bottom of the gaiter in place fumes could enter the cabin and besides that, it didn't look good at all, perhaps I'd have to open up the hole in the H section after all! Before I got around to doing this I noticed while using a Portaloo at Berkeley Castle

I have used it on over 14 runs totalling just over 2400 miles and it is still in place and looking good! So if you have a car that is jumping out of gear its worth checking that its not caused by the gaiter (although not likely unless you have recently changed the gaiter, but after 1800 miles without any issues I am totally convinced that I have solved the problem on my car, however, things are rarely that simple).

Gaitertastic! I thought

Whether in 3rd gear or 4th a
TR is more.

Graham Senior and his TR6 enjoy their last day in Ireland, and over to Graham in his own words...



PORTALOO GAITER!

that the flush handle had a very supple looking gaiter, I measured it roughly using my index finger as a rule and photographed it with my phone. I then made a note of the portaloo manufacturer and on returning home found a website that sold portaloo spare parts. I ordered a gaiter and 2 days later (that rhymed) it arrived and I fitted it to the TR. To date

TRavelling T'Roo TRalee - 5

FRIDAY: CONNEMARA CIRCULAR [150 miles] – more sun, friendly locals (and not-so-locals), & hire car puncture.

For the second successive morning, I awoke to brilliant, morning sunshine, and after a shower, headed down to break-

ERL AT LETTERMULLEN



fast. Stella, the friendly landlady, greeted me and introduced me to a couple who were already part way through their meal. "You should see the lovely car this gentleman has got" – she told them, with which Suzie (as she quickly introduced herself) left her meal (and her husband!) to take a look. "Oh, look, Dick, it's a Triumph!", she exclaimed. Then, to me: "My first husband had a TR4 when we got married in the 1960's". That was the start of a hugely enjoyable breakfast conversation, in which it transpired they were visiting all the way from Oregon, and as coincidence would have it, were also planning a Connemara circular today. We promised to wave if we passed each other en-route!

After two long day's driving (not that it's ever a chore in a TR6), I was looking forward to a more leisurely drive today, and had decided to travel along the Connemara coast – keeping as closely to the shore as possible – to Clifden. As before, the coastal scenery was glorious, with rocky outcrops and sandy coves every step of the way. Small communities and isolated

homes were the order of the day for much of the journey, and I made several 'out and back' detours to the very end several country lanes to enjoy the scenery.

Outside Lettermullen Post Office, I was befriended by a huge Irish Wolfhound. Well, it was at home, I guess! I stopped in several of the villages along the way – Roundstone was particularly attractive – taking some five hours to cover the 70 or so miles (via my distinctly indirect route) from Galway to Clifden. Although some of the roads were rough, and I don't think I ever reached 40mph, it was a truly memorable drive that I would heartily recommend to anyone, especially in those conditions. Do be aware, though, that I noticed at a somewhat incongruous electronic sign outside the Pharmacy at Ballynahown that the temperature was 27°C (80°F) – not exactly typical of the area in late May!

I parked on the main street in Clifden, and for the first time in the week, had to feed a meter for the privilege. A mixture of locals' shops, one or two selling Connemara memorabilia, a few

pubs and a couple of cafes sums up what I found in the hour I had there. Taking the N59 northbound out of Clifden quickly brought a change of scenery, into lush countryside and streams, the coastal inlet at Letterfrack, and then some more upland scenery reminiscent of the Scottish Borders as the road skirts the Connemara

National Park and the shores of Kylemore Lough. I briefly toyed with the idea of continuing on to Westport, but decided against it, and instead turned right to take the R344 across the moorland, and alongside Lough Inagh, eventually to rejoin the N59 east of Clifden to return to Galway, via Maam Cross and Oughterard. Unfortunately, I missed the turn for Salthill, and ended up right in the centre of Galway at 5pm on a Friday – peak hour. Unfortunately, attractive though it is, Galway has a chronic traffic problem, and it took me nearly three quarters of an hour to get round the one way system, and to make the mile or so back to my B&B.

Being my last evening in Ireland, after making myself look at least half-respectable, I walked into Galway again, and enjoyed a pint or two (I lost count after that!) of the black stuff and a bite to eat.

Graham's conclusions in next month's Courier

My Conclusion is –
**Whether 6 cylinders or 4
a TR is more!**



THE UK'S LARGEST DISPLAY OF STANDARD TRIUMPH CARS



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Trade exhibition
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Saturday evening entertainment

Blyton Park Trackday
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Dog show
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HOSTED AT THE TR REGISTER INTERNATIONAL WEEKEND 2018
Closing date for advance tickets Weds 20th June 2018. On the gate prices will be higher.

*All advance ticket prices only. All prices per person.

TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Relays & how to check them

Well the rust repairs are still ongoing, but we have managed to complete one side in full and now we embark on the other side in due course. The yellow TR7 FHC will now take a back seat for a few weeks as out of hibernation comes my stead for Laon 2018, my gold TR8 convertible. I cannot believe the last time I used the car was nearly a year ago on my travels to SPA. The car has been sat in a carcoon in a friend's barn over the winter and now it's time for its MOT again. The good thing about the carcoon is that it keeps the car pretty much in the same condition you put it in.

MOT day was booked a month early and the TR was ready on my drive awaiting my first real run of the year. I jumped in the car and turned the key, the car lunged forward, I had forgotten to take it out of gear. I then turned the key again and nothing. I tried numerous things for about thirty minutes then gave up and jumped in the Citroen C4 and went to work. At work I pondered on why it was playing up, maybe it saw my MG in the garage and just wanted to show who's boss. I downloaded the TR8 wiring diagram and spent the rest of the morning going through all the circuits that could be affected.

That afternoon when I returned home I struggled



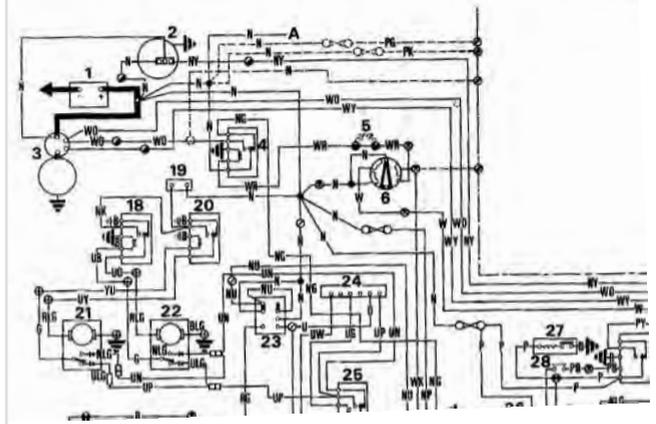
Dash out for access

" I then turned the key again and nothing."

getting power to the starter solenoid.



MAIN WIRING DIAGRAM — TR8



IGNITION AUX 16	MAIN BEAM L/H 18	HEAT & AIR C BLOWE 20
25A	25A	35A
3 HEATED REAR SCREEN	5 BATTERY AUX & HORNS	7 SIDE LIGH R/
4	6	8
15A	35A	15A

I checked the fuse (Battery Aux & Horns). This was intact and I had a voltage, I then tried to find the relay for the starter. The relays are located next to the fuses in the glovebox and

but owner beware as models vary and so does each vehicle if the previous owner changes location of things. An easy way to identify the starter relay is the colour

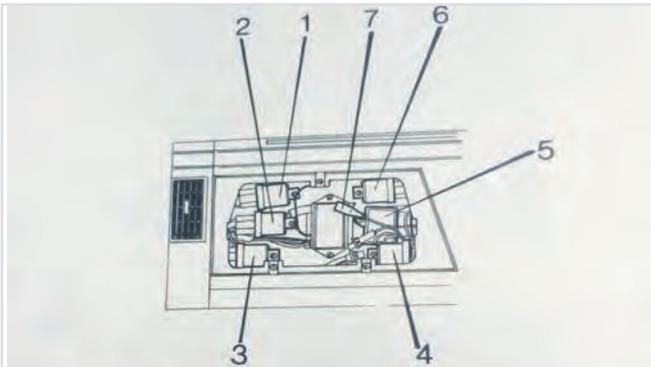


Fig. 10.18. Items behind glovebox - typical for 1976 UK models

- | | |
|---------------------------------------|---------------------------------|
| 1 Headlamp flash relay | 5 Headlamp flash control unit |
| 2 Horn relay | 6 Starter motor interlock relay |
| 3 Headlamp run/stop relay, left-hand | 7 Headlamp circuit breaker |
| 4 Headlamp run/stop relay, right-hand | |

generally are accessible, but with this being a FI model they are a little bit more of a struggle. The Haynes manual shows you a schematic of the relays and which is the correct one,

(Blue). I tried to retrieve the relay but again struggled so I took the dash out. Not a massive job and the benefits are access. Once the dash was out I could systematically go through

the wiring diagram checking each wire. On the TR8 the battery is in the boot and a large positive cable runs the length of the car to the starter, just inside the footwell the connection can be seen with the main wires that control the rest of the cars electrics. These two brown wires then go into a loom and join with other brown positive wires

that then spread to various places.

The relays fitted are a standard basic 5 pin relay. The circuit of operation is nearly always printed on the relay itself.

So how do they work?:

Looking at the wiring diagram and the back of the solenoid plug you can match up what



wire is for what. The starter relay can be identified on the wiring diagram using the legend so in this case its number 4.

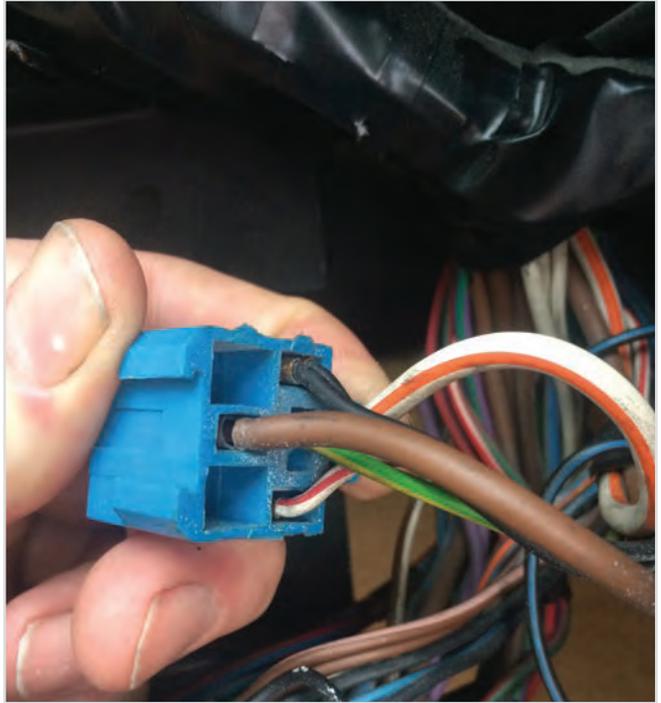
Pin 30/51: This is the permanent 12v supply (marked **N** denoting brown in colour)

Pin 87: This is the wire that goes from the relay to the starter solenoid (item 3) when the relay is switched (marked **WO** denoting white/orange in colour).

Pin 87a: This is powered when relay is at rest, being earthed via pin 86 (marked **NG** denoting yellow/green in colour)

When the key is turned to "Start" power is supplied to **Pin 85** (marked **WR** denoting white/red in colour). The relay is energised and power can now go from the heavy-duty supply at pin 30/51 to pin 87 and energise the starter solenoid and turn the engine over.

When the key is released power is cut from pin 85 and the relay switches back to open.



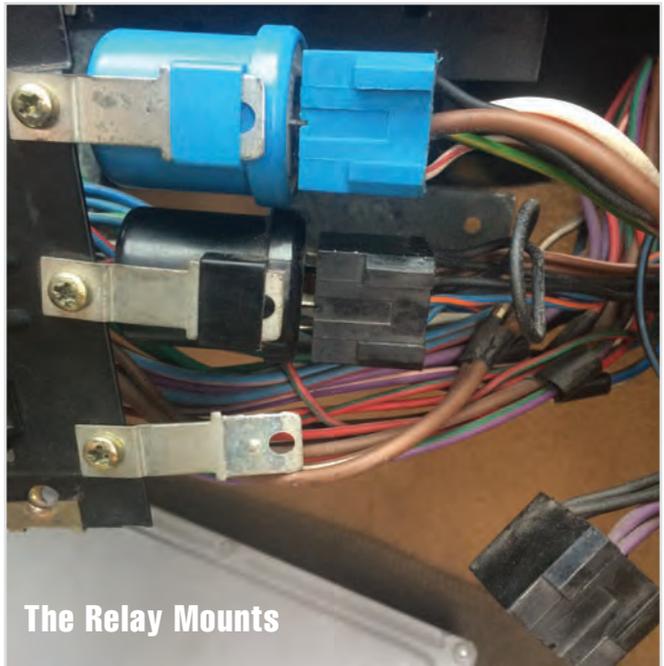
Starter Relay Connector



Brown Fuse Connections

So, after in depth testing the relay was found to be at fault and replaced, the dash is back together and MOT time is in a few days' time, wish me luck.

Paul

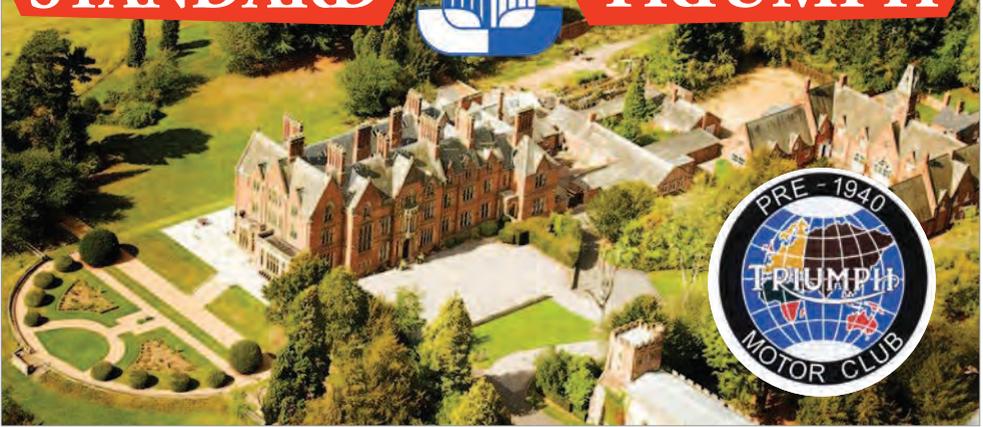


The Relay Mounts

STANDARD



TRIUMPH



PICNIC & HOG ROAST 2018

Sun 13th May - Wroxall Abbey, Warwick.

Hosted by the Pre-1940 Triumph Motor Club

The picnic is to celebrate the 95th anniversary of the first Triumph car, the 10/20, from 1923. **ALL Triumphs & Clubs Welcome**

The format is simple - turn up in your Triumph (10am to 4pm) with a picnic and marvel at the range of Standard and Triumph cars assembled on the lawns of this historic venue. Dating back to the 12th Century and once the country seat of Sir Christopher Wren, Wroxall Abbey is not only a beautiful country house hotel in Warwickshire, but one of the most historic. Pig Roast TBC.

Wroxall Abbey Hotel & Estate

Birmingham Road, Wroxall, Warwickshire. CV35 7NB





Mk 1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

My GT6 the TV Star!

This has been really difficult to keep under wraps, but as some of you may have seen if you watch the programme, my GT6 appeared on Car SOS back in March.

The filming took place last September and I was sworn to secrecy by the TV company and agreed not to publically mention my involvement in Car SOS or publish any pictures on line etc until after the programme had been screened.

Last summer I had an email from the production company – Renegade Pictures who make the Car SOS series for National Geographic. They contacted me asking if I knew anyone in



Me posing with Fuzz, Tim and my GT6.

rums etc as those who watch will know it would ruin the

be restoring which is same year as mine I said they could use mine if they would pay expenses. So having agreed funding for an overnight stop in a Hotel, breakfast, petrol, and the Seven Bridge Toll I happily agreed.

It was a pretty long day as although it was only around 3 1/2 minutes of footage featuring my car on the programme TV production is a long job and it took nearly 6 hours.

As well as the presenters Fuzz Townshend (The TSSC honorary president) and Tim Shaw driving the car with driving footage both in and outside the car I also drove some of the driving sequences, look carefully and you'll see me driving in some of the shots on the TV show!



Filming underway, Fuzz getting into my car

Wales who had a GT6 that they could use for filming, they wanted a car to film as the example of a tidy roadworthy GT6 to film in an episode. Snag was I couldn't go asking out on facebook groups or internet fo-

whole thing if the beneficiary of the restoration was to find out and the filming was to be in the Brecon Beacons. I couldn't immediately think of a GT6 owner in South/Central Wales.

As it was a 71 MK3 they would



In car driving sequence being filmed, Tim driving my GT6 with Fuzz in the Passenger seat.

Filming consisted of lots of driving around a twisty section with Fuzz as a passenger. Then there were some de-

in on the interior and exterior details. A few still pictures were taken as well to use as promotional material.

There was some stationary conversation with Fuzz and Tim including a comedy moment that unfortunately didn't make the final cut, Tim is 6ft 9 tall and really had to squeeze to get into the driving seat. He also had to take his boots off to drive as his huge feet were too



Lancia Delta Integrale also being filmed on the day

wide to operate the pedals except in socks! The boots were put in the passenger footwell, and when Fuzz got in he dumped them outside into the car park. Then the boots were filled with Quavers to attract a couple of local sheep to come and "eat" them!

There were two other cars being filmed at the same time for other episodes. An MGA and a Lancia Delta Integrale.



Tim's boots dumped in the car park next to my car



Fuzz and Tim in a really nice MGA

of road high in the Brecon Beacons being filmed from the air by a drone and at ground level several camera men.

Cameras were mounted for in car footage of Tim in the car

tail shots on the road with go pro cameras pointing at various bits of the car and road (which I drove for). There was some filming of the car stationary using a boom camera to focus



At the end of the session the TV company gave me a "money can't buy" Car SOS



Mark with Tim & Fuzz

Key ring, like the ones Tim presents to the deserved recipient of the restored car in each programme when they say **"You've been Car SOS'd"**.

Mark Field from Jigsaw racing was also involved the programme including rebuilding an uprated engine and helping to get it going.

GT6s Out & About

These two GT6 Mark 3s were at my local Classic Car Break-

fast meet in March, the white one has appeared here before and belongs to Olly, The red one belongs to Eduardo.



Olly's car was also at a Classic Car the following meet at the Departure Lounge Café in Alton on April fool's day as was Dick Twitchen's purposeful looking MK1.

MOT exemption.

This month on May 20th sees the change in date to MOT exemption rules, cars over 40 years old will no longer require an MOT unless they are "substantially modified". The 40 year rule is either on date of registration or date of manufacture if you have proof of an earlier manufacture date. Suffice to say, all GT6s were manufactured over 40 years ago so will qualify for exemption unless "substantially modified".

There have been several changes to the definition of "substantially modified" and when going to press these hadn't been finalised so if your car



White Lion Breakfast Meet, Hartney Hampshire.

has had major changes to engine type, suspension, brakes, chassis, body etc. I'd suggest checking the latest government/DVLA publications on line. It will be up to the owner to declare exemption and confirm that the ve-



Dick Twitchen's MK1

hicle is not "substantially modified" when next taxing the vehicle so it's important to understand this.

You can in any case just carry on MOTing your car even it's standard for peace of mind. I'd suggest that it's worth either doing this or getting the car thoroughly checked over by a classic friendly garage once a year. The classic friendly MOT station I use is happy to do an MOT equivalent test without logging on to the DVLA system for the formal MOT and I'm sure others will too. I'll probably carry on MOT-ing my GT6 anyway, although I may opt not to formally MOT my Dolomite as it is subject to emissions testing and will only pass if set up too weak meaning it won't run properly. I'll still get my local MOT station to test all but the emissions though in an informal MOT type test. Fortunately no GT6s are new

enough to need emissions tests so no worries there!

From the Archives

As it's topical this is a comparison of MOT test certificate styles over the last 30 years!



My collection of MOTs during my ownership of my GT6

I've owned my GT6 for over 30 years now and have kept all the MOT certificates and have seen the style change over the years, both major and subtle..



This style used in 1986



Style used from 1987 through to 1991



Style used from 1992 through to 1993



Style from 1994 to 1995, very subtle change to brown and green shading

1998, note the change of government agency from the Department of Transport to the Vehicle Inspectorate Executive Agency



Style used from 1999 to 2002



2006 to 2011, 2006 was when MOTs changed to an on line system and the certificates were printed rather than hand written from then on. Format size change from A5 to A4, probably just so it fitted in a printer more easily!



Style used in 1996



Used from 2003 to 2005, note the change from the Vehicle Inspectorate Executive Agency to Vehicle & Operator Services Agency (VOSA) the current agency.

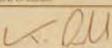


2012 to 2015, now printed on plain paper rather than a certificate.

In recent years the paper certificates have had less of a point as all the details on tests taken, passes, failures including rea-



Style used from 1997 to

Driver & Vehicle Standards Agency		MOT Test Certificate	
MOT Test Number	Vehicle Registration Mark	Vehicle Identification Number	
1344177018	EN642JH	K139276	
Make	Model	Colour	
VOLVO	V70	Yellow	
Owner's Name	Test Class	Country of Registration	
C. S. HENNEL	1	Great Britain	
Expiry Date	Issued	Test Station	
22 March 2017 (EXPIRES)	7 Mar 2016	0101793	
Odometer Reading and History	Inspection Authority		
1 0 2016: 8125 MI	ROADSAFE SERVICE CENTRE LTD		
14 0 2015: 75748 MI	UNIT 24		
15 0 2014: 74822 MI	HUNTERS HILL INDUSTRIAL ESTATE		
16 0 2013: 73209 MI	ROSE		
	ROSE RD 01256 72424		
Additional Information	Signature of Issuer		
To illustrate the accuracy of the expiry date, the odometer you did observe your vehicle 224485 MI on 21 February 2017.			
Advisory Information			

2016 to date, the current MOT format.

About this document
 1. This document is a receipt style certificate telling you that an MOT Test pass result has been recorded in the Driver & Vehicle Standards Agency's (DVSA) database of MOT Test results; this can be verified at www.gov.uk/check-mot-status.
 2. A test certificate relates only to the condition of the components examined at the time of test. It does not confirm the vehicle will remain roadworthy throughout the validity period of the certificate.
 3. Check carefully that the details are correct.
 4. Whilst advisory items listed above do not constitute MOT failure items, they are drawn to your attention for advice.
 5. For further information about this document, please visit www.gov.uk/getting-a-mot or contact DVSA on 0300 123 1000.
 You will still be responsible for road tax for the full test year.

pre 1960 cars that are MOT exempt are formally tested so it's likely that the vast majority of cars over 40 years old that are exempt after the date changes will not get MOT'd going forward.

However of course having a valid MOT certificate means nothing after the test has taken place as over the next year the car could develop a serious issue that would cause it to fail afterwards (In theory even on the way back from the test!). The law is clear that a car must be roadworthy to use on the road and having an MOT doesn't guarantee that at anytime after the test and it's actually down to the owner to continually keep the vehicle checked and maintained.

This obligation doesn't change with MOT exemption!

Correction from March 18 GT6 Register

Apologies I made an error in the March 18 Courier report. The top centre section of Page 22 where it said "DOT5.1 is incompatible with any of the others." Should have read "DOT5 is incompatible with any of the others." Thank you to eagle eyed member **Peter Hennel** who picked this up, at least someone was concentrating!

sons for failure and any advisories are available on line by visiting this website: <https://www.gov.uk/check-mot-history> . It's really useful to be able to check the MOT history of a car if you intend to buy it,

however of course once our cars are MOT exempt from May 18th onwards not every GT6 on the road will have a current MOT history on line. The government advised in a report that a mere 5% of the current



Clear Misted Glass

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

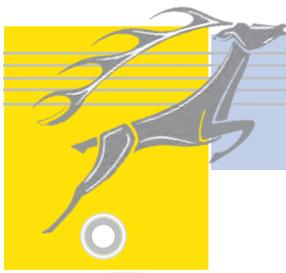
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Reusable in car dehumidifier, this handy little product will help those with cars that have misted up windows.

When Spot turns pink just pop it in the microwave for 6 minutes and it is ready to use again and again.

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STAG

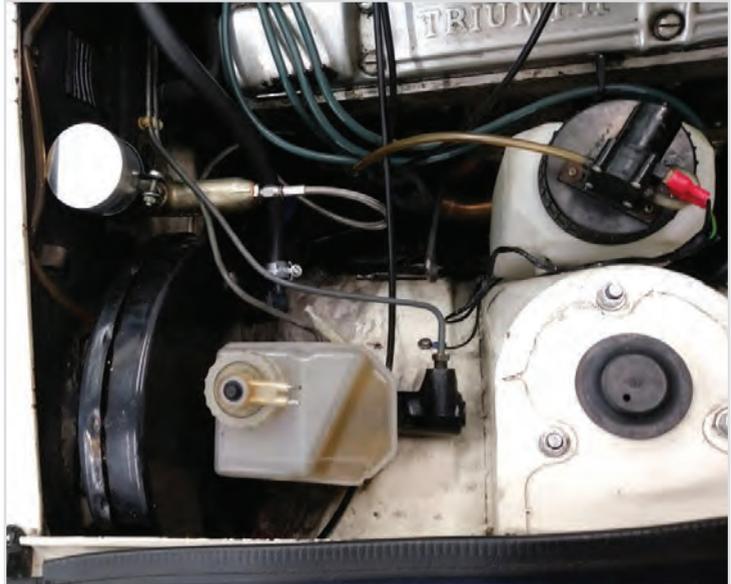
MARTIN MARRISON stag@tssc.org.uk

Get some Pressure On!

I have received very little correspondence from members with Stags so I will have to keep writing about mine....

MOT time has crept up on me and it is officially for the last time as my car won't need one from May! But this year I have cheated! My neighbour Chris runs a small garage in Haywards heath called Browns garage and he is into his older cars and I had been talking to him about my Stag. Several months ago I had brought a Monarch Servo conversion that reduces the pedal pressure on the brakes. I think it uses a BMW 3:1 servo. Anyway I brought the kit and read through the instructions and I had naively thought it was a nice simple swap but there is a lot of work re drilling holes and dishing the inner wings etc etc to make it fit so I put it back into the box for another day!

Anyway I have had some recent problems with arthritis and by ability to put lots of brake pressure was causing me some discomfort. So Chris offered to fit it and said he was sure he could make it fit. While he was at it I got him to MOT the car and change the oil and filter. Yes I could have done this myself but with the current



New servo from the top showing it is a tight fit!

weather I just thought I would get it done so that when the good weather turns up the car is ready to go.

"So Chris offered to take the car in and do the work. I think it was more difficult than we expected and it took him a complete day to just fit the servo!"

Once it was done he took the car for an MOT and it failed on track control arm bushes that had been replaced 3 years/10,000 miles ago with Rubber bushes and for a brake light switch I had replaced a year ago for the last MOT! So I purchased some Superflex bushes and Pete, in our area, had a spare heavy duty brake light switch which he provided so these were swapped and it passed its MOT. Hopefully I will have eliminated these as possible failures for next year!

Chris dropped it back to me and I had a quick drive of it and this has transformed the car



New servo showing some of the inner wing dishing that has to be done. (the marks on the wing are from a previous brake fluid leak!)

and it's now a lot easier to get some pressure on the brakes so I feel a lot more confident of it. Chris was very complementary on how the car drove and prefers the Triumph engine to the Rover one. If anyone wants to use him give him a call on Haywards Heath [01444 454055](tel:01444454055) he is happy taking on mechanical work on Triumphs. Next thing I am working on is replacing the sound deadening

pad under the bonnet. I think mine is original and it's breaking up so I will be replacing it with a new one in the next few weeks. We have **South of England Meet (SEM)** coming up on the **12th and 13th May** I have offered to judge the Stags. It would be good to have a decent line up of Stags and please feel free to come and have a chat and also show me

your car? I will also be going to Le Mans in July but I won't be taking the Stag as Jon Beeston has agreed to chauffeur me in his Vitesse which I am looking forward to. I am hoping to get to **Triumph-Fest in July** but it all depends upon the "domestic authorities" and when we will have our summer holidays. See you at SEM?

Martin

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Final Warning!

May – wow the year is getting ahead of me, firstly a quick reminder about SEM – please bring your Bond along on **Sunday 13th** - this has traditionally been one of the best turnouts for Equipes during the year although we were down to 4 last year – so please try to help us turn this around at Leatherhead.



Warning Triangles

I mentioned in my last article that I was struggling to get the 2+2 to run correctly, I did spend a day on it a week ago – starting with the rattle from the front of the car which turned out to be the

front crankshaft pulley. It was loose – although the nut was tight – no logic there then – but it is a car so why expect logic! The nut was tight and took quite an effort to remove it. I then replaced the timing chain



and tensioner as I had bought the bits to do the job. The crankshaft nut and thread was cleaned up and sprayed with WD40 and run up and down the tread a couple of times before putting the bottom pulley back on – the nut has now tightened up onto the pulley so no more rattling.

I then took the carbs right off and replaced all the gaskets as I wondered if an air leak was causing the poor running and idling – as I suspected, this was not the case, and all I have gained for my troubles is an exhaust leak so the car is back in the garage waiting for me to feel strong enough to have another go at it – not helped by getting Flu which out me back a week, just beginning to feel normal again.

Now following on from last month's article regarding the warning triangle – I have had two responses, one from **Patrick Taylor** showing a picture of his triangle behind Bertie, his Wedgewood Blue 4s. He also mentioned never having to use it – I hope that has not jinxed him!

The second response was from **George Burt** who writes *"I intended to email you last month with photos of my warning triangle, but I thought you would be inundated with owners keen to show you theirs. My triangle is formed with non-reflective red tape, on a white gloss background. The paint is badly cracked, and the tape is starting to peel off, but I've left it as it is, and haven't restored it."*

As it was an enquiry from the 13/60 secretary that raised this topic, I've shown my triangle in front of my 13/60 in the first picture. The other pictures

show the triangle with the steel prop lying across it and the rear with the prop in place.

As my car was unrestored and had one previous owner when I bought it, I assume this is how it left the factory.

I hope these are useful.

Best wishes for the coming show season. "

I think that brings the saga of the warning triangle to an end – unless of course you know better!

Moving on I have met Paul & Jayne Grogan a couple of times,

ible which was previously owned by Ron & Josie Winstanley. Paul wanted a correct steering wheel for the car to replace the small one which was fitted to the car – I managed to find him one which needed recovering and the horn push repairing



– Paul has found someone who has done a lovely job recovering the wheel. I can let you have their contact details if you want yours repairing. Paul has also done a nice job of repairing the horn push surround.



Whilst we were at the Practical Classics show at the NEC I spoke to someone who does 3D printing and asked them about remaking the horn push surrounds for the Les Leston steering wheels; these can be done but will cost around £50.00 each – if anyone is interested please let me know and I will investigate this further.

See you at SEM!!!

they have recently bought YUY 193G, the red 2 litre convert-

Guy



TSSC Events Begin!

Hello. Hope this edition of the Courier finds you and your well. At the time of writing, we had a few warmer days and lack of snow for a while!! I have washed my 2000 with a car wash (Autoglym) and dried it to aid the wax covering. While I write this, it has rained most of the day, but still watch the rain collecting and falling off the car, much to my relief as issues with the paint last year left marks every time!

Well, as it should be early May when you are reading this, there may be a space or two left for the Isle of Wight TSSC meet! We are booked in and looking forward to it. If you can't make that, then the next big Triumph show where we have a few 2000s turn up, (so would be nice for a few more this year) is the South of England meet at Leatherhead Leisure centre, on May 13th. There is also a camping option from Friday night if that suits you. For details, please contact Micky 07773 623807. Last year I met the owner of this car, in the rare Ice blue. Rather embarrassingly I managed to lose the book I entered the owner's details in, but fortunately, kept the image of the car. If you are that owner,



please do let me know!

As you can see from the image of my car it was a lovely Spring day, and a great collection of Triumphs. It works on many levels too, as it's on the grounds of the Leisure centre, so offers activities to those who maybe don't share the same level of interest of walking around a field with cars in it!!

There is usually a good section of parts available from trade and enthusiasts. There is also usually a couple of engine

" We are booked in for the Isle of Wight weekend, and looking forward to it "

tuners/ diagnostic companies. The TSSC itself is in attendance, and if you send off those orders for the larger things from the Club Shop, contact the TSSC office and confirm you are going to the show, you receive a 5% discount, plus you can pick it up from the show so saving the cost of the post and packaging! For details, you can check www.tssc.org.uk or phone 01858 434424.

I was contacted by a member who has an original workshop manual which needs collecting from South Dorset. Please let me know if you can make use of it, and can organise collection of it.

I was also contacted by an-

other member who wanted to check the size of tyre I run on my 2000. As you may or may not have noticed, it runs TR6 wheels which are 15inch. I am not a fan of swopping wheels (I worked in the car industry for many years, up to manufacturer level so have some knowledge to the R&D that goes into wheels! However, the car came with them, and has been set up with them, so the cost and time of returning them is not high up on my 'to do' list. I do declare it to the insurance company so they are aware, just in case. It does seem to annoy TR6 owners which is not my intention at all, and as I say, I didn't put them on. As you can see, there is not much room in the rear wheel arches, and as one person said when I turned up at a show, it's a good job I am a 'big' chap, as with 15inch wheels, and no power steering, it must be hard to turn!

I have been doing some more reading through old magazines that I own, and have found some on line. I do enjoy reading these as they are a snap shot of that time, so reviewing the car with the current offerings in mind at that time.

This is a review of the 2500pi. Its quite informative and technical, and I will add the second part next month.

2500pi Review

Soon after it was announced in 1963 the Triumph 2000 saloon made a great many friends, for it was a smooth-running, roomy six-cylinder family saloon. Since then it has shared with the Rover 2000 more than half the 2-litre saloon-car sales in the U.K. More than 95,000 had been produced within five years

of its introduction.

The 2.5 PI is the latest manifestation of this popular Triumph, with a long-stroke (74.7 x 95mm.) version of the original push-rod o.h.v. engine, fed by Lucas 35 amp. Mk. II fuel injection. This has increased power output by 46½%, to 132 b.h.p. at 5,450 r.p.m. and torque by 30%, to 1,840 lb./in. at 2,000 r.p.m. The b.m.e.p. developed is 152 lb./sq. in. and the PI engine is governed to a peak of 5,800 r.p.m. by an ignition cut-out (no tachometer!). It is claimed that the new version has lost nothing of the 2000's flexibility, but that it has 20% improved performance, with a maximum speed under favourable conditions of around 110 m.p.h. The external appearance varies only by badges front and rear proclaiming its more sophisticated fuel feed, a trim and a PI badge on the pillar between rear ¼-light and rear window, a rather unnecessary "Injection" over the dummy air-intake on the bonnet and simulated "expensive" wheels. A full-flow ventilation system was introduced for the 2000 over three years ago and the 2.5 has a 2,498 c.c. TR5-type engine with 9.5 to 1 c.r. and a Lucas-Type 15 alternator, and the brakes have been enhanced by a larger, remotely situated servo, 1/8 in. thicker discs at the front and a bigger master cylinder. Nine body colours and trims are available. I tested a Triumph 2000 when it was a new car and was not enamoured, the dead feel of ride and steering spoiling it in any case, but I have friends who cannot understand this, such are the diverse views men express about motor cars. What

follows are personal impressions of the new PI.

The interior of the car I find fussy and "cheap". The facia on the left has a highly-polished strip of veneered wood, carrying a small Smith's electric clock, the cubby-hole lock and a big ashtray with spring-up protective flap which came away in my hand when I tried to pull it out. This trim is of an odd, inconsistent curved formation, and clashes with the anti-dazzle finish of the remainder of the facia and screen sill. The instruments are deeply buried in a nacelle before the driver, which does not make them good for instantaneous readings, particularly as they catch reflections. They consist of a 140 m.p.h. speedometer with calibrations every 30 m.p.h. and trip and total odometers and a matching Fuel-Temp.-Amps. dial. The steering wheel is big, has a too-smooth leather rim, and its drilled spokes combine with the two control stalks to cast ten bright reflections in the driver's side of the windscreen. The stalks consist of a thick, rather short one on the left, for turn-indicators, with a push at its extremity for headlamps flashing, and a very slender r.h. one for o/d, which operates in third and top gears; it failed to work after some 500 miles.

I cannot think that any serious driver in the S-T organisation, from Lord Stokes downwards, has motored far in a Triumph 2000 or 2.5 PI. If they had they would surely have thrown away that cheap cluster of indicator lamps set in a cast frame right between the two main dials, where they shine straight into the driver's eyes, supplemented by a very bright blue full-beam

indicator a little higher up. If the fuel level is low, the choke is being used for the initial few miles, and the headlamps are needed, the luckless driver of a Triumph is dazzled indeed, by this awful cluster of multi-coloured lamps. (Two others among them should not contribute to this illumination, for they are concerned with low oil pressure and alternator failure.) More warning lights, for turn-indicators and full-beam, top the dials' nacelle.

The front seats are big and comfortable, with leather venti-

lated centres and easily adjusted, reclining squabs. There are swivelling cold air vents on the middle of the facia, but the front ¼-lights still open. The central hand-brake has a rather thick grip and is close to the driver's seat cushion. The gear lever rises from the parcels' tray, wobbling about in its leather skirt. Alas, it controls the gearbox with very notchy action.

The horn-push is in the wheel hub and below the dials' nacelle are three knobs, controlling cold-start, roof lamp and panel lighting rheo-stat.

Very prominent tumbler switches, two each side of the nacelle, look after lamps, two-speed wipers and washers.

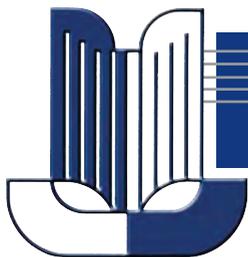
The two on the left are nicely arranged to put on side and headlamps together or separately, but all off in one movement (only necessary because there are two switches, however); here again, symmetry is lacking, because the r.h. pair of switches are on a different plant from the other two.

(to be continued...)

Carl

South Of England Meet - see you there?





Readers Write

e-mail: courier@tssc.org.uk

ERL's Registration

Hi Bern,

It was lovely to see Paul's splendid Rover P6 in the March issue of The Courier, and to note the close proximity of its registration to my TR6 whose TRip TR'oo TRalee is presently being serialized in the magazine. Paul and I clearly have similar tastes, as I too once owned a Rover P6 - KKC211E - not a 3500 V8, sadly, but an early 2000TC, which was capable of reasonably spirited driving (which it got!).

Paul's question of whether the registration ERL380K had previously been issued ignited my curiosity, so I looked at the registration series records for Cornwall for that time.

According to <http://www.old-classiccar.co.uk/registrations/rl.htm>, the following series were initially issued:

ARL-K from August 1971, moving into
BRL-K in November 1971, moving into
CRL-K in February 1972, moving into
DRL-K in May 1972, moving into
ERL-K in July 1972

... then continuing with the new suffix letter in August 1972 as:

ERL-L from August 1972.

... so the first question for Paul might be to check when his car was first registered. If it was in

July 1972, I would suggest that possibly it was originally registered (perhaps by a dealer) as ERL380K, and then - possibly without ever 'wearing' that registration on the road - re-registered 9NBP on Dr Poulson's instructions?

However - this has now set me a new challenge. If the above series of registrations is correct - and I have no reason to suspect otherwise - then it is perhaps my TR6 which has been re-registered, as the V5 clearly shows it as being first registered on 17 September 1971, so slap in the middle of the ARL-K series!

The other possibility, of course, is that both Paul's and my cars initially wore other registrations, and unused ERL-K marks (and there could have been many, if ERL-K only started in the July) were subsequently issued as an age-related re-registration series.

Can any other members shed any light on this matter at all?

Finally, Paul also asks about the Dyffryn Arms in Pontfaen. Although I did not have the opportunity to call in on the occasion related in ERL's saga, my then girlfriend and I did visit, back in 1999. We, too, had heard tales of the landlady's, shall we say, unique and refreshing brand of tact and diplomacy, but we were very keen to visit this pub, listed, as it is, on CaMRA's National Inventory of Historic Interiors. One July evening, we entered the pub, and the hubbub of Welsh voices gave way to silence for about ten seconds while these two strangers were looked over.

After which, space was made at one of the tables, and within five minutes, we were made to feel completely at home. Neither the landlady nor the locals could have been more friendly. And the Draught Bass was pretty good, too!

Kind Regards,

Graham Senior
(member 72447)

Hazard Light Conversion Kit



Hi Bern,

I've just browsed the New Club Shop Catalogue, and in my view, there is one safety item that is missing.

I think a lot of us would choose to fit a HAZARD LIGHT CONVERSION KIT - if one was available.

Our two big suppliers Fitchetts and Rimmers don't stock such a kit, and I have yet to find one anywhere else on line. What do the rest of our members think?

Del Holman,
West Kent.

I would be delighted to offer such a Conversion Kit so over to you members.

Does anyone know of such a Kit to suit our Earlier cars?

Please Get in touch
Regards

Bern
Club Shop
01858 434424



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e-mail: courier@tssc.org.uk

South Of England Meet

by Micky Hazell - Thames AO

SEM is nearly upon us again, we had a lovely turn out last year.

Camping numbers were up so if you're feeling brave come and join us from Friday afternoon and we will welcome you into our fold or if you wish to venture in to Leatherhead's night life we are a short walk into town and it's a down hill stagger back to the TSSC camping area.

Saturday is a free day to relax enjoy a drive to places of outstanding beauty or a short distance to museums, the leisure centre will be open for toilets and showers just remember to show your show program, there you can use what's on offer for a nominal fee (ie swimming) just find us and ask (we have some runs into the Surrey hills).

We will be setting up for the Saturday night Quiz in the campers Marquee and Sundays Show. On the Sunday we have an informal concours and for this we need Volunteer Judges to help choose the favourite Triumphs on the day so if you fancy a go please find me on the Sunday morning and we will pair you up in teams to judge.



Always a varied Selection of Triumphs & Classics

There will be the usual spread of Auto Jumble, Engine Tuning, Trunion Oiling, TSSC Valuations & Club Shop (pre order, 5% discount and save on postage) an informal concours for Triumph based cars, Raffle draw, food and drinks van.

**The South of England
Meet concours results for
2017 were**

**Best Herald
957 BAB Jez Philips**



**Runner up Herald
LEX100H Ray Briers**



**Best Vitesse
443VKO Bran Chapman
Runner up Vitesse
TGT990F Amanda Ormond
Best Spitfire**



RLM504E Chris Tickner
Runner up Spitfire
RUU181L Paul Adams



Best GT6
GTJ102K Ian Gordon
Runner up GT6
XKP388J Mark Smith



Best Bond
XLX55G Janet Matheve



Runner up Bond
RLG450H Dave Abbitt



Best Special
RPD586E Greg Caswell

Runner up Special
491AED Anne Dyson



Best Saloon
JDM953K John Edwards
Runner up Saloon
SCJ942H Kirsty Mills



Best Stag
RUR800H Robin Stead
Runner up Stag
PCC180N Rod Ayres

Best TR
58TR Marc Gordon Italia
Runner up TR
PNN698F Roger Chaberlian



**Best TR and
TSSC Choice**



T.S.S.C. Choice 2017
58TR Italia of Marc Gordon
Presented by Angie Hill

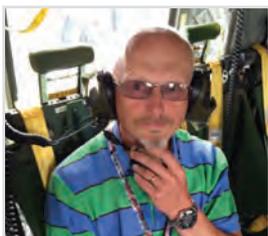
A big thank you, to all those that helped out over the week-ends and months before with the quizzes, labour and idea's.

The entrance fee is still an amazing £5 per person for the weekend (re entry with program also to use the showers/toilets in the leisure centre). Under 16's free with paying adults.

Camping from Friday evening also still £5 per unit per night. Quiz on Saturday evening in the campers Marquee.

So grab a friend and come along in your Triumph (or not) to enjoy yourselves at the **South Of England Meet 2018 on 11/12/13 May**, oh and don't forget to bring the sunshine please!

Mickey, Julie & Team



Silverstone Classic 2018

by Nigel Hawes - Northants AO



Here we are with 71 cars booked in to our display area with a month and a half still to go (at the time of writing) before the end of May, and club display package bookings come to an end.

As those of you who have been to Silverstone Classic before will know, the club display

display pass for your Triumph. Included in the price of the ticket is a full three day program of motor racing with options of one, two or three day tickets giving free access to

ties in the Jet sponsored village green including the Jet big wheel and a 9 hole Crazy Golf course. In previous years they have provided interactive games and copious freebies and it will be interesting to see what they provide for our entertainment this year.

New for 2018 is Drive Live which will not only allow visitors to see the latest models from various car manufacturers it will also give the opportunity to test drive them on local roads. Throughout the days there will be air displays provided by Wildcat Aerobatics and the ever popular Twister Aerobatics and their spectacular pyrotechnic performance.

To celebrate 80 years since it first opened, Ace Cafe will be



package offers incredible value over general admission tickets in that you get two tickets for the price of one and an infield

walk around the both the National and International paddocks, free access to open stands, a free funfair and activi-



The TSSC Stand Display 2017



with a celebration of 60 years of the British touring car championships. Pre 1966 touring cars will be racing in the Transatlantic Trophy with the little Minis up against the big American tourers and to make it even more interesting there will be pit stops too.

With touring cars on the race schedule we may well spot the odd Dolomite on the track to add a little marque interest.

Saturday presents 3 "Daytona

taking over the Pit Stop Cafe in the National paddock to recreate the atmosphere of this iconic venue. This will be accompanied by a display of motorcycles in the paddock and a parade of 80 bikes at the Saturday race interval adding even more variety to the Classics line up.

As usual the daytime activities will be accompanied by music concerts on Friday and Saturday nights these are also included in the price of the ticket. Friday will see us entertained by Noasis and U2 2 tribute bands as warm up to the 80's chart topping Soul 11 Soul. Saturday sees a performance by UB40 who are currently touring the U.K. having released a new



album this year. Having just checked people are paying more than £100 to see them at the Albert Hall. If you like UB 40 that has to be value for money.

As I mentioned earlier there is no shortage of motor racing action. "Tin Top Sunday" returns

at dusk" showdowns celebrating the famous 24 hour races held at the iconic circuit. These create a great spectacle with lights on high speed action as we move into the evening entertainment.

Car club displays complement





the Classic car racing and at the last count over 140 clubs had registered to show cars. For our part I requested a parade lap to celebrate the 50th anniversary of the formation of British Ley-

scale of this event you really need to come along and feel the atmosphere.

For camping many of us stay at Litchlake Farm which is literally opposite the Silverstone en-



land which will now take place on the Sunday lunchtime race interval. This has now been taken onboard by the organisers and they are hoping to make it a bigger celebration including other clubs that came under the BL marque including possibly some trucks.

With racing from dawn till dusk and Classics on display from Minis to Bugattis you can see why we say one day is not enough. I have only highlighted a fraction of what is going on over the weekend but the best way to understand the

trance. Silverstone offer camping at Woodlands and Whittlebury Hall has a campsite

and hotel.

If you book after the end of May only general admissions tickets will be available with no car pass. As in previous years complementary tea and coffee will be provided for members, just stick the kettle on and help yourself.

We are currently looking into the possibility of travel packages for visitors from the continent for next year with our friends at Scenic and Continental Car Tours. Watch out for details on this in the future.

For more info check out silverstoneclassic.com and as I get new bulletins I post them on TSSC Silverstone Classic on Facebook.

Photos by Jane Rowley and Richard Dredge at www.magiccarpics.com





*"We just couldn't believe the access.
It changed it from being an event we went to
watch to one we felt like we were part of"*

2017 visitor

**All-inclusive tickets are
fabulous value, providing:**

- A packed schedule of historic motor racing on the famous GP circuit
- Full access to the paddocks – get close to the cars and talk to the drivers
- Great viewing from the grandstands and on the big screens
- The chance to display your car with like-minded enthusiasts inside the event when buying a car club package.
- Live music on Friday & Saturday evening
- A vintage funfair & much more!

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TRIUMPH SPORTS SIX CLUB CLASSIFIED



Vitesse



MKII CONVERTIBLE 2 litre 1971. O'drive. Wire wheels. Rewired. Gold engine 39k ago. Recent restoration. Near concours. New hood / tonneau. £11,950. David Roscoe (South Devon) 01803 752217

GT6



GT6 MKIII. Lucinda needs a new home. 5 owners. Rebuilt engine and drive train by David Picton. 2.5L, J type OD. 155bhp. Brilliant in all respects. USA high back seats. Much admired and ready for a new custodian. £16,950. Lee Waterhouse (Solihull) 07769 296538.

STAG



STAG 3.0L Auto 1975 TAX EXEMPT. Fantastic car, great condition, genuine example, hard top, 85464 miles, red, MOT, new carpets, no over-heating, good oil pressure, original engine. £8,750. Richard Butler (Eastbourne) 07887 933100

Speyere



MARK IV, 1500. Has had extensive restoration and upgrading of engine, bodywork and interior. Much admired car. New MoT and service. TSSC/insurance valuation is £7500. Price £4900. Alan Dowie (Edinburgh) 07968 230099.

Herald



1200 CONVERTIBLE. Dolomite 1300 engine, white with red interior. Much work done on chassis, body and mechanicals but I don't have the time, drive or need to finish it! Runs but will need trailering. £1,750. Mike Stevens (South Oxfordshire) 01235 816379.

TR4



TR4 SURREY TOP. 1963 Desirable, Lovely condition, MOT'd and ready to use. Alternator, Halogen Headlamps, Overdrive, Hi-Torque Starter, Walnut Dash. Reliable. Club Valuation £24,500. Price £20,000 ONO. Keith & Melissa Phillips (Mid Devon) 01363 860199.



MKIV 1972 2LITRE! With Vitesse 2ltr engine, Overdrive, Gas rams to bonnet. Many new or recon parts. Fun car to drive. £4,750 ONO Allen Dixon (Evesham, Worcs) 01386 48172.

13/60 CONVERTIBLE. White. H691 HPO. Reasonable Condition. Stainless Steel exhaust. Minilites. Hood needs attention. MOT. £3,295 ONO. Tony Platt (Sudbury) 01787 371459.

1500



1972 TRIUMPH 1500 in need of restoration. Front wheel drive car, complete and running. Please phone for details. £1500. Ian Brumhead-Grant (Malvern, Worcestershire) 01684 310856



MKIV 1974. Carmine Red, used as a daily driver, MOT until September, Excellent mechanically / Body. TSSC Valuation £4800. k.trioomph@gmail.com. £3200 Keith Denson (Suffolk) 07765 417050.

13/60 CONVERTIBLE 1971. Valencia Blue. Two owners. 168000 miles. Good all round condition. View at Tackley, 8 miles north of Oxford £3000 Dr William A Bliss (North Oxfordshire) 01865 512440.

13/60 CONVERTIBLE for restoration. J.H. Rimes (Gloucestershire) 01285 654183

CARS WANTED

SPIT MKIII PROJECT WANTED. Prefer runner / hardtop / overdrive but anything considered! Josef Gluyas (Durham) 07761 716401.

SPRINT

1975 DOLOMITE SPRINT. Restored. Automatic transmission. Kept in garage. Norust. Price shown in euros 12000 EUROS Manolio (Greece) + 30697353244

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TRIUMPH 2000 NOS BRAKE PIPE KIT. New Old Stock Bargain. Automec Brake Pipe kit for 2000. Half Price to Clear. £25. TSSC Club Shop (Leics) 01858 434424

NOS SPITFIRE MKIII BLACK VINYL HOOD Brand New old stock bargain. One only. Priced to Clear. Zip out Rear Window. First Come first served. £120. TSSC Club Shop (TSSC HQ) 01858 434424

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VITESSE & GT6 BRAKE SHOES. Vitesse & GT6 (upto Com No KE1) New Old Stock Bargain. Reduced Price to Clear. Whilst Stocks Last. £15. TSSC Club Shop (Leics) 01858 434424.

DUNLOP 5.5 STEEL WHEELS. 5 Dunlop LP923 5.5 inch deep dish steel wheels. Excellent condition original wheels, sand-blasted, powder coated silver, fitted new set of Firestone 175/70/13 tyres. All bal-

anced, no vibration etc when fitted Have done 30 miles since refurb. £1,200 Offers invited. Kevin Bradbury (Leicester) 07889 887876.

TRIUMPH SAH INLET MANIFOLD. Suits Vitesse 1600 & Mk1. 2litre & GT6 engines not Mk2 Vitesse, to suite Webber down-draft 28/36 DCD carburettors (carburettors not included) an upgrade that was available from SAH / Triumph Tune, good condition no cracks. Offers. Peter Illingworth (Dumfries & Galloway) 07770 952002.

EBC GREEN STUFF uprated brake pads. British Made. Fit all Herald & Spits, (Girling Type 12 and 14 calipers). £25. Simon Canham (Cumbria) 07901 842248

NARROW TYPE ROLL BAR. Safety Devices narrow type roll bar to fit Spitfire 1500. Couple of small splits in the black vinyl covering. Roll bar undamaged. £180. Steve (Cheltenham) 07764 860234

REFURBISHED CYLINDER HEAD. Cylinder head stamp No. 218142 (large inlet valves) unused after refurb. Unleaded seats, three angle cut, new valves, guides and springs. Skimmed 0.040". £275. Steve (Cheltenham) 07764 860234.

COURIER MAG COLLECTION. TSSC Courier collection. About 417 copies No76 to date + 30 older, some Turning Circles. £100 ONO. Mark Miller (Essex) 07443 645126.



www.tssc.org.uk

Tel. 01858 434424

e-mail

clubshop@tssc.org.uk

TSSC South of England Meet 2018 Sunday 13th May, Leatherhead Leisure Centre

Advance Orders for collection at these shows 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

INSURANCE PANEL

Footman James

0333 207 6080

www.footmanjames.co.uk

Lancaster Insurance

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Peter James

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PARTS WANTED

OVERDRIVE GEARBOX. O/d gearbox and prop shaft wanted for my Spitfire project Jeff Matley (Derby) 01332 727814.

WHEEL TRIMS WANTED Set of four Wheel trims to fit 13" x 4.5J rims for Vitesse. Rikk Harrison (Warwickshire) 02476 348991.

PASSENGER SEAT Spitfire 1500/GT6 Mk3. Looking for a reclining passenger seat, in good condition for a Spitfire 1500/GT6 Mk3, with headrests and in plain black cloth or houndstooth. Not vinyl.

Chris Bayne (Gloucestershire) 07960 088646

WANTED ENGINE AND BONNET GT6 Mk3 short or full engine wanted, must be good and serviceable, also need reasonable bonnet, steel or glassfibre. Mike Joyce (Market Harborough) 07889 40459

WANTED ACCLAIM HLS CARBS A pair of serviceable carbs or single carb conversion with inlet manifold. Graham Ingram (Spain) 0034 949335 742.

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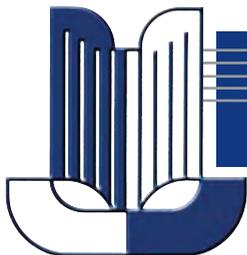
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TSSC OFFICERS

Triumph Sports Six Club

NB. 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, 6 Old Mill Road Scarva Co. Armagh BT63 6NL
Tel: 02838 832453. e-mail: herald@tssc.org.uk

HERALD 1360

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/ 1500

Steve Payne. 47 Tiverton Drive, Horeston Grange. Nuneaton Warks. CV11 6YJ.
Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV: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

GT6 Mk/ II/ III

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

BOND

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

SPECIALS

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 4/4A/5/250/6

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

TR7/TR8

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

TRIUMPH ACCLAIM

Chris Gunby. The New Room, Church St, Sth Witham. Lincs. NG33 5PJ
Tel: 07843 435190 e-mail: acclaim@tssc.org.uk

STAG

Martin Morrison, 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, Tel: 01684 592985 e-mail: david@amphicars.com

INTERNATIONAL LIAISON SECRETARIES

Dave & Jo Beardsley, 4 Short Close, Warmington, Peterborough. PE8 6WG.
e-mail: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR

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

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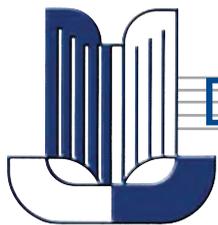
TSSC HQ Team, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 e-mail: info@tssc.org.uk

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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

PUBLIC RELATIONS OFFICER

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



May 2018

AREA NEWS

AREA

Directory • News • Events

SOUTH OF ENGLAND MEET

12TH & 13TH MAY 2018

Sat 12th

Free Chill out day

Sunday 13th

ALL Triumph Car Show
& Concours

Autojumble & Stalls

Camping from

Friday 11th afternoon

£5.00 Per Night TBC

Entry - Pay on the Gate

£5.00 Per Person TBC

FREE Entry for children under 16.

FREE Autojumble pitches.

FREE Concours - All Triumph cars

TSSC Club Shop

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Leatherhead Leisure
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For more information contact Mickey Hazell
Telephone. 07773 623807

E-mail: chippymickey@yahoo.co.uk



AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

SCOT CENTRAL	Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691 Harvester, Springfield Quay - GLASGOW. G5 8NP	1ST THURS. 7.30PM
SCOT N. EAST	Danny Stroud: 07823 539047 Various - see report in Area news	LAST THURS. EVES.

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 Joshua Bradley, Gee Cross - STOCKPORT. SK14 5EZ	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ	1ST SUN. 7.30PM.
LIVERPOOL	Alex Cain: 0151 222 2366 Vikings Landing, Stonebridge LIVERPOOL L11 2BD	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 Canberra Club (BAE systems) BALDERSTONE. BB2 7LF	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	1ST TUES. EVES.
NORTH YORKS	Richard Briscoe: 07766 354449 Greyhound Inn - RICCAL. YORK. YO19 6TE	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD. BD4 6PP	2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 The Bull & Butcher - CORLEY MOOR CV7 8AQ	1ST TUES. 7.30PM.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01773 531580 Smalley Common Ex- Servicemans Club - ILKESTON. DE7 6FY	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371 Rose & Crown - 45 Main St, Thurnby - LEICS. LE7 9PJ	1ST TUES 6.30PM
LINCOLNSHIRE	Simon Oliver: 07841 450715 Swan Holme - Doddington Rd - LINCOLN LN6 3RX	1ST WED. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 Duke of Cumberland's Head - CLIFTON. OX15 0PE	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embery: 0770 1049881 Simon Morgan: 07786 806189 The Red Lion - Priorslee - TELFORD, TF2 9NN.	3RD WED. 7.30PM

AREA DIRECTORY CONTINUES OVERPAGE

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 <i>George & Dragon</i> - MEAFORD Nr STONE ST I 5 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR <i>Sharmans Cross</i> - SOLIHULL WEST MIDS B91 IHT	1ST TUES. 7.30PM. 3RD WED. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Nightingale</i> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 The Plough - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
ESSEX	Allan & Janet Jannaway: 01375 672072 <i>"Passing Thyme" Cafe</i> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>The Wharf</i> - DARTFORD (Venue Swaps Monthly) The Good Intent - HORNCHURCH	4TH SUN. 12 NOON APRIL TO OCTOBER
NORFOLK	Mike Carroll: 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH NR4 6LA	2ND MON. 8PM.
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Hart & Magpies</i> - BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	Derek Hewett: 07749 232024 <i>The Granville</i> - Faussett Hill, CANTERBURY CT4 7AL	1ST THURS. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>Moody Mare</i> - Seven Mile Lane - KENT. ME18 5QY <i>The Royal Oak</i> - London Rd - FLIMWELL. TN5 7PJ	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Lloyd Garvey: 01635 255159 <i>The Cottage</i> - Bucklebury - READING. RG7 6QJ <i>Fox & Hounds</i> - Donnington. - NEWBURY. RG14 3AP	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07900 657176 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST TUES. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 <i>The Laughing Fish</i> - ISFIELD - TN22 5XB	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>George & Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD THURS EVES.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Plough</i> - GRATELEY. SP11 8JR	2ND THURS. 8PM
AVON	David Stroud: 07816 952524 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY <i>Ring A.O. Details</i>	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 <i>Crealock Arms</i> - BIDDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>Red Lion</i> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
SOMERSET	TBC. <i>Puriton Inn</i> - Puriton - BRIDGWATER. TA7 8AF	2ND TUES 8.00PM
SWINDON	Guy & Suzie Singleton: 01672 514241 <i>The Village Inn</i> - LIDDINGTON. SN4 0HE	3RD WEDS. 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
SOUTH WALES	Alan Gourley: 07802 204068 <i>Six Bells Inn</i> , Broadstreet Common - PETERSTONE CF3 2TN	Last Tues. 7.15pm

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 <i>Nortel Social & Athletic Club</i> NEWTOWNABBEY BT37 0EB	1ST WED. 8PM.
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International Contacts

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AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
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DENMARK	Richard Powney	richardpowney@gmail.com
GERMANY	Hans George Stumpf	hgs-systems@onlinehome.de
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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 . . EAST BERKS

TSSC AREA NEWS

18th -19th May - Beaulieu Spring Autojumble, SO42
7ZN (Club stand on Red Field R281/R282)

Guy & Suzie

AREA LIAISON OFFICERS email nigel.hill@hotmail.co.uk Tel. 07976 163006

AVON Tel.01454 313768/07816 952524 email: davidstroud.lpcs@outlook.com

Just like to say a huge thank you to all Area organisers who turned up for the annual AO seminar and AGM. On Sunday 15th April. It was a very positive meeting in moving forward as a Club. We hope you enjoyed the seminar and a thank you to Dave Beardsley for going through setting up Mail Chimp which we are introducing as a new way of emailing, easier mailing to you guys and also for you to keep in contact with your members, we have a guide so you can use this if you need to set this up, just contact us.

Also we had Kieran from Scenic & Continental Car Tours talking about you and your members doing your own bespoke personalised Area Tours around the UK or Europe. If you are interested contact Bern at HQ for more details.

If you or any of your members have any spare time at events that TSSC HQ are doing, whether it be an hour or so to give the Club staff a hand on the stand or even marshalling TriumFest at Shelsley Walsh then please let us or Bern at HQ know.

We also discussed insurance valuations for those who couldn't do the training last year, there is a chance of training at this years Club Open days and events. Such as SEM, Shelsley Walsh, just ask Nigel or Bern and they will point you in the right direction.

The diary is now open for booking the Club power flags and banners for your events in 2018.

See you soon.

Nigel and Di.

New AO for North Lincolnshire
We are Currently looking for an AO
to cover North Lincolnshire.
We can offer as Much help as
needed, so please get in touch!
email nigel.hill@hotmail.co.uk
Tel. 07976 163006

ANDOVER Tel. 01672 514241 e-mail: guy@bondequipee.org e-mail: spitfires@cadley.org

A good last meeting at The Bell with lots of lively discussions and nice to be able to wish John a Happy New Year as he was able to join us too.

We're writing this before our first meeting back at The Plough at Grateley so hope it will go well. We will be there for at least two months and hope it will work out as well as before so that we can continue meeting there.

As previously mentioned, if for any reason the Plough should be closed when you/we arrive (just hedging our bets as it has happened before) the backup will be to go back to The Bell at Weyhill - but we don't expect that to happen.

We have several passes for the Popham Show so please get in touch as soon as you can if you would like one of them.

Next meetings:

Sunday 6th May - Classic Car Show at Bowood House, Calne, SN11 0LZ

Bank Holiday Monday 7th May - Classic Car Show at Popham Airfield, SO12 3BD

Thursday 10th May - Regular meet at The Plough, Grateley, SP11 8JR

Sunday 13th May - SEM at Leatherhead Leisure Centre, KT22 9BL

EAST BERKS Tel. 01189 321390 www.freewebs.com/eastberkstssc/index.htm e-mail: qbrown6914@btinternet.com

Hi, my name is Doug Brown. Our beloved leader, Mark, is moving to Warwickshire so he and the others have blagged me into taking over as AO. Mark has to go into his London office occasionally and will drop in on us on his way home, if he can arrange it for 2nd Tuesday. Mark wishes to remain "East Berks Technical Director".

In attendance tonight Mark, me, John, my brother Paul, Mark

Dave

SOUTH BUCKS CAMBRIDGE . . . CHESHIRE



TSSC AREA NEWS

S. and Colin. First topic of conversation, how is Mark going to get his GT6, Vitesse, Giffire, Riley Elf, MX5 and Golf to the new house? We've offered to drive them North in convoy, I bags the GT6.

John has been servicing an Audi TT this week, removing the oil filter was difficult with much skinning of knuckles, unlike the simple job on a Triumph. Then he found the sump drain plug held in place with bathroom sealant! So a stripped thread repair kit required. My brother Paul is very good at stripping sump bolt threads, the last one only a couple of years ago. Gorilla hands our dad used to call him.

Paul bought a very nice Tahiti blue Spitfire last year and is getting it ready for MOT and the Uxbridge show this summer. He ordered spares from a new supplier, nothing arrived, so he complained. It turns out a customer with a similar name lives nearby and the computer decided to overrule delivery instructions. A couple of days later a Stag owner knocked on his door and said "They've asked me to bring these round"

Mark S. has a knocking noises from the rear of his Vitesse and on right turns, but it stops at higher speed. Everybody nods, sucks their teeth and mutters "UJs". He's fitted a temperature gauge in the dash, a very neat and professional job, but reading high. The sensor is new and as there seems nothing wrong with the engine, we think it's the wrong sensor. Mark thinks get an old stock one.

Colin brought his Mk4 Spitfire, putting us all to shame, He's an all year Triumph driver. The rest of us are scared of salted roads and our cars are tucked up from October to March. Colin told us his V5 described his car as a coupe as it was first sold with a hardtop and no soft top. When I bought my GT6 the V5 said it was a convertible.

That's the DVLA for you.

I was going to bring my GT6 but in the process of fitting a new polyurethane gearbox tunnel I decided to sort out my clutch slave cylinder. Unfortunately it's worse than I thought and a new one arrives tomorrow. Slave, not GT6, obviously. I'm also on the brink of ordering new carpets in the Holy Grail colour, Chestnut, now available from Coverdale.

A lot of discussion about the upcoming MOT exemption, all agree we are going to continue with MOTs. However, Andy Cook, who normally comes to East Berks (where are you Andy?) has written on the TSSC forum that there's a change to the rules. If your car fails the MOT you can't drive it home even if your existing MOT is still valid.

So the garage has to fix it? It seems a cunning plan to push us all into MOT exemption.

Most of us are intending to get to SEM, my GT6 badly needs a new valuation. There was a plan to meet up with Pete's Herts & Beds on one of their outings. John and I also go to the Thames meeting and Micky does embarrassingly more outings than East Berks. EB just like to sit and drink. I'm going to some local shows again, **Hurst Village Horse show and Twyford Village Fete**. This time I shall be armed with a camping chair and a radio.

It appears we have money in the kitty from when we used to have raffles. Mark thinks we should have an "Event" but not sure what, John wants dancing girls at the next meeting. Mark had the money in envelopes, old fivers and tenners. First job a trip to the bank!

Doug

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Dear fellow Triumphers.

Apologies for the short reply this month. Our monthly meeting at the new pub was much quieter as the quiz was not running at the same time.

I think the second Tuesday classic car meetings should be starting at the Hart & Maggies. However, I can't find anything online. This may be because they don't want to advertise after the event got too large in 2016.

Our **next meeting will be at the Hart & Maggies pub in Coleshill from 8pm on Wednesday 16th May**. Hope to see you there, please bring better weather if you can!

Daniel

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Our April meeting was pushed back to the 9th by the Easter bank holiday Monday taking up our normal slot of the first Monday of the month.

There don't appear to be any more bank holiday Mondays that conflict now until well into next year.

It was a soggy drizzly Monday night outside the Plough which helped wash the road grime off Rob's white GT6 and Toby's grey Hurricane. It was nice and warm inside, both in temperature and atmosphere with extra chairs dragged in around the group of tables at the centre of our lot. Much anticipation of Toby's well organised North Coast 500 run over National Drive It Day weekend which we shall have to find someone to write up for the Courier. Some spare parts were exchanged including one of those natty magnetic sump plugs that grab any loose metal floating in the sump oil and save it from grinding its way through your oil pump and engine essentials.

In the pipeline is a meet up with the Triumph Owners Motor Cycle Club and separately a chance to go Offroad 4x4 and GoKart driving instead of or before one of the summer meetings. More details in the regular email to area members (email tom.hartley@homepages.co.uk to be added to the Area list).

Next meeting is Monday the 7th of May at the Plough from or before 8 where early arrivals should find me out by the river watching the rowers practice for the Bumps, then **June 4th**. Look out for details on **SEM, the South of England Meet, at Leatherhead on the 12th and 13th of May or the Isle of Wight weekend on the 4th to 6th of May** in the Courier.

Tom

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If our meeting had been held one day earlier, we would have been treated to hailstorms in the day, and seriously cool temperatures in the evening. On the right day, the sky is a pleasant blue with the odd cloud, with the outside temperature nudging 8 degrees at lunchtime.

So we had 3 Triumphs in the car park (Vitesse, Spitfire, GT6) plus two modern devices, one of our cosy meetings. It turns out our man from Crewe actually dismantled and then reassembled (with some new bits) the overdrive that's sat in the Herald Estate. It also seems the MD of Cast Iron World has agreed to buy another engine (putting him firmly at the top of the leaderboard for weight of cast iron) and appeared to be seriously contemplating transporting said engine in the Head Office main taxi. I don't think any of those present are going to the AGM, but John has booked lunch at the

Cheshire Continues

Swettenham for Drive It Day. I also received two passes for non-attendance next month.

I'm aware of the saying 'April showers bring forth May flowers'. Looking at the forecast for the next two weeks, we have rain for the next two days and cloud for the remainder of the period. No hint of sunshine. I think I've upset the weather elves.

Events in May, in expectation of warmer weather. **Gawsworth Hall Classic Car Show on the 7th, Capesthorpe on the 27th and 28th, and the 'Youngtimer' at Gawsworth also on the 28th.** If you fancy travelling further, there are other shows!

Our next meeting is on Thursday 3rd May at the Cock and Pheasant. Once again an 8:30 start.

Henry

CORNWALL

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Hi All. A great meeting was had in March, with good attendances we were able to plan a few more events. Nice to meet John a new member hoping you get your car up and running soon, and join us for our run outs.

Jo and Steves run in March was very enjoyable for me, my spitfire made the event from the start to an extended finish, back to "Jane's Jubilee garage" for a new master cylinder this time, but I must say it did go well, just had a problem in stopping it! Thanks goes to the Inn, "Who'd have thought it" in Milton Coombe for making us so welcome, a very taste meal was had by all. Here's some news of the event by Jo and Steve.

Well it was that time of the year again, our turn to organise a run. Something to look forward to, coupled with a degree of apprehension..... will everyone enjoy the route?will the food at the pub be OK?! That aside, the OS map was dusted off and a route was chosen both for its scenery and a decent pub at the end! We decided to take the group along the beautiful Tamar Valley, and a reconnaissance was done the previous Saturday which proved successful. The day before the drive Betsy (the Herald) had been started up out of her hibernation and had shown no signs of leaks or problems. Sunday dawned and what a day, blue sky and sunshine. Betsy was duly pushed out of the garage, the ignition turned, and..... nothing happened! Luckily we live on a hill so she was pushed out of the drive and Steve jumped her down the hill, not a very auspicious start.



Hopefully all those coming would also have dusted their cars down as the landlord, Paul, had cordoned off the car park for us and put it on Facebook! After an initial slow uptake, in the end we had 7 vehicles, and 14 of us gathered at The Engine House, Kit Hill, for a coffee and a break before the off. The majority of the group had trav-

elled up from the far West of Cornwall and it was good to see so many turn up for the run. We eventually set forth on a route that took us across the Tamar at Gunnislake, through Bere Alston and Bere Ferres back across the Tamar at Denham Bridge ending up at The Who'd Have Thought It, Milton Coombe, which sits at the bottom of a steep hill. Carol's spitfire had just been returned to her after it had been misbehaving and this was its first long run, luckily she discovered her brakes were failing before the descent to the pub and had to pump them like mad! As promised the landlord had a sign on the gate with the TSSC logo directing us to the parking area. He was there to greet us and we were soon joined by the Chef and one of his staff who had abandoned the kitchen to view our cars. A room had been reserved for us, it could almost be described as baronial with pointed rafters adorned by dried garlands. Most of us opted for the roast which was delicious and it all proved a great success. Graham then escorted most of the cars back via the A38 whilst Steve and I decided to make the most of the weather and re-traced our steps. Sigh of relief as the group had enjoyed themselves, and map folded away until next year! Many thanks for organizing this event, everyone really enjoyed the day.



Another event we had in March was The Lands End Trial, a few members took part and all completed the course. We ended the day with 22 of us having a lovely evening meal at The Hawkins Arms Zelah in their new extension to the restaurant. A great evening was had by all and the food was amazing.

Also just to let you all know our **Christmas Dinner and Dance** this year has been booked. It will be held at the **Tregenna Castle Hotel, St Ives on Saturday 8th December.** The price this year is £29.50 each for the Dinner and Dance. Rooms are £75 for a double non sea view with breakfast. I have put aside 12 rooms and Malc has paid a deposit. So please a deposit will be needed for your meal, payable to myself. If you would like to stay over, then you just need to phone direct to the hotel to book quoting Cornwall Triumphs. Please don't hesitate to get in touch with me for more details, an advert will be going into the Courier soon.

Looking forward to the months ahead of meeting new and old friends out and about in our cars. Happy and Safe Motoring everyone.

Carol

Onto events Planned :

May

- Thursday 10th Club Night at The Hawkins Arms Zelah 8pm**
- Fri 18th - Mon 20th Laon Historique few Cornish members attending**
- Sunday 27th Car Run with Meal Trudy and Tristan Organising**
- Sat 26th - Mon 28th Launceston Steam and Vintage Rally**

June

- Fri 1st -Sun 3rd Somerset's Southwest Triumph Gathering at Southfork, Martock**
- Sunday 10th Trains and Triumphs at Buckfastleigh Contact Devon AO**
- Thursday 14th Club Night at The Hawkins Arms Zelah 8pm**
- Fri 22nd - Sun 24th Our Cornwall Camping Caravanning Weekend at Penmarlam, Bodinnick Nr Fowey**

July

- Fri 29th June - Sun 1st Padstow Steam Rally**

COVENTRY



TSSC AREA NEWS

Fri 6th - Sun 8th Powderham Historic Vehicle Gathering
Fri 6th - Sun 8th TSSC Le Mans group Event
Thursday 12th Club Night at
The Hawkins Arms Zelah 8pm
Sunday 15th Wadebridge Wheels
Fri 20th - Sun 22nd Silverstone Classic
Fri 27th - Sun 29th Boconnoc Steam Rally
Fri 27th - Sun 29th TSSC TriumFest UK Shelsley Walsh

COVENTRY

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Hi Folks. Just a quick update on events in March, first was the Heart of England meet at Bulkington, on Sunday the 11th it was a cold but dry day, approximately 20 vehicles turned up of which one was a very nice Bond Equipe Convertible belonging to Paul & Jayne Grogan of Solihull, good to meet you Paul & Jayne hope to see more of you in the future, there was a brass band competition taking place in the concert room so we were unable to use that facility this time but of course the bar and lounges in the club were open if you wanted to warm up.

Wednesday 14th, it was our annual Darts/Skittles/Quiz night in conjunction with ASOC at the Queens Head in Bretford 30 of us turned up, 15 from each club to take part in a very enjoyable evening but unfortunately we were white washed by ASOC who won the all three categories including highest individual darts score our only saviour was Steve Long with the highest individual score at skittles. Piston Broke won the Darts, Gerry Hat Tricks won the Skittles and Norfolk & Chance the Quiz but one off our teams What a Shower was only 1/2 a point behind them. Still a good night was had by all, the buffet was excellent and the night including the Raffle raised £79, split between the 2 clubs £39.50 each. Many thanks to all who donated to the raffle and also to Lyn & Sharon for selling the tickets. A very big thank you to Mike Rowell for organising the Quiz which followed an unusual but excellent format (not a car question to be had). A really good night out looking forward to next year and let's hope we do a bit better.

Sunday the 18th was our Dalos Day run but unfortunately it had to be cancelled due to the heavy snowfall so we quickly rearranged it for the following Sunday the 25th when 8 of us in 4 cars met up at the Oak in Bagington, 5 of us in Easter Bonnets, to take part in an excellent run through Warwickshire to conclude at the Red Lion in Illmington for lunch, although we had a bit of a wait for the meal when it



arrived it was well worth waiting for. The hosts were very accommodating saving us spaces to park our lovely cars in and were very hospitable taking

photo's of us all in our Easter Bonnets and our cars. Another great day out in great cars and great company. Congratulations to Steve & Sharon it



was their Ruby Wedding Anniversary on the same day.

Obviously those of us on the Dalos Day run were unable to attend the meet at the Barn Restaurant but at least 4 Triumphs from our group went and reported a good turnout of about 30 vehicles.

At our meeting at the Bull & Butcher on Tuesday 3rd April it was nice to be able to travel there in the daylight, 8 of us enjoyed a meal in the restaurant pre meeting to be joined by 9 more for the meeting, so a total of 17, the meeting was held in the restaurant as we would have had too much of squeeze in the snug.

Drive it Day / Stilton run on the 22nd of April we will meet at the Elms in Lutterworth which is by the Frank Whittle Island (to the one with the Jet) at 8.45am ready to leave at 9.00am to travel to Uppingham in convoy. Dress is St Georges/England regalia so lets see those flags on the cars.

No Dalos Day Run in April.

May run will be on the 20th, run being planned by Steve & Sharon we will meet in layby on A444 between Bedworth & Nuneaton just before Amid Palace at 12.05pm ready to leave at 12.30pm. Must know numbers by Wednesday 16th.

New Events since last month :-

Cov Motofest Sat 2nd & Sunday 3rd June. Will not be booking in as a club. We will attend on Sunday 3rd as individual entrants will let you all know when you can apply.

Rainsbrook Valley Railway Picnic Day Saturday 14th July. Meet up details to follow

One to Consider Cotswold Airport Revival Festival on the 29th/30th September. Have emailed most of you with details, if you haven't had one let me know, run by Live Promotions the same company that runs Sywell. Will have to book club stand if enough are interested, cost will be £5 per vehicle including 2 people. Let me know by email if you wish to attend and on what days. Site is at Kemble just south of Cirencester. We will be camping the weekend.

Note: From May the Heart of England meets will be on the 2nd & 4th Tuesday of the month from 6.30pm.

Well that's all for now folks, hopefully May's meeting will be good weather and we will be able to display our cherished cars in the paddocks behind the pub, don't forget all makes welcome so bring along your friends.

Phil & Lyn

Forthcoming Events :-

Sunday May 6th Rushden Cavalcade - www.rusdencavalcade

Tuesday May 8th HoE Bulkington from 6.30pm

Sunday May 13th Triumph Pre 1940 Picnic Day Wroxall Abbey, let us know if your coming.

Sunday 20th May Dalos Day Run. Meet in layby on A444 inbetween Bedworth & Nuneaton just before Amid Palace 12.15pm ready to leave at 12.30pm.

Must know numbers by **Wednesday 16th**.

Tuesday 22nd May HoE Bulkington from 6.30pm

Sunday 3rd June Cov Motofest

Sunday June 10th Nuneaton Carnival Details to follow.

Saturday/Sunday June 16th/17th English Heritage at

Kenilworth Castle attend 1 or 2 days want to go we will email you a form. State on form which day you will be attending.

We will be attending on the Sunday.

Sunday July 1st Bulkington Carnival.

Sunday July 8th Hollowell Steam & Heavy Horse Show.

<http://www.hollowellsteam.com/> Allen Eaton Tel:01604 505422

Mob 07802 570590 email hshhs@hotmail.co.uk

W/E July 27/28/29th Triumfest Shelsley Walsh

see Courier for details.

Sunday August 12th Mary Ann Evans Classic Festival

Jessica.Atkinson@geh.nhs.uk Tel 024 7686 5436

Sunday September 23rd Kettering Vintage Rally, Cranford

www.ketteringvintageally.com

W/E 29th /30th September Cotswold Airport Revival Festival

If enough are interested, let us know by email.



CUMBRIA DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

CUMBRIA

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Apart from the usual end of month meetings, all of which have been very well attended, there has not been a lot to report in and around Cumbria. We have had an unusual amount of the white stuff over the past few months but now that the sun is shining hopefully we have seen the last of it. At our last meeting, Sunday 25th March, all the main events were confirmed and have now been booked for the year. The last regular monthly meeting was the last until the Autumn as we only hold those during the winter months.

Sunday 17th June: Grasmere Show. Entry £5

Sunday 1st July: Distington Show. Entry free but let Phil Evans know if you are coming.

Sunday 29th July: Ripon Show. Entry £3.

Sunday 19th August: Dalemain Show. Entry £3

Monday 27th August: Boodle Show. Entry Free

Sunday 16th Sept: The Green (Millom) Entry Free

To enter some of these shows you will need an entry form. If you intend coming to any of them please let Phil or I know and we will email you the forms if required.

The shows listed are the ones that are booked but we are looking at others in the area that do not require booking. Just turn up. In the past the weather has put members off coming to some events. It is hoped that once we see the weather forecast nearer to some events then we can plan if we are going or not. All the up and coming information will be posted on our Facebook page. If you are not on Facebook, email Phil or me. Safe motoring

Roy

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Well the last few weeks have been a complete wash out. We were all looking forward to a great start to the season following the sunny days in February but March and the Easter weekend have been a tad wet and soggy. Countless events and meets had to be cancelled around Derbyshire and Nottinghamshire. OK lets put that behind us and look forward to a hot and sunny summer when we can get our tops off and pose in our Triumphs whilst driving along the pothole ridden highway.

April's monthly meet was (like March) well attended and it was our Easter Egg raffle meeting. Keeping with the Easter theme we had an Egghead picture quiz which when I set it seemed rather easy but it had a few heads scratching. Lisa and Di soon got into the swing and rattled off a score of 23 out of 30 beating even the 'Googlers' who claimed they were checking their Facebook accounts. The prize was a big tin of chocolates which they gracefully passed around the room for everyone to share. Well done girls.

Once the raffle was complete we had one more celebration. It was Roger's birthday and we had got a big cake covered in sweets. As we removed the support ring from around the cake the sweets went everywhere. We all enjoyed a slice and Paul even enjoyed scraping the cake base for even more morsels of cake. I assumed he was rehearsing for the Peak Run as its theme is Gypsies, Tramps and Thieves.

As it was Roger's birthday I spared him the embarrassment of telling the washer story - oops!! - a little unintentional slip. Now you will have to ask him to tell you the story.

I am hoping that by the time you are reading this Angie's Stag will be back on the road after 7 long torturous months and just

in time for the Newark and Notts County Show.

Here is a run down of some events you may wish to attend in May and June:

1st May - Derwent Valley's monthly meeting. Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY]. ALL WELCOME.

7th May - Ghurka Kitchen Classic Car Meet. Glaisdale Drive, Nottingham, NG8 4GY from 6pm. Food available.

8th May - MFN Classic Car night from 6pm. Food Available. Shipley Gate, Eastwood, Nottingham. NG16 3JE.

12th and 13th May - Nottingham County Show, Newark.

16th May - TSSC Notts Area meeting. Sandy Pate Bar, Mansfield Town FC, Quarry Lane, Mansfield from 7pm. Food available.

20th May - EYTCC Sewerby Classic Car Show near Bridlington. Booking forms on Derwent Valley Facebook page.

29th May - Carpenters Arms Classic Car Meet. Dale Abbey near Ilkeston. DE7 4PP from 5:30pm. Food available from 6pm.

4th June - Ghurka Kitchen Classic Car Meet. Glaisdale Drive, Nottm NG8 4GY from 6pm. Food available.

5th June - Derwent Valley's monthly meeting. We may be out on a run so check our Website/Facebook for details otherwise we will be at Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY]. ALL WELCOME.

12th June - MFN Classic Car night from 6pm. Food available. Shipley Gate, Eastwood, Nottingham. NG16 3JE

20th June - TSSC Notts Area meeting. Sandy Pate Bar, Mansfield Town FC, Quarry Lane, Mansfield. 7pm onwards. Food available.

21st - 25th June - Derwent Valley's 30th PEAK RUN.

26th June - Carpenters Arms Classic Car meet. Dale Abbey near Ilkeston. DE7 4PP from 5:30pm, food available from 6pm.

30th June - Brookhill Community Group. Brookhill Hall Pinxton. Details TBC.

30th June - Husbands Bosworth Festival, Husbands Bosworth LE17 6LZ. Details TBC.

That's all for now.

Colin

DEVON

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Facebook - TSSC Devon

March Club Night was a tale of woe for some of us. None more than Richard who went home on the back of a recovery truck alongside his GT16, the culprit a leaking master cylinder now having been fixed. Bob's Vitesse had a nasty and as yet undiscovered noise, Nigel had a dodgy shock absorber. My tale of woe is the Stag. After having her almost 12 years, the big aluminium radiator we put on a few years ago blew big time on the way back from Plymouth. Marooned in a layby conveniently next to the Hunting Lodge, John and friend Brian got some water from the pub - only water(?) and he got home. Remains to be seen at the moment if the head gasket has gone. Apart from the various tales of woe, the pub was pretty full, with stories of snow escapades and power cuts aplenty. Some had had their cars out but, for most of us, it had been a quiet month for the Triumphs. Hopefully soon to be remedied.

On the day the clocks changed, we once again joined the Dolomite Club and Stag Club for a friendly game of skittles at the Westward Inn. A good number came along, with over 30



TSSC AREA NEWS

- 4 – 7 May Isle of Wight weekend
- Sunday 6 May Spring Southwest Triumph Meet Route 5 Haldon Hill
- Wednesday 16 May Club Night at the Claycutters Arms TQ13 0EY
- 2 and 3 June West of England Gathering at Martock, Somerset
- 7 and 8 July Area Display at Powderham Show
- 28 and 29 July TSSC National Show – Shelsley Walsh Hill Climb

Sue & John

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playing skittles. Thanks to Vernon Jones for organising, and to Jacqui for once again being the master of the maths. Having won the spring trophy for the first time last year, we were delighted and not a little surprised to retain it by a wide margin this time. We had the three top scores of the day, John on 30, and Maurice and Sam both on 28 which more than made up for Mary repeating her zero score which, as we all know, takes real skill. Sharon jinxed the other teams by bringing along the pic of last year's presentation which must have frightened them, though perhaps Vernon and I need a change of wardrobe for next year's competition – or is that my lucky skittles top?



On 2nd April last year, we celebrated joint AO Nigel's birthday with a road trip to Haynes Museum in Somerset with a great turnout and in lovely spring weather. Fast forward to the same time in 2018 and we get torrential rain and yet more snow in places. Few of us managed to get our cars out to the first show of the year at the South Devon Railway, where the garden and field were waterlogged.

COMING UP IN DEVON

A huge contingent from Devon is set to invade **the Isle of Wight this year at the beginning of May** and we look forward to meeting up with many Triumph friends from all over the country there. For those not going, on **Sunday 6 May** there is the **informal meet** up from 11am at Route 5 on the A38 opposite Exeter Racecourse or the little show at Uffculme on the Monday to enjoy.

Sunday 13 May is **Killerton car show** at the National Trust property, free for NT members to enter and there will also be **Devon Triumphs at both Pecorama on Sunday 27 May and at Collaton St Mary (Paignton) on Monday 28th.** **Devon's Club Night will be on Wednesday 16 May at the Claycutters Arms, Chudleigh Knighton TQ13 0EY** and we look forward to the usual good attendance there.

Show Entries

We should have your entries for our Area Stand at **Powderham Show (7 & 8 July)** by now. We will send these off as soon as we return from the Isle of Wight so please let us know soonest if you want to come. At only £8 per car plus passenger for the weekend, it is still good value. If you have not been to the show before, it is the biggest in the area with loads of attractions apart from the cars; steamers, live music and great food!

Nigel has already emailed (via Mailchimp) entry forms for a number of other events in the area.

Emails

With changes to Data Protection imminent, we are using Mailchimp to send out our emails. If you would like to receive info from us, you can opt in using button on the local website www.tssc-devon.org.uk. Please make sure that we locally and the Club nationally have your up to date contact details.

With the season now upon us and hopefully the last of the bad weather, it is time to think about renewing your Agreed Values for insurance. Be careful not to allow these to run out of date, as they will immediately revert to only market value – and in the event of a nasty you could end up with a minuscule payment. The insurance companies now on the TSSC panel are Peter James, Footman James and Lancaster Insurance and, in the event of any dispute, these companies have a good record of claims being upheld with the support of the TSSC. At only £15 for a valuation which covers two years, we think it a very worthwhile payment. Our Joint AO, Nigel Kenneison is certified to carry out valuations on behalf of the Club so please do get in touch with him.

DEVON DIARY

Thursday 3 May North Devon Meeting at the Crealock Arms, Littleham

March Club day was another brilliant day, (19 people) considering it was Mother's Day. We had booked the garden centre and they did us proud once again. 4 full tables they reserved for us. All the usual suspects, a big welcome to Russell and Michelle. You came back!

The following week there was a quick trip up to the 40th venue to check out all was going to plan and to see if we needed any final decisions etc. We had a meal and checked out Saturday nights set menu.

The following day we were joined by Mike and Marian for Toby breakfast and then back to ours to pack the goodie bags for the event. That took a couple of hours. This was the week before and now all was set. The following week we had a quick trip to wings cafe again to make sure all was well with them and again to sample a meal then we had



Essex Continues



Jamie who were on car parking duty, thanks you two you did a fantastic job all weekend. At the bunker Mike and Sue had been organising a Buffett lunch, after a few had had a look round the bunker ,we had lunch, excellent spread. We set off back to check Sunday's route as it had been reported that a section of the road was flooded, but it was ok and passable.

Saturday night was party night, in 70s dress for some of us. A sit down meal and a disco by Dizzy for aka Kev and Mags Todd, brilliant best disco ever. We welcomed Lizzie and jonhy, Lizzie being an old Essex AO, Russell and Michelle, Colin, Dave Derek Joe and Paige who all came along for the evening. We all disco'ed the night away, Janet in her 8in platforms and she never fell off once. We had a raffle, door prize and cake too. All money raised for the Essex and Herts air ambulance. We had donations from TSSC, Rimmers, Halfords, and members, thanks Mike and Marian for the door prize of a roadside kit. The cake was great made by Janet's friend Louise - an ex wren, very tasty. The party closed about 1pm.

The following morning we were up bright and early for the Sunday run out, set up shop ready for more arrivals, the run set off a bit later at 11.30 to Wings cafe up at North Weald airport. Again we went the short route so we were there on arrival. We were met by Stewart, Kerrie,



Roger, Dave and Dave and a few others who's names I can't remember as it was so busy. Pre ordered meals and a lot of chatting went on. Those going home left and said goodbyes all round. We had booked another night at hotel to run down and relax. The weekend ended on a high note, every one said they enjoyed themselves, we were exhausted. We had a quite meal with Andy and Faye chatted in the bar and then an early night.

Monday morning we set off home to unpack. Had a message from Ron and Petra they arrived home around 2 am to Holland. Tina, Chewey, Sarah and Pete only took 4.5 hours home, fantastic guys. All home now feedback is great.

See any of you on the **Isle of Wight, May the 4th** (be with you) can't wait for another trip out with great friends. Many thanks to Mike and Sue, Mike, Mike and Marian our co conspirators, we done well.

Birthdays this month 3rd may Colin Tutty 5th, Rosie Grant, Mike Titchen on 17th a big one,

Up and coming
Isle of Wight 4th May, we are all staying the week, **SEM 13th May, Leatherhead also our Club day, 26th Little Totham and Dedham Vale Vineyard, 27th (Sunday) Enfield, 28th our church fete. 2/3rd June West of England Gathering.**

That's all folks, thanks so much all for the weekend, when we left the hotel they said a big thank you, we were all a good crowd, now thinking about doing Christmas there.

Allan and Janet

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

week to relax.
 The big day arrived. Cars all packed Spitfire and modern. We got to the campanile in Basildon and first thing coffee, then to set up. The hotel were brilliant we just got on and did our own thing. A steady stream of people arrived, booking in with us and the hotel. It was great fun and a lot of banter hugs and kisses. The evening saw a few head out for a meal or eat in the hotel. Plenty of chat and laughs. It was great to see Russell, pop in. We had Somerset Tina, Chewey, Sarah and Pete they took 7 hours to reach us, thanks for coming guys, Andy and Faye travelling from Exeter and Cheltenham, great thanks you two also Andy cook up from Hampshire, and Ron and Petra all the way from Holland, Essex has gone international.
 An earlyish night as big party Saturday.

Saturday eve we mustered at about 9.30 ready for coffees etc. We had more arrivals Brian and Jean in lightning, Gert and Derek arrived also from Holland. They set off in 3's for the route to the secret nuclear bunker, we left and took the quick route with Stefan and



GLOUCESTER HERTS & BEDS . . . ISLE OF WIGHT



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TSSC AREA NEWS

Well we have made it to May already!

Our evening pub runs have started with very pleasant evenings at the Rising Sun in Cheltenham - apart from Alan who had a bashed wing to sort out the next day.... Frustrating they didn't leave a note. Then a very pleasant evening at the Tunnel House Inn, with a few cars making their way down the muddy pitted lane, that will stop everybody complaining about the roads in general - No where is as bad as that! (sorry guys it is a nice pub when you get thereeven if you need a Land Rover to get there. **Next Pub Run is out to the Pilot Inn at Hardwicke on Thursday 10th May**, so if you haven't met up with us before, maybe you would like to join us?? just turn up from 8ish onwards and look out for the oily hand brigade!

Nice to see a good number of you at the NEC Restoration Show, all with empty wallets and bulging carrier bags, so looking forwards to seeing all that haul fitted to your Triumphs.

Coleford Festival of Transport was wet and cold ... But that is what normally happens there, although sadly it did effect the amount of cars on show and the attendance, but Easter was early this year.

Next couple of weeks sees the start of a lot of events and trips, so I hope you are all ready for this..... Anybody that hasn't been to any of these and are interested then please shout up and if there is a space we can include you and if not we can tell you all about it and alert you to book next year.

Isle of Wight Triumph weekend will see a convoy of Gloucester Triumphs heading that way, for the normal amount of exploring and fun that we usually find there, catching up with friends.

SEM and Laon will follow, all testing our car preparations before **Le Mans in July**.

Check out our website on www.glooucestertriumph-sportssixclub.co.uk or Gloucester Area Triumph Sports Six Club Facebook Group, for more details of everything that is going on.

Meanwhile hope to see you at any of the following events:

- MAY**
- 4th - 7th Isle of Wight Triumph Weekend**
 - 10th - Pub Run to Pilot Inn Hardwicke GL2 4QD**
 - 13th - South of England Meet**
 - 18th -21st Laon Historique**
 - 21st - Club Night at the Aviator Inn**
 - 30th Pub Run to Pheasant Inn Toddington**

Jane

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Hi Folks. It's a busy year, some plans have changed a little so here is our revised clues, what needs adding is Myself and Ray will be up at **TSSC HQ to present our 2nd Twiddle and Tutorial Day, this is planned for Sunday May 20th** from 10am in our Lubenham headquarters where we hope to cover all sorts of DIY advice.

With the usual level of secretarial input you have to put up with, here is a revised list of meetings following the pub meet of March 27th, all pub meetings remain as always the **fourth, (not the last) Monday each month at, The Raven, Hexton, 8pm on**.

Here is a list of days out and dates we expect to achieve this season, it's not cast in stone, as we have had lots of suggestions of where to go.

We have selected a few from the many and come up with what we feel we can achieve.

It is the runs and outings we plan, not the day to day events that will be promoted and advertised and possibly left for you to DIY your own booking.

Any start points and details will be released prior to any run with a variety of starts points. I guess most runs will end up with some pub grub.

March 23rd, evening non classic trip to the past home of Ecurie Ecosse Jaguar racing team, around 35 made this visit. Very informative, wonderful collection and we collected £215 for the air ambulance charity.

March 25th, Blow the Cobwebs Run to Anglesey Abbey, 22 members and 12 cars, the route didn't work out but all got there in the end.

April 22nd, Drive it Day this had to change as Lord Nuffield's were over booked, so we now take a quiet run to SULGRAVE MANOR near Banbury, <https://www.sulgravemanor.org.uk/> there will be a guided tour at around £7, more details about starts to be announced asap.

May 12th, Run to Fawley Hill Railway museum and full size garden railway (Malcolm Philpott is lead on this) this is by donation and entry pass only, it is fully booked now <http://fawleyhill.co.uk/about-fawley-hill/>

May 25th/26th, NEW ...our Weekender, Friday/Saturday escape in Lincolnshire, somewhere cosy to stay over and natter with good food and good company, let me or Geoff know if you are interested (so far it's Pete, Jill, Valerie, Geoff, Hazel, John, and Christine booked in) yes it's bank hols week end. This is a new event to explore, it will cost £120 per person book at <http://www.oldcoachhousemotel.co.uk/>

June 17th, run to Gaydon Motor Heritage Museum Nr Banbury (Lead Paul) and pub possible.

July 22nd, run to Norfolk and Suffolk Aviation Museum (lead Martin) <http://www.aviationmuseum.net/>

August 19th, local, Anything Goes picnic at Ashridge NT (lead Peter)

September 9th, The 25th All Triumph Day at Duxford (all to help)

October will be a Tuesday evening non classic run to Rolls Royce Heritage (TBA Geoff)

NOVEMBER 26TH OUR AGM (Pete and Viv)

December TBA, Christmas Dinner, where and when. ANY STATIC EVENTS LIKE KIMBOLTON, LFT, BUCKS RAIL, TEWIN, ETC WILL BE ADVERTISED OR PROMOTED AS AND WHEN THEY APPEAR

That's enough for now...has it stopped raining ???

Pete
and the team

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I can't believe it's time for another report, the year is flying by! Hopefully the snow is not coming back and the rain has eased so we can take our cars out, with the lighter evenings and summer on it's way I can't think of a better excuse to go for a drive.

So this is the month we have all been waiting for - we will see you all very soon on the Isle of Wight for our event now in its 29th year. You should have your ferries booked, your accommodation sorted and your entertainment forms completed; but if you want to come over last minute that's not a problem, just get in touch and we will help you. We are looking forward to seeing you all.

We are still alternating our Sunday brunch and Saturday evening meetings which seem to be working well. Keep an eye on our Facebook page and check your emails to see where we are going next. The pizza people are back in busi-



ISLE OF WIGHT . . . WEST KENT LANCASHIRE . . . M25 EAST

TSSC AREA NEWS

Isle of Wight Continues

ness now too, so we may even have an evening run over to Freshwater.

- Diary dates -
- 4-7 May 29th Isle of Wight Triumph Weekend
- 20 May Sunday Brunch Run
- 23 June Saturday Evening Pub Meet

Happy motoring.

Elaine & Tracy

WEST KENT Tel. Colin 07810 102525
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Cracking month. After a few thin times we had 17 members over the two evenings. Moody Mare is normally quiet but not this time. Only thing was the hall seemed to have a meeting and the pub was busy so we were all crammed round one table. But nothing was lost and I do hope the new faces pop back. The Castle was also busy, few camper vans in the car park so I think an impromptu rally. Both venues welcoming but we will look at moving for the summer.

The Custom and Curry evenings are on again this year, next one is 24th May Lee now has a ticket system so it's not overcrowded, you need a ticket, but it's free. Chatham was the first show of the year. Sunday was a cloudy but clear day, but grey dull and tiring. Too early in the year really. As Monday was rain Sunday it was way busier than normal. Great to see support.

Then last weekend Detling. Great day. Had a 6 car stand but with one replacement and one dropout, (no Paul you can't run a Spitty on diesel) we were down to 5 cars. But the tape measure they used gave us a 4.5 car stand, so while we squeezed 5 on, no way 6 so the space was most welcome. Phil and I got there just after 7am so were well pleased to get away at 4.

So all meetings as usual, but do check Facebook and the website in case there's a last minute change, and the Courier isn't quite up to date.

Talking of diesel, 3 members have made that mistake now and every time it was Esso. Is there something misleading with the badging we can see?

So Eastbourne on the 5th/6th May, that's the big one. With Leatherhead on the 13th. Does clash with Faversham this year so mixed loyalties.

Colin

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Hi All. Apologies for not writing a review for a while but there hasn't been much going on in the area over the winter period, however spring has sprung.....the winter meetings have been quite well attended with 8 to 10 people on average having a drink and a natter. Mark Donlan is one of the area's newer members who turned up to the February meeting, and he came back in March.....Graeme Cotton is also continuing to attend, both he and Mark are Spitfire owners. Another recent new member is David Wortherspoon (son of Nick who was a long time TSSC member). Apparently David is building a Herald to compete in the Mongol Rally (quite a

MAD event) it's well worth checking that out and David's Facebook page 'Triumph & Tribulations - Mongol Rally 2018'. Hope to see you at some point David.

By the time you read this we will have had our area week-end away at the Fat lamb inn having booked 10 of the 12 room's rooms, it was 11 but Dick Bradley reluctantly pulled out (keep up with the recovery Dick we need you back). A full report of the weekend next month.

18th-20th May is the North Yorkshire Triumph Weekend which for 30 odd years used to be at Runswick bay but due to redevelopment of the camp site it has moved to the Fox Inn at Roxby (about 3 miles from Runswick). At the time of writing I don't think anyone is going this year, but if you are interested please let me know....it used to be a cracker of an event.

Finally, it was decided at the March meeting that now the nights are getting lighter we should meet at 7:30 IF you want to come on a quick run around before the meeting starts. See you.....

Kevin

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Hi Folks and here we go gathering nuts in May. This is the month things start to hot up with some eagerly anticipated events coming up. The biggy this month is the trip to the Isle of Wight. I think there's 17 of us going, so it looks like it's going to be an excellent turnout. Brian's tip is - if you use Super Unleaded Fuel then fill up on the mainland as they only serve the normal brew on the island. Most of us are on the 10am ferry on the Friday which sounded like a good idea at the time but I didn't quite realise how early we'd have to leave. So I'll apologise now for getting you up at the crack of dawn ha ha. Still, at least it'll be more drinking time once we're there, wahaay !!

Looking back for a moment to events past. Tinkering Day went well back at the end of March. We had plenty of takers for trunnion oiling and other bits and bobs, as well as the usual talking, eating and silly banter. 7 cars turned up for attention and one of them, much to our delight was a rather resplendent bright red TR4A with a very chuffed looking Andrew behind the wheel. It really is a cracker (the car not Andrew, although I suppose he is a bit of a cracker) and we couldn't find fault with it. Believe me, we did try lol. Thanks for bringing cakes peeps, it took me the rest of the week to get through them.

A couple of days later and it was time for me, as most of you know, to go in for my hernia operation. So, that was me out of action for about a month. You'll be pleased know I survived and am now writing this whilst convalescing. I'm not allowed to lift a finger for at least 2 weeks, Hmm..where's my bell - Ding a Ling - DONNA another cup of tea please ha ha. Hopefully I'll be fully fit ready for Drive it Day.

In the meantime I can relay that 3 of our cars went down to Chatham for the Medway Festival, Brian and Jean, Phil and Andrew. From the photos it looked like it was a



decent day, nice and dry and as usual lots going.

Now that we're in May it's time to start



TSSC AREA NEWS

getting those Dandy's and tents ready for upcoming weekends away. A good one to camp at this month is the **SEM down in Leatherhead**. Pubs in town and a good cafe for brekky. Myself and Donna stayed over last year and had a very enjoyable evening with folks from other areas. So, if it's a decent weekend, how about it?

Looking further forward to **Silverstone**, in case you haven't heard, the music line up has been finalised. We've got noasis, U2 2 and Soul II Soul on Friday and UB40 topping the bill Saturday. Looks like another cracking weekend.

Before I sign off for this month has anybody got any thoughts about another trip abroad this year. As we all had such a spiffing time in Benidorm last year, shall we do another one? Benidorm again or somewhere equally exotic? That's about all for me now folks so, I'll see you out there at a show somewhere. Right, where's me bell - DONNA !! ha ha ha ha.

John

May Events - Friday 4th to Tuesday 8th - Isle of Wight Weekend

Sunday 13th - South of England Meet (Leatherhead)

Sunday 20th - Old Tyme Rally (Musuem of Power)

Sunday 27th/Monday 28th - Enfield Pageant

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Hi everyone. Had a reasonable turn out at our April meeting with new member Monty turning up in his Bond Equipe 2.5ltr convertible (see photo outside our meeting venue) and it was great to meet Richard whom has been a member for a while but it was the first time he could get to one of our meetings, hopefully will see him again with his red Vitesse convertible.



Neil has had all sorts of ups and downs trying to get his Spitfire 1500 "Brum" back on the road, one step forward two steps back. He's got the front end together now and the engine running nicely.



However prior to this starting his engine it ran great for a while and then the camshaft seized due to lack of oil. He found out that the external oil feed is an alternative oil feed and should not be an additional oil feed. That said these kits are being sold as additional by various suppliers. If the oil pipe kit is fitted as an extra oil supply to the rockers it reduces the oil pressure to the crank bearings which is why the "experts" are saying remove it which is correct IF it has been fitted as an extra oil feed as it does not benefit the engine at all. However if the kit has been fitted correctly as an alternative feed it will have had the engine stripped or at least the cylinder head off because the original oil feed should be blanked off this results in a sight drop in oil pressure but not enough to reduce bearing life so if fitted correctly these kits are good but unless you are racing the car unnecessary for normal road use. He found out at his cost as I took the recommendations of many Triumph "experts" and removed the external oil feed only to find his had been fitted correctly and unknown to him inside the engine the oil gallery had been blocked off resulting in seized rocker shaft. So please before you go ripping off your external oil feed make sure your original feed is still there. Now he is trying to repair his corroded wiring and rear end and brakes.



My Spitfire has had a replacement roof fitted, replacement good solid bonnet which only cost £75 which I'm well please with and welded up all the corroded front end and bonnet mountings. Struggling to get the engine to fire up though.

By the time you read this article we should have been on the National Drive it Day run held on Sunday 22nd April, where we met up with The Lancashire area TSSC group and had a drive around the beautiful Trough of Bowland and a visit to the Lancaster Brewery for a tour thier brewery and samples of their products. Photos and review to follow in the next courier article.

There are still a couple of places left on our stand at the **Tatton Park Classic Car show on weekend of 2nd & 3rd June**, if you want to attend then please message me asap.

Our own **Manchester area weekend to be held over the 31st August bank holiday weekend**, it is still in the planning stages at the moment, however it will be held at the **Cotton Arms in Wrenbury, Nantwich CW5 8HG**. It has its own campsite rally field and function room, its own pub which serves great food. Please keep the weekend in your diary and booking details will be in the courier soon...

Listed in the comments section of our Facebook page you will find a copy of our diary of events / shows etc for 2018, have a look through it and see what you want to attend.

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

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Sadly we have lost a good member in Norman Easton who passed away on 31 March. Always a happy soul who loved his Triumphs, he will be missed, although we will always have happy memories of him. Our thoughts are with his family and friends.



As we enter May and the last month for booking Silverstone Classic club display packages we are also rapidly approaching the **Northants Area camping weekend at Little Staughton**. We will be following the usual format with a meet and greet on Friday, drive out on Saturday with a Barbecue in the evening and a Summer Holiday theme, I would imagine we will see a few knotted hankies. On Sunday there will be the usual people's choice concours and raffle. If you would like to join us my details are listed as Northants Area A/O.

I noticed we have some new members in the Northants Area, I have already spoken to Les and look forward to meeting Tim at some point, welcome to the club.

As usual we will be at **Overstone Manor on the second Wednesday of each month** meeting at 8.30 pm. If your Triumph is not on the road yet it's a great time to come and chat about your project.

Nigel

NORTHERN IRELAND

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It is with sadness that I announce the death of one of our members, Alasdair Robinson, at the end of March. He was a lovely man who attended many of our meetings and a regular at our trunnion oiling sessions at Carrickfergus. Always a quiet man who never mentioned his health problems that he had over quite a few years. His funeral was well attended and it was humbling to see his Spitfire outside the church and in the order of service. Taken far too early in life and our thoughts are with Gillian and the family circle at this time.

The "Mad March Manoeuvre" run at the end of the month could only be described as a bit of a disaster from my point of view. This was due to several members forgetting the date, others reading the wrong area programme list and some double booked. Suffice to say that Heather and I enjoyed the run not withstanding that I had never travelled on about 70% of the roads before. All was not lost as we enjoyed our ice cream at Kilrea in the afternoon and the details are still available for my Sperrins run this July.



Our April monthly meeting was well attended although we had to move rooms as there was a large crowd in the social club to see the Liverpool / Manchester City match – a very, very noisy atmosphere indeed. Although we have been using the ground beside Carrickfergus Castle for many years for our trunnion oiling this year the "new council" staff decided to charge us £105 for the privilege that also included a bond. In view of this we decided to move our trunnion oiling at the last minute to The Rinkha at Islandmagee, although it required late notice to the members as it was to take place at the end of the week.

Much discussion also centred on the state of the club trailer as it had fallen into a state of disrepair over recent times. Thankfully Alan (For) had some spare time on his hands during the month of March and now the trailer has been completely refurbished. A new jockey wheel, LED lighting, including fitting, wiring and installing, have been completed and tested to the required standard. This has resulted in the trailer now being fit for purpose and available for use by members although the floor will be replaced shortly and then painted again. As this much needed refurbishment cost a considerable amount of money it was agreed that in future there would be a token charge of £10 for the use of the trailer.

Further discussion also took place on our future events including **Totally Triumph at Lisburn on 12th May**. Several entry forms were completed there and then and thankfully the fee paid. Thankfully Alan (F) agreed to liaise with the organisers in relation to the completion of forms for Totally Triumph as well as the health and safety requirements.

Sat 7th April saw us at The Rinkha, Islandmagee for our trunnion oiling and I must say even with all the problems arranging it we had a very good turnout. We had Edgar (P) and Philip (A) from Dungannon but without Eric (T) who had slept in. Edgar was at a loss to explain this as Eric was always up with the birds in the past, perhaps it was the air close to Randalstown that was the problem. It's possible that we will

see Eric at Shanes Castle next month! Richard (C) was there in his very tidy GT6 as was Gary (M) in his immaculate Triumph – what an engine bay and engine.



There were the usual regulars Stephen (K) – first again, Mark @ and the boys, John and Billy, Peter and Nathan, Alan (H) as well as Alan (F) and Laurence (C) – the workers. I hope I didn't miss anyone. We were joined by Brian (S) who lives a short distance away who thankfully brought a selection of those delightful chocolate brownies made by his daughter Ciara, the baker and brownie baroness. I must say I hadn't the heart to eat them within the Rinkha café – a few others did, of course. A big thank you to Alan (H) and Laurence for all their help, especially when Alan had a lot of other pending work to do at his daughter's home. I then had a quick run back to Carrickfergus to collect Heather who was visiting several shops in the area – window shopping! On returning to Islandmagee a number of us went to Gobbins Centre for lunch that actually turned out to be a belated big breakfast. I must say we all enjoyed our food although I'm not too sure about Nathan. Once again, he was smitten by the cold slaw bug. Whilst he may have ordered a baked potato with filling, low and behold there again arrived, yes, you've guessed it – cold slaw.



As you know Nathan is learning to drive and it was interesting to hear Alan (For) trying to educate Nathan on the different while line systems he might come across whilst driving on our roads in Northern Ireland. I don't think he was too interested - he just prefers to drive. Nathan you must pass the theory test too to be a qualified driver!



Well that's it for this month other than the usual monthly advertising. See you, hopefully, at **Shanes Castle Mon 7th May**, always a very friendly show on the **Bank Holiday Monday**, and then our own **Totally Triumph Show at Lisburn on Sat 12th May**, with Chic Doig in attendance. If, at this late stage, you haven't ordered your parts then I suggest that a quick phone call is needed to Chic.

Then, of course, we have our **Weekend Run to Sligo on May 27/29th**. Kilbroney show this year is on **16th June**. They will not be sending out a reminder as the entry form was with last year's documents. If you haven't received one, they can be obtained on line with a closing date of **12th May**, otherwise you must pay. We are joining with the Carrickfergus Classic Car Club again this year so show their details, in full, in the "Name of Club" box so that we have sufficient entries for a club stand.

Please remember that at some of the shows you must book individually to gain entry and, of course, on time.

Colin (L) is having his first club run on **June 30th** and he is debating about going a small step further than the trunnion oiling and doing a gearbox / diff re-oiling, now that he has his garage lift up and running for small-chassis cars. Car

NOTTS OXFORD . . . PETERBOROUGH



TSSC AREA NEWS

up on lift, ten minutes per car should see gearbox oil changed and diff topped up. Starting early on the Saturday morning, members can arrive from early morning onwards, get the work done on the cars then they can partake in a small tulip rally around the area before back to his house and lunch at Sintons, Scarva. Anyone who wants or needs to stay on in the afternoon to get anything else done to their cars is welcome. It should be a practical event as well as a bit of fun. It will be a chance for members to get a look at the underside of their cars and identify any potential faults or problems – a great idea I say and one to look forward to.

There you have it then, other than to remind you that we have our area meeting at **Norte! Social Club on the first Wednesday of each month** at 8 pm. I hope to see you there and remember, get your entry in to Alan (H) asap for **Totally Triumph on Sat 12th May** and support your club and area.

Douglas.

NOTTS

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Why not come and join us at the Sandy Pates football ground on Quarry Lane, Mansfield. There is a good mixture of classics. Nottingham area this year want to do breakfast runs on a Sunday, in the summer Chippy runs, a run out to local events. Here is a list of our car meets at the Sandy Pate sports ground.

**May 16th. Stags. June 20th. Stags.
July 18th. Stags. August 15th. Stags.
September 19th Stags October 17th. Stags.
November 21st Stags. December 19th Stags**

Local shows we will be attending:
28th May Thoresby hall.

**3rd June Wollaton Park Auto Khana.
4th June Gurkha Kitchen on Glass Dale Drive,
Bilbrough.**

**21st/24th June Derwent Valley Peak Run
camping weekend.**

12th August Ilkeston classic car show

Look on our Notts Facebook page for up dates on events and on the Notts Triumph Sports Six website. (Notts TSSC) Hope to see you at one of our meetings.

Cheers

Nigel and Di.

OXFORD

Tom Tel. 07972 039532

Tom email: imp064@yahoo.co.uk

Oxford Area March Meeting. It was a cold and damp evening with wet salty roads so only two brave souls came out in their classics - a spiffire and a Jaguar XJS so extra brownie points to them. We had 15 members (one came all the way from Portsmouth!) on two tables and I hope nobody felt left out. We could catch up on our first ever camping weekend progress and fortunately there appears to be a reasonable turnout so



thanks to all who have booked already. I think there were some new faces there too which is a good thing. Some hardy souls were still there at 10pm.

And Rallye Monte Carlo Historique, passed through Banbury on 1st February for the first time since 1962.

Competing Triumphs included Car "0" from Dundee, a red and white 1961 Herald Coupe, driven by Douglas Anderson who had brought the rally back to Scotland in 2011.

Car "403" again in red and white (Triumph traditional colours for 1960's works cars) was crewed by father and son team Andrzej Szmidt and Mateo Szmidt. Andrzej had flown in from San Diego USA to join his son who together drove the Herald from Liverpool up to the start in Paisley then down to Banbury.

The oldest Triumph taking part was Car "412" a 1934 Triumph Monte Carlo (Gloria chassis). It has a 1232cc Coventry Climax engine and a full aluminium body.

A triumph 2500 PI rally car was also spotted among the static display.

The event was well attended despite the very cold weather with the cars being sent off on their journey to the channel ferry by the Town mayor, Cherwell District Council Chairman and Tony Mason famous as the co driver for rally star Roger Clark. Tony was also a co presenter of Top Gear for many years. Hopefully it wont be so long before the rally returns to Banbury.

Chris Birch.

Regards

Tom and Nick

PETERBOROUGH

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It's alarming to write this report thinking that almost a third of this year has gone past us already and a lot of us have not had the opportunity to get out with our classics yet. Hopefully by the time this has dropped onto your door mat that the weather will have turned and we will have a reversal of the rain to sunshine ratio. For those of you who enjoy statistics we have now had 18% of our average rainfall in just 11 days!!

Paul gave me his apologies for not being able to make the April Monday meeting and also unable to join me at the AO's meeting and the AGM at Lubenham on the 15th due to work commitments. Phil also was unable to attend.

A good turnout on another filthy night with 20 of us enjoying good company and good food. It was good to see Paul Laycock join us for the first time. Welcome aboard Paul - and we look forward to seeing your Spitfire in the car park sometime soon.

The new MOT regulations which come into force on the 20th of May raised a few questions and comments - but these concerns will be aired at the forthcoming AO's meeting prior to the AGM .

I have spoken with Chris Gunby on the new General Data Protection Regulations (GDPR) and our man Neville Wright has been on a course and should be the man in the know and more info will abound at the Lubenham meeting. I believe the steps we took a little while ago with Doug K's experience and advice and the signing of the Right to Disclosure forms have kept us at the front of the pack. Have you signed yours? More on GDPR after the AGM at our May meeting – as it affects a lot of data we carry on your behalf – both as the Peterborough area and the Club as a whole. It also gives concern to Dave and Jo as International Liaison Officers.

Steve ran through some of the hoops we have had to jump through to open a new bank account to ensure the funds we



Peterborough Continues

have generated on the Peterborough Areas behalf are kept somewhere safe – and we still have some forms to sign.

Doug K highlighted a very informative and well organised day session on the TR engine held at TRGB very recently which Chris and Dave also enjoyed.

The GT6 Mk3 I acquired in July 2009 was finally dropped off the axle stands and presented for its first MOT (according to the DVLA's computer!) on the 6th of April 2018. Guess what – yes it failed! Disappointedly I had to represent it again the following morning with its headlight beams adjusted upwards – but it does give you a great personal sense of satisfaction and peace of mind that everything you have unscrewed and rebuilt or replaced was done satisfactorily and more to the point – safely! Which is one thing I believe is wrong with 40+ year old cars not needing an MOT. Where do we stand if we are involved in an accident with no MOT and ourselves standing in the dock testifying our engineering and structural skills? A big minefield. My local MOT Testing station is considering offering a 'non-official pre-MOT test inspection' for owners of vehicles which now fall outside the current regulations to give owners a little peace of mind. They are obviously taking advice on how they stand legally.

This is a government which promised less red tape. Nobody mentioned the pallets full of rolls of 'grey area tape'!!

On a positive note with the Early May bank holiday falling on the **7th of May** no doubt you will all have various tales to tell of your Triumph adventures at the next Club night. Here's hoping the weather has changed and your days filled with abundant sunshine.

I haven't confirmed the date to the Triumph motorcycle factory in September yet – but hope to have that date for the next meeting.

Well folks, our **5th Club night of the year is on Monday the 14th of May at the Five Horseshoes at Barholm, Stamford, PE9 4RA** around 8.00pm and we look forward to welcoming TSSC Members – old and new alike. Come and join in with the raffle and a natter and food and that regular friendly exchange of experiences – and some pretty good advice in the bargain too!

Whether your cylinders number 8, 6 or 4 – enjoyment of driving in a Triumph is more!

Doug

SCOTLAND CENTRAL

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By the time May's courier has dropped through your letter-box I am sure that the cold winter months will be banished to the history books and we will be hoping that the next one does not last as long as this one has. The next event that we are all geared up for is the Drive it Weekend where we will be residing at The Fat Lamb and yet again it will be over

by the time you are read this.

So, what has been happening since the last meet apart from everyone trying to get the cars out of hibernation and ready for the new season? As mentioned in last month's report we decided to hold an East Meets West event in the form of TSSC from the west coast heading over to Edinburgh to meet up with any Triumph folks from the East. Dave Fray was the forerunner and met up with the Stag guys the month prior to our event and it was agreed that it would be beneficial to meet on the same night and location as them. Therefore, in the shadow of the Forth Rail Bridge the TSSC Scotland East met TSSC Scotland West and the meeting saw a great turnout with just under 30 folks gathering. It must have been quite a shock to the pubs Monday night regulars see the invasion of a load of Trumphers, the chat was good and the flow of people chatting to each other proved that the club has brought like-minded people together who otherwise would probably never have met each other over their lifetime. The evening was very successful and it appears that there is an appetite for something regular in the east that can incorporate TSSC Scotland East, Alan Wells has arranged that we can join the **Stag Club night at the Hawes Inn South Queensferry EH30 9TA on Monday 14th May** at 8pm for some tyre kicking and Triumph chat. If you need any further information on the meet please contact Alan Wells via the TSSC Scotland FB group. TSSC Scotland have agreed to support the east event by attending every quarter.

The next event we will attend will be on an island, will it be an exotic one with belly dancers? Well that all depends whether Mark brings his grass skirt with him or not! **The Millport event will take place on the 13th May** and it is advised to get to the ferry port early however, the ferry runs every 20 minutes and no advanced booking is required. We have in the region of 20 cars that will attend from TSSC Scotland and it will be the first event that we can show off and display the area flags sponsored by Lesson Coachworks and Ogilvie Fleet.

Our next show event after Millport will be **Moffat on the 23/24th of June** and we managed to secure a few places for this as a club therefore, if you do not have a space on the club stand you will need to register on the Moffat site as a single entrant. Please check the calendar on the TSSC Scotland FB group for a full list of this year's events and contact one of the Area Organisers for any events that you want to attend but have not yet registered for.

Over the past year we have purchased several items from the club funds and for the size of our area our funds were reasonably healthy, however we required to make a large purchase in the form of 2 new gazebos as the current one will not accommodate everyone at busy events and is starting to show its age. The area was a bit short on funds to purchase 2 and it was fantastic that everyone dug into their pockets and gave 10 smackaroones each towards the purchase of the new gazebos. I think this shows how the club has grown and knitted together over the years, the Area Organisers were cautious to go cap in hand to the area members to fund this purchase but would like to thank everyone for their donations. Needless to say, our area funds are now depleted and we will slowly build them up again over the season.

What has been happening on the car/caravan front? There has been little movement on the purchasing of cars that I am aware of, however there has been a little movement on the caravan front in the form of Ian Walker purchasing a small caravan but bigger than his teardrop is, oops I should probably say Bob's teardrop now. It is great to see that Ian's (Bob's) teardrop has stayed within the TSSC Area. Alan Wells was showing off his refurbished bulkhead on his GT6 at the last meeting, you have done a great job Alan and I know it was a great learning experience for you. John's Molly is still in progress and will not make The Fat Lamb but

SCOTLAND NORTH EAST SOMERSET



TSSC AREA NEWS

Updates/new additions to our Events notification flyer will be posted on the Grampian Triumphs Facebook page.

If you have any ideas for runs or meeting venues please let me know.

That's all for this month, I hope to see you at some of the meetings.

Danny

SOMERSET

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Hi Folks, I hope you are all well and your cars the same. As you know we had the Beach Lawns show at Weston Super Mare on the 31st March/1st April. We have five cars present, Derek in his 13/60, Alan in his TR8, Pete and Sarah in Sarah's 1850 Dolomite, Dave in his Rally 2.5PI and myself in my Mk2 Spitfire. The weather played a big part on the Saturday (31st) as it was wet and very cold. We attended on the Sunday (1st April) it was still cold but the rain stayed away for most of the day. Dave and I met up with the Somerset Triumphs/TR Register for a coffee and a bacon butty prior to going to the lawns. Mike briefly joined us in his Vitesse but alas a home emergency called him away, hope you got the boiler sorted out Mike!

By the time you get to read this we will have held the clubs AGM at HQ. Drive it Day to the Donkey Sanctuary, Abbey Hill and the TSSC weekend to the Isle of White. If you managed to get to any of these events I hope you had a great time.

There are a lot of great shows about this year including our very own event "**The West of England Gathering**" on the **first weekend in June, 1st, 2nd and 3rd**. The Gathering is held at Southfork Caravan Park at Martock, Please follow this link for information on the Gathering

<https://www.facebook.com/events/556553884679201/>

As last year we will be running our own bar serving beer, lager, wine and cider. This year we will also be serving our own food, providing burgers, cheese burgers, sausage baps and bacon baps.

Our events calendar is also available on our Facebook page,

<https://www.facebook.com/groups/176723329198778/>.

If you fancy any of the shows please don't hesitate to contact me and I can pass on the show application form to you.

This years **TriumFest is being held at Shelsley Walsh in Worcester on the 28th/29th July**. There are a few of us from Somerset that will be going to TriumFest, It will be great if you could join us. The event at Shelsley Walsh will be based around the history of F1, All the details of the the event can be found of the TSSC website.

Events coming up

Friday 4th - Monday 7th May Abbey Hill Steam Rally

Friday 4th - Sunday 6th May TSSC IOW

Sunday 20th Lynton and Lynmouth Run

Friday 1st June - Sunday 3rd June

West of England Gathering.

That's it Folks,

Take care, drive safe and "do more with your Triumph"

Martin

IMPORTANT NOTE

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

we look forward to seeing it for Millport. Chic has been battling against the calendar to have his front end refurbishment ready in time for the Fat Lamb, it is all back together now and running although not as it should, hopefully it will make drive it day. I have done a slight refurb on my bulkhead however as you know there is always a list of other things waiting to be done.

The theme for the Bo'Ness show this year is James Bond, therefore get your thinking caps on and put forward your ideas on how we can try and take 1st place at this event this year.

A reminder that if you borrow anything from another club member to return it in the condition you received it and maybe even a wee treat in the box when returning it. That reminds me Iain I will get your brake flaring tool to you before you read this report!

As usual please join us for our monthly meet or breakfast meet for all things Triumph.

Michael

May Items:

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

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 20th May 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/>

SCOTLAND NORTH EAST

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Hi. Our March meeting was at the Garlogie Inn which is quite a favourite of mine but unfortunately I was unable to attend as I was, along with my wife and an other couple on a rekkie for our summer run to Plockton & Slye. The weather was fantastic, I hope we get the same in June.

The May club night meeting is a week earlier than normal and will be on the **24th May at the Redgarth Oldmeldrum**, this is to avoid a clash with our summer trip to Plockton.

Other dates for the diary are;

13th May Turriff Car Show

19th -20th May BA Stores Vintage Event

20th May Grampian Triumphs "Great North Run", this year it is organised by Alan Sharpe of the Stag Owners Club and we will be stopping at the Glenfiddich Distillery for lunch.

27th May Crathes Rally & "How Many Left" at Alford, pity these two events clash this year as I am a fan of them both. I think most of us will be going to Crathes.

1st - 3rd June Grampian Triumphs Summer Weekend Run, this year I have done the organisation and we are staying in Plockton and touring Skye.

The 20th of this month is a big day for classic cars in the UK, Most vehicles manufactured or first registered over 40 years ago will, as of 20 May 2018, be exempt from periodic testing unless they have been substantially changed. I think most of us will get an annual safety inspection done or will continue to get a MOT.

Sometimes 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>

Have a look at the Grampian Triumphs Facebook page at

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

and the TSSC Scotland page at

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



SOUTHERN . . . NORTH STAFFS

TSSC AREA NEWS

SOUTHERN

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

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Hi All, yet another month of inactivity mainly due to the weather. The Sunday lunch at the Hen and Chicken, Upper Froyle nearly didn't happen. It was only Robin phoning me to say he wasn't going, until I said I was, then me phoning Mike G to say we were going who then phoned David and Wendy. As it ended up we all had a very nice lunch, even though there was still snow on the ground and a group of people were stranded in the pub overnight (well that was a shame). Dick Twitchee took his GT6 to the first Crotch Cooler of the year, he did say that it was very slippery underfoot. There were: Three GT6s (including Andy Cook), three Spitfires and a racing Dolomite Sprint among the crowd along with some TR6s..

Over the Easter weekend Jackie and I were visiting family in Preston, but we did stumble over a small classic car meet in front of the North Euston Hotel in Fleetwood. Three TR6's, one dolomite sprint, a MK2 Vitesse convertible and a very lovely 1200 Herald.

On the way home very early Monday morning I thought about the Spring Vehicle meet at Newbury and wondered if it would be still on as the weather we were traveling through was appalling. As it happens our intrepid AO did attend and had said that the numbers were considerably down.

Another very well attended March meeting at the Stars, even had four club cars in the car park.

Roy, Mike Goodling is now holding the calendars and Tanya, with the powder blue MK3 Spitfire, I have a pile of old Courier magazines in the boot of my car waiting for you from Gerry.

Back to Club cars, we now have a new addition. A 1967 Vitesse saloon in racing green. I bought this on ebay a couple of weeks ago and I am now ironing out the little gremlins. I did have a couple of little problems on the way home from Broadstairs, Kent. One being setting the tarmac ablaze after a backfire.



Kent. One being setting the tarmac

Up and coming events

- May 1st Regular meet, Seven Stars, GU32 3PG
- 4th- 7th Isle of Wight Camping weekend
- 12th- 13th South of England Meet, Leatherhead Sports centre,KT22 9BL
- 17th Roaming meet. George and Falcon, Warnford. SO32 3LB
- 26th, 27th 28th Selwood Steam and vintage rally
- June 1st-3rd West of England camping weekend, Southfork caravan ParkTA12 6AE Martock
- 3rd SHVPS Queen Elizabeth Country Park Show
- 5th Regular meet Seven stars, GU32 3PG
- 9th Bishops Waltham Fete and classic car show
- 21st roaming meet, The Shoe, Exton SO32 3NT
- 22nd- 24 Cornwall camping weekend, Penmarlem caravan and camping park, Bodinnick, Fowey, PL23 1LZ
- 23rd, 24th Dene Rally, nr Ropley
- July 3rd regular meet, Seven Stars GU32 3PG
- 14th Petworth fete in the Park
- 19th Roaming meet The Flower Pots, Cheriton, SO24 0QQ
- 21st The Ripley event
- August 3rd, 4th,5th Stroud Vintage Rally
- 5th White Dove Sports show, Kingsley Sports ground, Bordon, GU35 9PD

- 7th regular meet, Seven Stars GU32 3PG
- 16th Roaming meet Pub with no name GU32 1DA
- 25th Gloucester City Classic and retro Festival
- 27th Wisborough Green
- September 4th regular meet, Seven Stars GU32 3PG
- 20th Roaming meet, The Bat and Ball, Hambledon PO8 0UB
- 28th,29th,30th. Kingsfold
- October 2nd regular meet, Seven Stars GU32 3PG
- 21 Sunday Lunch meet, The Hunters Inn SO32 2PZ
- November 6th regular meet, Seven Stars GU32 3PG
- 18th Sunday Lunch meet, The Fox, Bramdean,SO24 0LP

That's all for this month folks if you do hear of events that might be of interest to the group, please let us know. Take care

Mark

NORTH STAFFS Tel. 07939 603061

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Hello all. Last month I said the snow and ice would be a distant memory well I was wrong, as I write the snow is back again!

It's around this time last year I said I was about to try and get some paint on the boot of the Vitesse, I did manage to get a coat of primer on around the end of September but then ran out of paint. More paint was ordered but by then the weather had changed and outdoor spraying was on hold again until the better weather returns, at the current rate the window for spraying is getting smaller every day, let's hope that next month it's not too hot.

Don't know if I told you that I had new webbing on the passenger seat belt of the Stag as a test, that was fine so the driver's belt was then given the same treatment but when it was returned it was jammed and would not rewind back into the spool. After trying to free it without success, I gingerly opened up the spool there was some debris in there and the spring looked as if it had moved out of the retaining slot.

I was quite expecting the spring to fly out all over the place as I tried removing it, I managed to re-roll the spring back into place and with a bit of good old WD40 the belt would back up just like new (well almost) Work is on hold again at the moment as my back is playing up again and just sitting is painful, and I think I'm getting too old for lying under cars. Last months meeting had a better turn out, welcome to Lorna & Tom from Uttoxeter they joined us for the first time and own a Spitfire, we hope to see them on some of the events in the coming months.

I'm sorry to say at the moment only one member has replied to the Drive it Day run so there could be a change of plan.

First show in **May is Catton Hall** lets hope we have some better weather by then, I'm off in the caravan for the third weekend the last weekend is

Capesthorn Hall on the 27th-28th May.

June 2nd- 3rd Coventry Motor Fest

June 17th Trentham Gardens

June 24th Really Retro Show at Seighford Airfield

Next Meeting 30th May

PS: Just a reminder June meeting on 27th will be at the Swan Inn Fradley Junction Nr Alrewas DE13 7DN
That's all folks

Dave

IMPORTANT NOTE

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

**SUFFOLK . . . SURREY
EAST SUSSEX . . . SWINDON**



TSSC AREA NEWS

SUFFOLK

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On the first dry-ish evening after what seemed liked biblical amounts of rain over the Easter period, 10 of us made it to the Sorrel Horse for our April meeting.

First face through the door was an attendee of old, Chris, who hasn't been for at least 3 years, but has made an appearance as he's started to get motivation back for getting his Spitfire on the road. There's still a fair bit to do, with some bodywork repairs and a re-paint required. Then there's assessing all the mechanical bits that need putting back together, along with finding those parts that have gone awry across at least 3 storage locations. But he seems to have the bit between his teeth and a lot of members were on hand to give advice on the order to do things.

Not least, Mike, whose Vitesse restoration is progressing well. The body tub is away at the soda blasters and once stripped to nothing but good metal, will be then off to the repair shop. That will give him time to concentrate on his Scottish adventure next month. He's off to the Shetland Classic Motor Show, coupled with visiting a few other places en-route. Sounds like quite trip and good to see him using the Herald Estate for what it was built for. Although perhaps he could do with more load space, as last time he won a large TV in the prize draw, but had to hand it back as there was no room to take it home. Hopefully this time he'll win a portable radio.

There were just 2 Triumph is attendance, Mike's Herald being one and Brian has Lightning McQueen back on the road after its engine rebuild, bonnet modifications and new lighting. He's already done 500 miles of running in, but there's still a bit of work to do on the mixture as it feels like it's running too weak. Changes in needles and dashpot oil have improved things, but it's still not quite right as it hesitates when you give it a boot-full of throttle at low revs. More tinkering required over the next few weeks.

Justin still hasn't fixed the clutch in the Stag and was using the cold and damp weather as an excuse. Hopefully enough of us berated him for this, that he feels compelled to get it sorted for next month.

I've got my windscreen back in the GT6. It took me 5 hours of fiddling, but was pleased with the results, especially as that evening I saw Fuzz and Tim struggling with a GT6 screen on Car SOS and there was 5 of them! The chrome trim is on as well, I think I'm starting to get the knack.

The evenings are getting lighter, so hopefully next month we can spend some time in the car-park. Let's see those Triumphs out in force on the **1st of May**.

See you there!

Russell

SURREY

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Hello. Sitting here on a dull April day looking forward to the fantastic weather that will accompany us to the Isle of Wight. All booked, large tent in tow and solar panels to ward off the frost.

Couple of good meets under our belt, last time Adam brought or possibly bought the fantastic revamped and rebuilt PI shooting brake which will be all Adams Christmas presents to Karen for the next ten years. It does look very smart, well done Ingenuity! (and Coultts Bank) Jeremy is following suit and his GT6 is to be transported to a new level and equally should look pleasing to the eye come June. It needs to be as it is booked on the train to Le Mans. We are pooling down and today I will book some accommodation en route, hopefully a Logis de France with grand dining room. We will have an E Type for company on the final leg if we can plan some communication with the Dieppe crew.

Paul has made a new purchase which should keep him busy for the next few years, a pretty light blue (not sure what that's called) GT6 as a project requiring body off rebuild, keep a close eye on the Courier mag for spares and bits.

On a totally different subject, I was in Poland the other week and popped into a photographic shop looking at old town posters and pictures from the 1960s. What caught my eye was a photo of an airport car park, possibly in Warsaw, with ancient Trabants, Mercs, Minis and - wait for it, the rear view of a red Vitesse soft top with boot rack, it's my car !!! How weird is that, anyway I bought it for 5 Zwotty, my wife is delighted. OK folks see you on the IOW for a beer or 6, Cheers,

Cliff.

EAST SUSSEX

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Hello one and all. Tonights meeting was a very good turnout, the usual regular faces and some not so regular, plus a new face, welcome to Adrian Cooper who comes from sunny Eastbourne and drives a MKII Spitfire, welcome Adrian and hope to see you at many more meets.

I have at last got my bumpers back from the chromers for the GT6, they look fantastic, its a shame they took longer than six to eight weeks, I was originally quoted, more like ten to twelve weeks, but back on the car and looking lovely.

Vic has had the head of his Giffre and had it skimmed, hoping to cure a oil leak, hope its worked Vic.

Richard's Vitesse drive shaft swap has encountered a problem in as much that he rebuilt the rear end with new C.V. jointed driveshafts to replace the rotoflex , only to find when the new shafts were tightened up through the hub, they wouldnt turn. So he stripped it down, and had to machine more metal out of the back of the vertical links, to give more clearance for the C.V. knuckle, checked and seemed ok, now eeds some spare time to reassemble, not long now Richard and you will be enjoying, top down motoring.

At last months meeting Pete was given a pile of bits to make a spare gearbox for Martin's Stag, on closer inspection all was not quite what it seemed, so several new parts later were bought, quite a bit of head scratching and now all back together, well done Pete , a very clever guy.

The South Of England meet at Leatherhead for those of us that are going on **Sunday May 13th**, we are meeting at the Pease Pottage service station of the M23 leaving at 9 a.m. sharp. Thats all for now

lan

Forthcoming events:-

Sat and sun May 5th and 6th The lawns Eastbourne

Leatherhead S.E.M. Sun May 13th

Sat /Sun/mon May 26th,27th,28th Cuckoo Fair Lasughton

SWINDON

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Meetings Cover Swindon/North Wilts area

We're going to persevere for a couple more months but we think the lack of attendance at our meetings shows that the need for a Swindon meeting was not as strong as we had hoped. Thanks to Helen and Tim for ensuring that we haven't been sitting by ourselves for the last few months but a regular meet of 4 people isn't enough to ensure the survival of the area.



SWINDON . . . THAMES NORTH WALES

TSSC AREA NEWS

Swindon Continues

Our next meeting will be on **Wednesday May 16th - Regular meet at The Village Inn, Liddington, SN4 0HE**

Guy & Sazie

THAMES

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www.tssc.org.uk/thames

Welcome all, not a lot happening at the moment, apart from sorting out SEM stuff which seems to be going a lot smoother than last year nightmare. The Herald and Vitesse have been given a good clean and polish. The tracking is sorted on the Herald and we are ready for the show season.

SOCIAL MEETINGS - 1ST MARCH @ THE FAIRMILE INN
This was cancelled due to poor weather conditions.

15th MARCH at THE GEORGE INN. I am in the Vitesse this evening and have the wonderful company of Chris C, Tony H, George B, John P, Doug B & a warm welcome to Richard & Sue E in their GT6 Mk3, and to Eric W who owns a 1972 Spitfire Mk4 which he plans to re-commission after being off the road since 1986. Doug brought in his GT6 birthday cake and treated his GT6 to a Moto-lita steering wheel. John needs to fit a new master cylinder to his Vitesse.

Our next meetings are now:-

1st Thursday of the month at The Fairmile Inn Cobham.

3rd Thursday of the month at

The George Inn Wraysbury.

If in doubt or more info please call me on 07773623807

UPCOMING SHOWS

MAY

4th/7th loW camping weekend Appuldurcombe loW

11th/13th South of England Meet Leatherhead

20th Chiltern Hills Rally Weedon Park Aylesbury

20th Spring Classic Breakfast Brooklands

27th Classic Car Show & Tour Haslemere

JUNE

16th Brooklands Double twelve Brooklands

17th Hedsor Classic Car Show Hedsor

24th Hanworth classic surrey Hanworth

Mickey & Julie

NORTH WALES

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e-mail: helenahill@btinternet.com

Hi, everyone. Our monthly meeting on Tuesday 6th March was down to only twenty-four as this was due to many of our friends being on holiday. M.G. Pete and Alison sold raffle tickets before Pete took over Richard's role, and what an excellent job he did, listing all forthcoming events and shows. Helena added the few that Pete had not covered so, once again, a comprehensive list was made. When this part of the meeting was finished, the raffle was drawn with several winners as usual. The evening then settled down to sociable chat and laughter. Two new lads had come along to the meeting in a very nice Herald, and it turns out that they live in Llangollen, so that makes three Heralds in the town, these belonging to Graham and Barbara, Bryn and Pam and the newcomers. Very nice to see new faces, and more Triumph owners. Another smashing night.

The weekend of 23rd - 25th March was the Practical Classic Car & Restoration Show at the N.E.C., and several of our Chester & Wrexham group attended on the Friday. Roger went along on the Saturday with some of our Jaguar friends. It was a long but good day, and Roger came home with everything that had been on his shopping list apart from one item. He even managed to get the number plates for the re-registered Stag that we now have for sale.

Tuesday 27th March was our OFFAL run, this month organised by M.G. Phil and Ilene. We picked Joan up, and then proceeded to Bellis' Garden Centre in Holt, where we met up with twenty-nine of our Chester & Wrexham friends for the morning refreshments and the collection of our route plans. The weather stayed good, even though it had been very mixed on our journey to Bellis', but we all had a lovely run through some smashing countryside and through the Cholmondeley Estate to arrive at our lunch destination, this being the Cholmondeley Arms near Malpas. This pub and hotel used to be a schoolhouse, so the building has loads of character. They also stock a huge selection of different gins, well over 300, so one of the themes that they run is a gin tasting evening. Of course you would have to be staying there to experience this, or have a designated driver! Once again, another lovely day in great company.

The season is well and truly under way, and we are all looking forward to the different runs and shows that are lined up. The winter has been very long and hard, so we hope that this year will be a good one, with weather to match.

Well, that is all for now. 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. Hope to see you there.

Forthcoming events:-

May

1st May:- Monthly meeting at the Trevor Arms, Marford.

5th - 7th May:- Llandudno Transport Festival.

7th May:- Gawsworth Hall.

12th - 13th May:- Ashley Hall Traction Engine Rally, Cheshire.

13th May:- Candles Charity Run.

13th May:- Wirral Classic Car Show, Claremont Farm.

19th - 20th May:- Anglesey Festival of Transport.

20th May:- Wheels of Wem, Horseshoes Inn, Tilstock.

20th May:- Alderford Lake Breakfast Meet - 9.00 - 11.00.

27th - 28th May:- Prestatyn Car Fun and Car Show.

27th - 28th May:- Bala Lake Festival of Transport.

27th - 28th May:- Capesthorne Hall - Contact:-

info@classicsshow.org or 'phone 01484-667776.

29th May:- OFFAL.

June

2nd June:- Classics at the College, Ellesmere.

2nd - 3rd June:- Tatton Park.

5th June:- Monthly meeting at the Trevor Arms, Marford.

12th June:- Spanish Trip.

17th June:- Wheels of Wem, Horseshoes Inn, Tilstock.

17th June:- Trentham Gardens.

23rd - 24th June:- Kelsall Steam & Vintage Show.

23rd - 24th June:- Welshpool Transport Festival.

26th June:- OFFAL.

30th June - 1st July:- Vale Vintage Machinery Club, Pen-Y-Cefn.

30th June - 1st July:- Llangollen Transport Festival.

Regards,
Helena and Roger.

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**

SOUTH WALES Tel. 07802 204068
www.triumphwales.moonfruit.com
e-mail: alan.gourley@hotmail.com

TSSC AREA NEWS

RUN TO WESTON SUPER MARE SUN 1st April 2018

Well its first proper run of the year I thought to myself and the sun is just coming up as I turned the key in my Spit 1500. The car started and spluttered a bit as it never starts well on a cold morning. I had carried out a super quick maintenance on the car the previous day and was going through the list of bits I had put in the boot in case of any sort of mechanical or electrical trouble. I have been meaning to bin the diff as it is a bit noisy with too much backlash but it got overlooked with the Stag work over the winter so I'm stuck with it for now. I was soon on my way to Cardiff Gate J30 on the M4. I pulled up and left the engine running and the heater on as I gave the windscreen a clean. I was soon joined by Eddy and Mike the Cake in Eddy's Herald 13/60. It looked like we were the only punters at this meeting point so we headed east on the M4 to Magor services where Bern and Emma were waiting in Bern's immaculate TR4a with the Monmouth Mafia, John Heather and Mike in their beautifully presented Acclairs. Mikey J was out in his Car of The Year winning GT6 and Thumper Watson and son Neil were in their Toledo which can be yours for a mere £1850. Paul G and Doty soon arrived in their Vitesse Convertible and after a quick tea and chat we were on our way towards Bristol and south on the M5 to Weston Super Mare. Mikey J was leading as he always knows where he is going and I wanted to monitor my temperatures and pressures as we went along as my instruments, the electrical ones were reading low. I reckoned this was down to the instrument voltage regulator playing up as it may be the original one and not the later electronic type.

The trip to Weston Super Mare was fairly uneventful and we were soon in the town centre and heading for the sea front and the pier which provides a good landmark for the sea front parking and display area. We had managed to arrive together which had the bonus that we could park together and we got ourselves organised and Paul and Doty got the kettles on and a cup of tea or coffee was welcomed all round. Fortunately the weather was holding out and with a



huge attendance of 500 or more classics and retro cars we had a lot to look at. Bern spotted a very unusual TR4 with a supercharged engine which we photographed and had a chat with the owner before going for a long stroll along the Weston sea front. We treated ourselves to a walk along the sea lagoon which if viewed from the land towards the sea gives the impression that you are walking on water. Bern pointed out that as a loyal Arsenal fan he and the team can walk on water anyway. I pointed out at the half way point that due to the lack of a public life belt every 50m or so if we fell in we would have to walk on water to survive! I also pointed out that it was April 1st? We headed back to the direction the aroma of lunch was coming from and a well-earned fish and chip lunch on the sea wall was in order.

We all assembled back at Doty's mobile Café for a coffee after lunch and had a chat and catch up on the highlights of the day. The Sea cadets had done a great job as usual with their many forms of creative fund raising which has greatly improved since the Monmouth Mafia ran their Fund Raising Through Fear and Motivational Giving Course for the Cadets last year. We all agreed that there were some great classic cars on show and it was a great turn out for a show so early

in the year. With rain approaching from the south and even snow threatened for overnight we decided to make tracks for home and Mikey J lead us back on the road to S Wales. As we pulled off at our various turn offs and horns were peeped and friendly waves exchanged I thought "Another great day out and what we lacked in numbers was more than made up for with the quality of members who made the effort to sample Weston's marvellous Fish and Chips"

Al

COLEFORD CLASSIC CAR SHOW 2nd April 2018

Attending the Coleford car show on Easter Monday were four members in two club cars Rob and Pete in their Herald 13/60 with overdrive and Heather (Mrs Mafia) and myself Mike Partridge in my Acclaim which is immaculate (so Bern and AO Al keep telling me) . The snow warning the previous day from Derek the Weather at BBC Wales had put a lot of our members off, as Coleford Classic Car Show is normally well attended. Anyway not to be put off we did a quick lap of the classics attending all parked up in and around the town centre, then returned to the comfort of the Angel Hotel to sample the excellent food washed down with a cider or two. Not for those of us driving of course, unless you know about the local head of traffic and the lady vicar and bell tower. Later in the afternoon the rain did stop but our spirits were slightly dampened by that time.

It was nice to see Mike the Cake and Emma there and also Paul G and Barbara out attending in their moderns supporting the show. It was shame not many cars turned out but a good day out with great people drinking tea in the Angel Hotel to get over the shock of loss of revenue, although John (Mr Mafia) was at home manning the new On Line Bingo protection racket.

We were soon ready to mount up and get on the road back to Monmouth. As we pulled off at our various turn offs Mrs Mafia said " Another great day out and what we lacked in takings was more than made up with the quality of the snow which didn't turn up (thanks Derek)" "And the quality of the overdrive gearboxes, a worthwhile addition to all 13/60 Heralds" said Rob

Mike Partridge

WESSEX Tel. 01425 475376
www.triumphnewforestrun.co.uk
Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com

The Wessex New Forest Run, will have been and gone!! A full report next month, but I can tell you that we were over subscribed by the closing date, that means 200 plus!! Sundays run, starting and finishing at the Courtyard, Lytchett Minster, organised by the BPPC, was very sociable and relaxing. Apart from Brian being called upon to fix a broken down Moggy Minor, which turned out to be one of those CRAPPY NEW ROTOR ARMS and the last thing to be tested!!! – This was at the side of the road on the fastest section of the A35!!! – The cream tea afterwards was good, with home made scones.

Le Mans Classic & Silverstone Classic, is all sorted, those going, know who they are and the relevant tickets have been purchased. It is now down to the individuals to sort out the fine details of what to take, unfortunately most of our own cars with very limited space and it seems the older you get, the more you seem to need!

Other events on the calendar include:-
Basingstoke Festival of Transport 13th May
Beaulieu Spring Auto-jumble 19th - 20th May



WESSEX . . . WEST YORKS

TSSC AREA NEWS

Wessex Continues

- Stockton Vintage Nostalgia Festival 1st - 3rd June
- Transport of Yesteryear - Hardy Tour 3rd June
- TRDC Road run to Milestone Museum 10th June
- Bicester Flywheel Festival 23rd - 24th June
- Classic Le Mans 6th - 8th July
- Silverstone Classic 20th - 22nd July
- Lylington Show 5th August
- Breamore Show 12th August
- Beaulieu Auto-Jumble 1st - 2nd Sept
- BPPC Swanage Railway 7th - 9th Sept
- Christmas Dinner Saturday 15th December

This is just a brief summary and the most likely to be attended, hopefully this will be added to as the year unfolds and dates are confirmed, like Thornfalcon. A more comprehensive list has been forwarded to our local members, so that you can pick & choose, depending on how much time you can spare! If you have any suggestions to include in our "things to do!" please let Trevor know. As always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the **Tyrrells Ford, Thursday 31st May**

Martin

WEST YORKS Tel. 07944 909823 www.tssc.org.uk/westyorks

Hi All. If you were not at the March Meeting where we were asked to all be members of the club or Pay £50 EACH time we had a meeting there (when we went there in the first place they said no charge, that was 2 years ago). SO I have spent two afternoons and one evening looking around for a new venue.

As from the **8th of May** we will be at the **New Inn at 170, South View Road, at East Bierley Bradford BD4 6PP** this is 5 or 6 mins from J26 or J27th on the M62.

This Pub is in a good area and has a very good off road car park, with a good conservatory that will be ours for the night ALL FOR FREE!

The Dales Weekend run for the Saturday is all done after two goes with the bad weather by Martin and myself. If you want B & Bs give me a call 07944 909823.

Drive IT Day TO York Railway Museum on April 22nd. We will be Starting off from the Old Red Lion On the A64 at Crossgates, Leeds. LS14 2AD leaving at 10.00 in convoy to York. Any Classic cars welcome. This is a Charity Event For Bexley wing. This will cost you £2 each car and this is our Charity for 2018.

Alar

WESSEX AREA PRESENTS



NEW FOREST RUN

Sunday 29th April 2018

All Triumph Cars and their owners are invited to join us again for what has become a must do event in the Triumph calendar.

The Run will start from the Ringwood Long Stay / Lorry Park at approximately 10.30am on Sunday 29th April 2018. It will be the usual leisurely drive through the New Forest and surrounding countryside in the company of other Triumph cars and their owners.

This year the format will change slightly in that there will not be a halfway halt. Instead there will be a Run of approximately 2 hours length which will end at Boldre Memorial Hall where complementary light refreshments will be available.

We hope this new format will provide everyone more time to enjoy your picnics and socialise with other Triumph enthusiasts at the end of the Run.

The day will conclude with the customary Prize Giving around 3.30pm.

If you would like to enter, for more details, please contact Trevor on 01425 475376 or go to our facebook page or go to www.triumphnewforestrun.co.uk where you will find an entry form to download. The closing date for entries is 31st March 2018.

Entries received at this date are not guaranteed and will be at the discretion of the organisers. We look forward to seeing you and your Triumph on the day.

Contact Trevor on:

01425 475376

Or Visit www.triumphnewforestrun.co.uk



29th Isle Of Wight Triumph Weekend

May Bank Holiday 2018

Friday May 4th to Monday May 7th

Appuldurcombe Gardens Holiday Park, Wroxall

www.appuldurcombegardens.co.uk

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

tssciow@hotmail.com or call

Elaine on **07842 249591** or Tracy on **07754 751672**



C

OME AND JOIN US AT OUR CAMPING AND
CARAVANNING WEEKEND 2018



penmarlam
caravan & camping park



Bodinnick Fowey

22nd to 24th June

**£17.50 per night per
pitch**

To Book please contact

Cornwall Area Organiser

Carol Coventry

07979464643

Email carol.63@hotmail.co.uk



TSSC Northants Area

are proud to present our...

"SUMMER HOLIDAY" CAMPING WEEKEND

Friday 1st June – Sunday 3rd June 2018

At Top End Farm Campsite,

Colmworth Road, Little Staughton MK44 2BY

Friday – Welcome, Chat & Chill

Saturday – Run Out, BBQ and Evening Quiz & Games

Sunday – Raffle and Park 'n' Pose People's Choice Awards

Non-Electric £17.00 per night

Electric Hook Up £20.00 per night (Limited)

BBQ Adults £5.00, Under 16s £2.50 (ID may be requested LOL)

Fancy Dress Optional – Go on, you know you want to!

For all booking enquiries please email
nigeljohnhawes@gmail.com

No classic? No worries. All welcome.

PRE-BOOKING IS ESSENTIAL FOR CAMPING
AS SOON AS POSSIBLE



New Dalesrun 2018

8th, 9th & 10th June

The 2018 Dalesrun will be based at High Lining Camping and Caravan site,
Dent, Near Sedburgh, Cumbria, LA10 5QJ.

We will be taking you through some of the most wild and scenic areas of the Yorkshire Dales.

Eligible cars – you are welcome to take part in any vehicle, as long as it is capable of keeping up with a Triumph from the 1960's. The run will be segregated into Triumphs, then other classics with the more modern cars at the rear.

Anyone is welcome - the event is primarily to raise money for our chosen Charity which for 2018 is the Yorkshire Cancer Centre (Bexley Wing) at Leeds General Infirmary.

Saturday evening entertainment has once again been organised in the Village Hall, so come along and enjoy yourselves and help us raise some funds for the Yorkshire Cancer Centre.

This year we have the following:

Arrival from Noon on Friday 8th June.

Check in will not be open before this time.

A scenic Saturday run through the Yorkshire Dales which includes a leisurely lunch stop with pubs, picnic areas and café facilities.

Saturday evening raffle (Donations welcome) including superb entertainment with our very own Alan!

Wind down Sunday including a treasure hunt (on foot!)

Discounted rates. (Only if booked through us)

Completely separate area on the campsite.

Complimentary tea/coffee/squash all weekend.

Dog friendly site. (Must be kept on leads)

The site accepts tents, caravans and motorhomes.

AS ALWAYS, PLEASE ARRIVE WITH A FULL TANK OF FUEL! WE WILL NOT MAKE A STOP FOR REFUELLING

Please note: If you are bed and breakfasting there is a £5 per day charge for parking on the camp site. We recommend you park in the free parking organised by your B&B.

Any other general queries regarding the weekend, please contact Richard on 0776 635 4449

Our preferred method of payment is BACS to Miss C J Allen, 53-50-52, 13057022.

Please add your Vehicle Registration Number as a reference.

Paypal payments:- Please add your Vehicle Registration Number as a note and send as "friends and family" to: callencj@btinternet.com or

Tel Candi on 0781 046 1252 for alternative methods of payment or any booking queries.

Name(s) : _____ Address: _____

_____ Tel: _____

e-mail: _____ Club Area _____

Car: _____ Reg No.: _____

2018 Camping Prices

Tent or caravan (inc 2 adults and 1 car) - £21 per night

Motorhome (inc 2 adults) - £18 per night

Small Hiking tent (single occupant) - £9 per night

Extra adults - £2 per night

Extra children - £1 per night

Dogs - £1 per night

Extra cars - £3 per night (First car free per pitch)

Electric hook up - £4 per night

**Are you staying in a Tent/Caravan/Motorhome?
(please circle)**

Camping Friday ___ Camping Saturday ___

(Please tick for night/s you are staying)

Total per night for camping

£ ___ - ___ x ___ nights = £ ___ - ___

Weekend price PER CAR taking part in the run is £10

Grand Total £ ___ - ___



Derwent Valley's

30th Peak Run Weekend

21st to 25th June 2018

Friday night a warm welcome at the campsite with evening activities.

Saturday campsite based activities in the morning and a drive out in the afternoon.

Saturday night is the usual Party Night at the campsite.

This year's Party Night theme is Gypsies, Tramps and Thieves.

Sunday 24th June is the day of the 30th Peak Run—a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

Camping available from 3pm Thursday 21st until noon Monday 25th June at the Peak Gateway Campsite near Ashbourne. Sorry NO electric hook up available.

Visit our **Peak Run** website at www.peakrun.weebly.com for more information.

Name

Address

.....Postcode

Phone Nos. Email

Car Make Model Reg. No.

Package	Rate	Tick Below
Weekend and Run with up to 4 nights camping.	£50 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run with 1 nights camping.	£30 per car and 1 tent/caravan	<input type="checkbox"/>
Stand-alone Event Shelter / Gazebo	£20 fixed price per unit	<input type="checkbox"/>
Weekend and Run excluding with no camping.	£20 per car	<input type="checkbox"/>
The Sunday Run only.	£10 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to **Derwent Valley Area TSSC** to:

Peak Run 2018, c/o Kim and Paul Dale,

Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone Enquiries:

Kim and Paul Dale - 01335 345784



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



You are cordially invited to the
33RD SUNSHINE RALLY

3rd – 5th August 2018

We will be at our NEW VENUE
GREETHAM COMMUNITY CENTRE
Great lane, Greetham, LE15 7NG.

An immaculate community centre with very comfy lounge and full bar. Flat very sheltered pitches (no electric hook ups) less than a 5 minute walk to Greetham village with 2 pub restaurants

Camping Friday 3rd & Saturday 4th with option for additional nights

Friday night

Warm welcome, meet old friends and make new ones.
Have a go at our light hearted quiz. Bar 6-midnight.

Saturday

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

Saturday night

Fun & games, BBQ, quiz, sing-along, raffle and more. Bar 6-midnight.

Sunday

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

2 nights inclusive £35 per pitch.

Extra nights Thursday or Sunday £12. FULL BBQ £6.50
(spuds, burgers, sausages, salad, chilli, cheese, trout etc.)

All profits to be donated to charity.

For more details & booking form contact:

Jan 07799804415 j.muschiall@ntlworld.com

Nell 07530307371 triumph20002500stagg@gmail.com

Dave 07770650802 davesmith.triumph@hotmail.co.uk



TSSC Herts & Beds Area
Present the 25th



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

THE TRIUMPH
SPORTS SIX
CLUB



**Event Tickets
Adults & 15+**

£14.00 each

5-15 £6.50 each

0-5 FREE

**Full site
access**

**TSSC Club
Shop**

**Refreshments
as usual**

**Location
Jct10. M11**

Sat Navs use
CB22 4QR

**Discount entry Kiosks close at 2pm
Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations**

SUNDAY September 9th 2018

Gates open 10 am – Close 6pm

**To qualify for discounted admission, arrive at the event kiosks
at IWM main entrance!! before 2pm and be in your classic,
Or present this advert or your valid car club membership card.**