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THE COURIER NUMBER 456 JUNE 2018 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 456 JUNE 2018



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THE June 2018

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 456

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Cover Shot



GLOUCESTER AREA
ON THE ROAD TO LAON
PICTURE FROM JANE ROWLEY

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

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

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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

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e-mail: info@tssc.org.uk
Website: www.tssc.org.uk

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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

You are “The Club”

Hi Folks, I hope you are all well and yours cars the same. We are well and truly into the 2018 season now with many shows already completed and many, many more yet to come.

There are fifty six areas of the TSSC throughout the British Isles who all have their own event calendars and local shows booked. In addition to these local shows the club attend various events during the season. For example, **TriumFest UK** (This year at Shelsley Walsh) on the **28th & 29th July**, give Angie at HQ a bell to book your tickets. The Club has had shows at the NEC, Stoneleigh, SEM and of course the international shows. As I'm sure you all know the Club attends Le Mans Classic, SPA and Laon.

All of these shows take a lot of work and organising, i.e. loading and loading the club van, rigging and de rigging the stand, serving in the shop and talking to the public and fellow members. Angie, Bern and John do a fantastic job with the various stands that they put on but, there is a limit to how much they can do, although they always seem to go above and beyond. If ever any of you could help with any of the events that the Club attends we would be very grateful to you. No matter how little or how much help you can give, anything would be a massive help.

The TSSC isn't owned by a single person or group but to all of its members and it's you that makes the Club what it is. It's great when you help on one of the Club's stands as you get to talk to a great many people. I was on the stand at the last Restoration show at the NEC and the amount of folk that wanted to know more about the Club and who joined was amazing. When visitors come to the stand, start talking to its members it shows them how passionate we all are about the TSSC and our cars. It's you the members who are one of our best selling tools as YOU are "the Club".

Your enthusiasm, as well as all the other benefits that the Club offers is what encourages new members to join us. So if ever you are near any of the Club events and want to lend a hand please let us know. Don't worry about operating the shop till as Angie, Di or Bern will be there, every time I touch the till, I tend to crash the thing!

Have a great season folks and don't forget

DO MORE WITH YOUR TRIUMPH!



BY MARTIN HUGHES
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

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

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FRI SAT SUN 22/23/24 JUNE 2018

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July 2018

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September 2018

SUN 9 SEPTEMBER 2018

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CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

July 2018

FRI SAT SUN 20 21 22 JULY 2018

SILVERSTONE CLASSIC

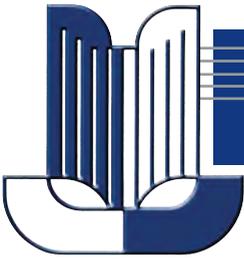
www.silverstoneclassic.com/clubs

November 2018

FRI SAT SUN 9 10 11 NOVEMBER 2018

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NEC BIRMINGHAM
www.necclassicmotorshow.com



NEWS REVIEW

Monthly News of a Triumph Nature

GDPR

From 25th May 2015 the rules on data protection are changing and TSSC has put a lot of time and effort into ensuring compliance with the new legislation. Classic car clubs have been advised to adopt policies on data protection setting out how they manage the personal data they hold and aim to discharge their responsibilities in respect of that data. TSSC is working on preparing an appropriate policy and we hope to have further details available shortly. Should anyone wish to discuss this do not hesitate to contact me.

Chris Gunby
TSSC Chairman

Changes to MOT Law

From As most of you will be aware the government is changing a lot of the MOT rules as from the 20th May 2018 ,lots of discussion has taken place on our social media sites and the TSSC Forum about how the changes will affect our cars.

The official line of the TSSC is **KEEP** getting your car MOT'D an extra pair of eyes checking over your pride and joy has to be worth the fee every year.

Should any one wish to discuss this please do not hesitate to contact me

Yours sincerely

Chris Gunby
TSSC Chairman

Club Shop New Product

We Do Listen! In last Months Readers Write we asked Members if they knew of a Hazard Light Warning Conversion Kit and Thank you everyone who got in touch about the Following Kit. Which comes with instructions and is easy to fit.

Hazard Light Conversion Kit



GSS159 Hazard Light Kit
£32.00 P&P 0.5Kg



OFFER for JUNE 2018

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U70300	SPITFIRE >1964 SINGLE	£15.00
W76300	GT6MK2/3 SINGLE	£18.00

PRICE EACH
£15.00
£15.00
£15.00
£18.00

WIPER BLADES P & P 0.15Kg



CODE	CAR	PRICE EACH
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B12311	SPIT72> HER/VIT70> SINGLE	£10.00
B12312	TR6 GT6 MKII/III SINGLE	£10.00

PRICE EACH
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£10.00



Questions and Answers

Hello everybody, hope you were able to get your Vitesse out on the "Drive It Day"

For once the weather wasn't too bad and yet again driving the Vitesse brought a smile to my face.

After the Drive It Day don't forget time is getting short to buy your tickets for the **TriumFest on 27-28-29 July**. This year it's being held at Shelby Walsh during their Classic Nostalgia Show. The sights, sounds and smells of classic motor sport, don't miss it.

Winter should be a thing of the past and Summer well on its way by now and as a result, it's a time when we tend to have a good clear out. This sometimes results in me getting a phone call from a person trying to get rid of a very rare classic car called a Triumph, that as I found had been laid up in a shed 30 years ago. As it was a few streets away I went and had a look, As I approached what was a broken-down shed I could see a tree growing through it's roof. Levering opening the shed door I found the tree was in fact growing through the centre of what had been a Vitesse 6 Saloon with a sunroof. On lifting the bonnet I was met with lots of very damp and highly corroded machinery where loads of creepy crawlies had made their home. Yes, a bug hotel. On examina-

tion the reason for the layup looked like terminal rust on the main rail of the chassis under the diff. The person who called me appeared to be clearing up maybe their parent's estate and had some idea these remains in front of me were worth a large sum of money. When I said the car was too far corroded to be worth restoring and was only fit for scrap that went

the remains. It's sad when you see cars like this that due very poor storage, where it had been open to the elements for many years there is very little if anything that is salvageable.

Moving on to removing the steering wheel which maybe these days could have a Health and Safety Warning attached to the process. I can hear you say "well you just unbolt the thing

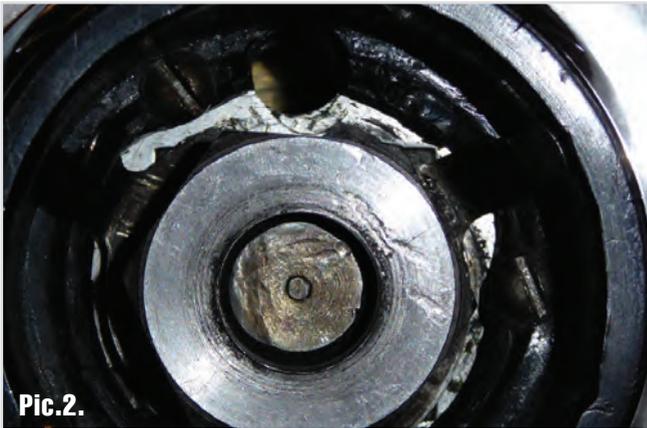


Pic.1.

" removing the steering wheel which maybe these days could have a Health and Safety Warning attached to the process. "

down like a lead balloon. And no I wasn't interested in buying

and pull" The problem is the steering wheel, Picture 1, has a habit of sticking and to shift it requires rocking the spokes to and throw. Not the rim as it may damage the wheel. Another method is to carefully bang the rear of each spoke in turn towards you with the palm of your hand. So why the Health and Safety Warning? The problem is the wheel has another unwanted habit. That



Pic.2.

is, it frees very quickly and when it comes off the thing can hit you in the face! The safety method is to undo the fixing nut sufficient to clear the wheel but having enough thread left to prevent it from flying off at speed and bending your nose, [Picture 2](#). The steering wheel shown in picture 1 is the optional Stanpart item available in the 1960's either from a Standard Triumph dealer or indeed the factory.



Pic.3.

A recent email I had asked which oil filler cap was correct for a 2 Litre Vitesse. So it makes sense to cover all the models. As the Vitesse 6 (1600) has an open sump breathing system it has a large gauze filled cap,

[Picture 3](#). Periodically it should be cleaned and refilled with engine oil. All 2 Litre models have a closed sump circuit breathing system and are fitted with a cap shown in [Picture 4](#) which contains a valve. [Picture 5](#) shows the later type of cap which does not contain a valve and should not be fitted to the Vitesse engine. It was fitted to the later Triumph Models.

The next email asked for a breakdown of the parts that made up the Smiths Radiomo-



Pic.4.

Pic.6.



Pic.5.

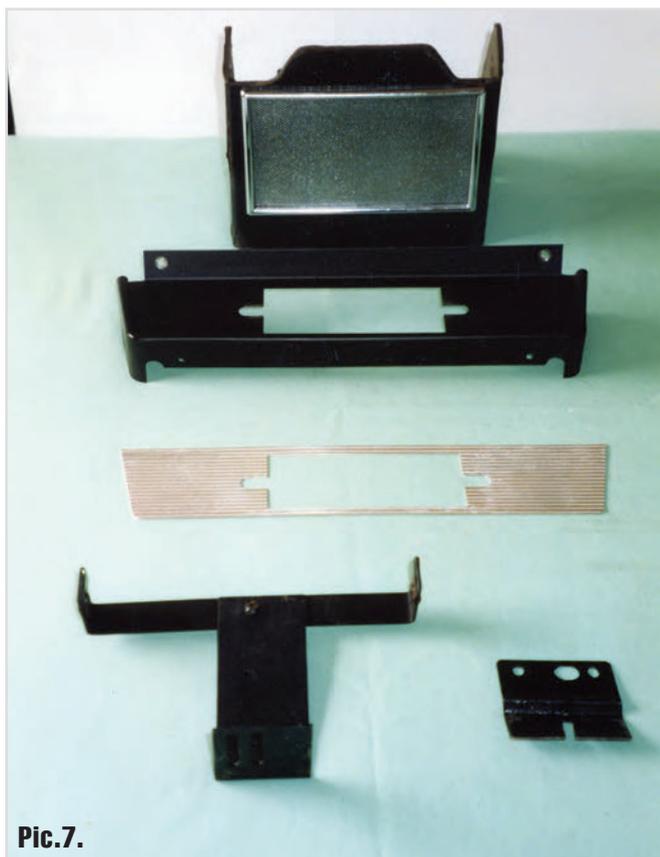


Pic.6.

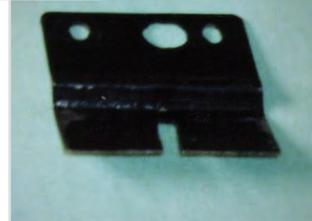
bile radio mounting kit which was available from your Standard Triumph Dealer, [Picture 6](#).

I thought the best way to do this was to give a picture of the parts which can be seen in [Picture 7](#). When you see these at autojumbles my experience is the bracket that connects the assembly to the gear-box cover is the part that is missing,

Pic.8.



Pic.7.



[Picture 8](#) or has become separated and is lying near.

The next email concerned exhaust clamps for use on stainless steel exhausts. I covered this a few years ago so won't go in to depth other than to recommend the stainless steel band type as these do not dis-



Pic.9.

tort the pipes and will fit into confined spaces, [Picture 9](#) shows a typical clamp.

You can find some UK suppliers on the web. Finally, I thought I would show a few pictures of Peter Illingworth's Vitesse as it may give en-



couragement to others. Over a number of years Peter has been working on his car to bring it up to a smart and good useable standard.

[Pictures 10/11/12.](#)

That's it for now see you all next month. **Safe Driving and Keep Them Running On All Six**

Dave



Sir Stirling Moss
Sir Stirling Moss OBE



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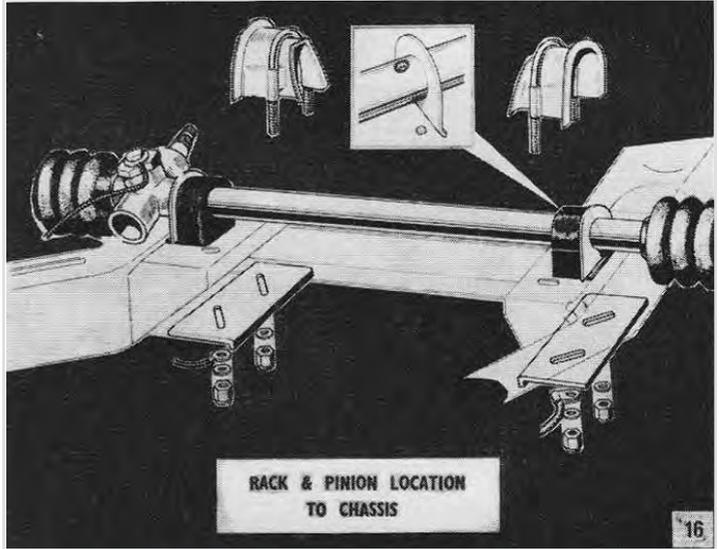
Commercial & Household Insurance

Steering, re-visited

I had a lot of correspondence regarding my articles in recent months so I'll revisit some of the points and add a few new ones that have come in from TSSC members.

Firstly I've received a very welcome e-mail from **Nigel Cross**, ex-Triumph and Laycock employee, who very kindly wrote to inform me:

"I was interested to read your piece on steering racks in the April Courier. In the late '60s/early '70s, I worked in Triumph's Engineering Experimental Department. At the time, I had a Mk1 Spitfire which I had converted from LHD, and had previously owned two 948 Heralds, first a '59 Coupe, and then a



'61 convertible. I was already familiar with the subtle differences you described between the solid rack mounts on the early Herald and the later rubber ones.

The main problem with the rubber ones was the need to "pre-load" the rubbers to minimise side-to-side rack travel which made the steering somewhat imprecise. On the assembly lines, when they installed the rubber-mounted racks on Spitfire, GT6, Herald and Vitesse, they used a special tool to spread the "U" clamps and compress the rubbers before tightening the nuts. The problem was that this tool could only be used before the engine was installed because

of the sumps proximity to the rack and its mounts. To achieve the same level of rack security with the engine in

" Interestingly they refer to previous cars having the rack "rigidly located to the chassis by dowels."

place, I have always used a mole-grip on each of the mounts to compress the rubber by clamping between the flange on the rack and the one on the "U" clamp while tightening the nuts.

 **TRIUMPH**
SERVICE TRAINING NOTES

**FRONT
SUSPENSION &
STEERING**

**HERALD RANGE
SPITFIRE GT6
VITESSE RANGE**

The change to rubber from solid mounts was due to the strong impetus to improve the quality of the "drive" of cars in the '60s. The rubber introduced a cushioned feel to the steering and insulation from kick-back. The present trend to revert to solid mounts to give greater precision to the steering is akin to the move across the board on new cars to lower profile tyres. These, because of the stiff, unyielding sidewalls, give greater precision, but at the cost of an appalling ride (my Stag, on full profile 80% tyres has a far better ride than any modern car!).

Triumph were strongly pursuing sophistication in what came to be known as "NVH" - noise vibration and harshness, throughout the 60s and 70s."

So now I know why the alloy mounts were replaced.

Nigel writes in the Stag Owners magazine and I'll bet he has some amazing insights into Triumph and the development of our cars, and especially as he also worked for Laycock, which manufactured the overdrive units used in Triumphs.

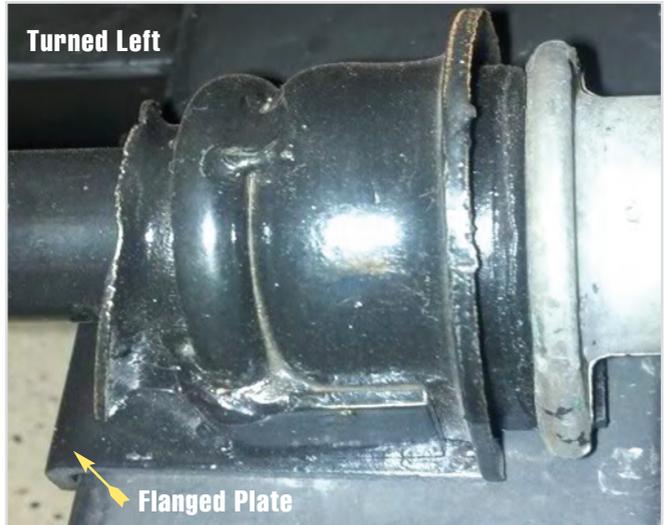
The Service Training Notes booklet for the steering assembly refer to the rubber mountings from commission number GA80 000 onwards. Interestingly they refer to previous cars having the rack "rigidly located to the chassis by dowels."

The instructions they supply for what I believe to be Nigel's procedure means pressing both rubber mounts and their housings outwards as far as they will go; I quote: "Push both U bolts to within 1/8 " of their respective flanges, while an assistant holds the flanged plates on the underside of the

chassis inwards, and tightens the nuts."

This is particularly relevant in the two photos of a steering

be able to see a slight problem: the owner has put the flanged plate, that goes under the chassis, on top of it under the



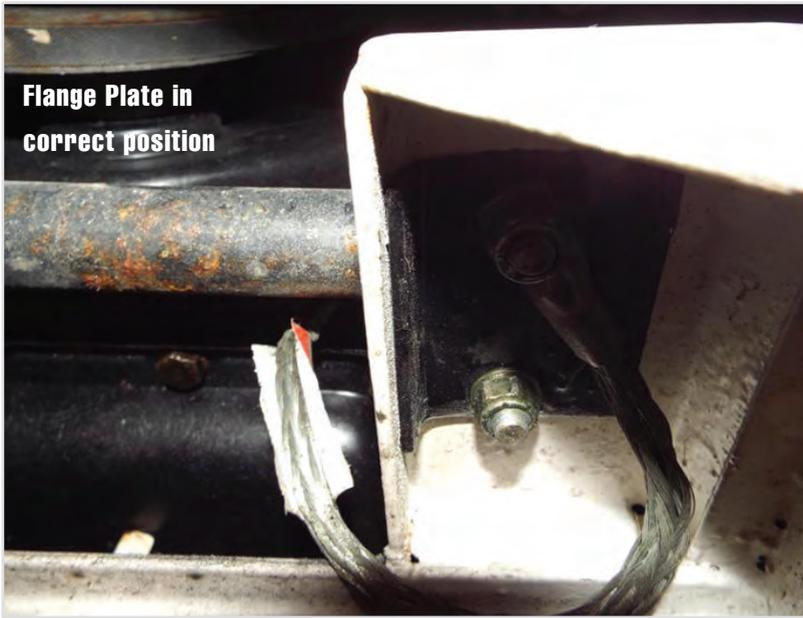
rack that I found on the Net; the owner was appalled by the amount of movement and if

mounts instead, thereby lifting the rack off the chassis. I hope that putting them back in the



you compare the two photos, you can see just how much the rack moves. If they're of sufficient resolution, or you've got a good set of glasses, you may

correct place led to a massive improvement... however this was the biggest problem with our cars: the alloy mounts gripped the steering rack



Flange Plate in correct position

tightly, but made for a harsh drive with vibrations transmitted through the steering wheel; the rubber mounts dampened the road noise, but at the cost of grip, thereby allowing sideways movement and vague steering effect.

I've also had some great information from member **Emma Bird**, who has first-hand experience of the nylon plug in the steering racks:

"I've never had a Herald, but I have had a '68 Spitfire since '78 and a '70 1300TC FWD since '80. Originally my Spitfire did not have the little nylon pip in the steering rack. The FWD rack is basically the same except that it works the other way, ie it is behind the front axle line rather than in front. I can't quite remember how we discovered it but the FWD rack does have the little nylon pip! At the time I had just changed the Spitfire rack mountings to aluminium solid mounts. I don't think it was the cause but

she failed the MOT on too much play in the steering. The inspector was right, the rack could move in the casing towards and away from the pinion gear (in and out of mesh). I went to the local dealer and bought (I had to order them in) a bag of 10 nylon pips (min order quantity) for about £1. I then removed the rack from the casing and drilled the small hole in the casing at the rack mount opposite to the pinion gear. I found the right size by trying a few drills in the FWD rack hole. Then reassembled the steering. I inserted the pip. It does stick out as you say. I reinstalled with a rubber mount on the right hand end and aluminium on the left. The play was gone, MOT passed and another 80 or so thousand miles done with no further trouble. I think that a solid mount could be used if you were to drill a largish hole in it and put in a suitably large rubber bung which might then

sibly noise (?) It is interesting to note that the FWD steering column has a UJ at the bottom allowing a 45 o angle.

This would put side loads on the pinion and might accelerate wear."

The previously mentioned Service Training Manual refers to the pip as the "nylon damping peg", thereby more or less confirming the purpose. Does Emma's solution of one rubber mount and one alloy mount solve, or at least address in some way, the problem of noise versus movement, or is it likely to cause further difficulties?

Did you know that the term "to rack your brains" refers to the Inquisition torture of putting someone on a rack and drawing the truth out of them? This is probably why they call it a 'steering rack' as without power steering, it pulls your arms out at low speeds!

On that note, see you next month.

Colin

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Scenic & Continental Car Tours

New Boots for Old

I covered the aspect of tyre age a couple of months ago, so now I will look at tyre sizes and will start with an update on the standard tyre fits.

The question often crops up on the Forum and the various social media sites.

It used to be very simple around 1970 when the cars were new. If you had a stock 13/60, your rim width would be either 3.5 inches on a saloon or convertible or 4.5 inches on an estate car. Heralds were still generally supplied with crossply tyres from the factory although I am sure that some dealers would fit radial tyres if you asked for them.

“We were at a crossroads back then and many people would certainly have fitted radials when the crossplies wore out.”

The basic information is as follows:

Wheels and Tyres

Saloon and Convertible

– Tyre 5.20 × 13 in. tubeless

Steel disc type wheel 3½D. rims

Estate car – Tyre

5.60 × 13 in. tubeless

Steel disc type wheel 4½J rims

Pic 1. Handbook tyre information

13/60 Saloon and Convertible

Original fitment 5.20 x 13 crossply on 3.5 inch rims

Original replacement 145 x 13 radial

Modern replacement 145/80 x 13 radial

13/60 Estate

Original fitment 5.60 x 13 crossply on 4.5 inch rims

Original replacement 155 x 13 radial

Modern replacement 155/80 x 13 radial

Effect on the speedo reading

A bit of explanation may be required here regarding the difference between the older and the current radial tyre specifications. A measurement that was not shown on the earlier radial and crossply tyres was the tyre profile (or aspect ratio).

This is the ratio of the tyre height (rim to tread) to the tread width as a percentage. For the crossply tyres this was 90% and for the radials it was 82%. Using these figures you can calculate the overall tyre diameter using:

Tyre Diameter = (Cross-Section Width X Aspect Ratio/100) X 2 + Wheel Diameter. All units are inches.

For a crossply 5.20 x 13 that's = (5.20 x 90/100) x 2 + 13 = 22.36 inches

For a radial 145 x 13 it's = (145/25.4 x 82/100) x 2 + 13 = 22.36 inches so it's the same. Clever, eh? (Note the conversion factor of 25.4 due to the 145 being in millimetres.)

But modern tyres have an 80% aspect ratio (the 80 in the tyre size marking). So the diameter is:

(145/25.4 x 80/100) x 2 + 13 = 22.13 inches, so quite similar.

The error would be about 1% on the speedo.

The diameter of the 5.60 and early 155 tyres is 23.01 inches and for the modern 155/80's is 22.76 inches. Again, about a 1% error.

the road.

If you want to be original then it is not a problem. Crossply tyres are still available from specialist companies such as Longstone and Vintage Tyre Supplies and cost around £90

each. They are a bit pricey but if originality is important to you then this could be the solution you want.

Other options

You can fit other tyre widths if you wish but there is a recommended range for each wheels size. You should also do the diameter calculations for the width and aspect ratio of tyres that you are interested in just to check that your speedo won't be badly affected. The recommended ranges are as follows:

tyres, which illustrates what is possible and acceptable.

A very useful and popular fitment to our cars is a 175/70 x 13 because it has an almost identical diameter (22.64 inches as opposed to 22.76 inches) to the 155/80 x 13, so the speedo won't be that noticeably affected.

Aftermarket wheels and tyres

You can fit wider wheel and tyre combinations but you will have to allow for wheel arch clearances and front tyre rubbing on full lock. However, the wider the tyre, the heavier the steering will be and the effect is magnified with the fitment of a smaller steering wheel. Recommended tyre ranges are:

5.0 inch wheel, 145 to 185 tyre, 175 optimum

5.5 inch wheel, 155 to 195 tyre, 185 optimum



Pic.2. U.S. Dunlop SP41 information.

Original or not?

SP41 tyres were factory options for the MkII Spitfire

It shouldn't be forgotten that our cars were designed in the late 1950s to run on crossply tyres and the geometry was set accordingly, but they did have some strange characteristics such as wanting to follow ruts in

3.5 inch wheels can have 135, 145 or 155 tyres, with 145 probably the optimum.

4.5 inch wheels can have 135, 145, 155, 165 or 175 tyres, with 155 being the optimum. Note, though, that the early Triumph 2000 had 4.5 x13 wheels and was specified with 6.50x13 (crossply) or 175x13 (radial)

Tyre Pressures

Saloon and Convertible

Front	21 lbs/in. ² (1.48 kg/cm. ²)
Rear (two up)	24 lb/in. ² (1.7 kg/cm. ²)
Rear (four up)	28 lb/in. ² (1.97 kg/cm. ²)

Estate Car

Front (two up)	21 lb/in. ² (1.48 kg/cm. ²)
Rear (two up)	25 lb/in. ² (1.75 kg/cm. ²)
Front (fully laden)	21 lb/in. ² (1.48 kg/cm. ²)
Rear (fully laden)	30 lb/in. ² (2.1 kg/cm. ²)

Pic.3. Handbook Tyre Pressure information

Tyre Pressures

Note: The figures in brackets can be read as the modern SI unit 'bar', the difference being a factor of just 1.02

In general, you should inflate radial tyres to a higher pressure



Pic.4. Three White Triumphs - Code 19 rules

than crossplies. Spitfires of the MkIII era could be specified with either type of tyre and it was recommended that radials should be about 3 psi (0.2 bar) higher at the front and 2 psi (0.1 bar) higher at the back and that is what I use on my Herald.

Progress at home

I finally got around to swapping out the rubber bushes on the front suspension with SuperPro poly bushes from the TSSC shop. At the same time I installed Gaz adjustable dampers in place of the cheap "one size fits all" type that everyone sells. I'm currently running all four dampers on their softest setting and it definitely seems

more comfortable than before. The back is a bit bouncy so I will harden up the rear two by a couple of stops on the adjusters and see how it goes.

After doing the work, and double checking that I had done

everything up properly, I took the car for a 50 mile run out to a monthly classic car meet (officially known as *'The Classic Car Meet'*! in Yalding, Kent and it behaved almost perfectly.

The column mounted over-

left, **Jon Beeston's** 1600 Vitesse is in the centre and **Simon Watkins'** 13/60 convertible is on the right.

Simon is not yet a member of the TSSC but Jon and I have tried to convert him.



Pic.5. Our Classy rears

drive switch failed on me though, so I think I will revert to using the one on the gear lever as it's a single rail box with J-type overdrive.

In photo 4, my estate is on the

Question: Which is the most important nut on a car?
(And, no, it's not the driver!)

Answer: The loose one.

Phil

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Viewing Recommended

Regular readers of my contribution to this august journal over the last 30 years (yes, it really has been that long – my first register piece appeared in February 1988) will know that I don't criticise cars, or people. I may have hinted on occasion that a particular design feature on a car was not to my own taste or that a bit of engineering would not have been how I'd have done it, but never criticised. Until now...

What's got my goat is a seller's description on a well-known internet auction site. I'll reproduce it verbatim, including capitalisation, and then explain why it has annoyed me:

**MG/Triumph Gentry
(1950s MG TF replica)
Road tax exempt
and fresh MOT**

Also known as the RMB Gentry, this particular car was originally purchased as a kit in the mid 1990's. It then remained unfinished until 2001 when it was sent to the manufacturers to be built and finished (bills and letters to prove it from TP Motors, the kit manufacturer). If you are familiar with the car you can tell from the build quality and finish that this is a factory built vehicle that has been maintained and upgraded ever since.

THIS IS NOT YOUR AVERAGE, HOME BUILT KIT CAR.

There is a VERY EXTENSIVE history file including the origi-



nal build manual, old bills, MOT's etc. She really does attract attention.

A genuine MG of this type costs around £30,000 so if you fancy one but can't justify the cost of an original, this is nearly as good - maybe better!?

Upgrades/features include larger, powder coated wire wheels, recent new carpets, stainless steel tuned exhaust (sounds more like a powerful aircraft engine than a car!), a Molita wooden steering wheel plus octagonal, MG style, antique finish instruments. There is plenty of power from the 2 litre straight 6 Triumph Vitesse engine and with electronic ignition she starts "on the button". A previous owner leads me to believe the engine was rebuilt

during the factory build, but I have no documentation to prove this. The mileage is somewhere between 8,000 and 80,000. That's right! If you can

" Where shall I start? It is a fact that some world class engineering has been carried out by individual amateur enthusiasts in their own garage"

tell better from the service history, contacting previous owners and the current speedo, which was fitted with the new

wheels, then please let me know. All I can say is the engine runs more like an 8,000 mile car than an 80,000 mile one.

The bodywork and paint is about 8-9/10 (she is approaching 20 years old!) and the chrome is about 95%+.

She positively gleams.



Included is a full tonneau cover (not shown in photos) and a 1/2 or "rear only" tonneau. No all-weather gear or roof is included as she is the sort of car that has never intentionally been out in the rain.

The vehicle has just had an extensive service and MOT and is running beautifully ready to enjoy.

I am selling her as I am moving house and may emigrate in the next couple of years so it's time to start "slimming down".

Where shall I start? It is a fact that some world class engineer-

ing has been carried out by individual amateur enthusiasts in their own garage and it is equally a fact that some pretty shoddy engineering has been turned out by highly manned, professional car factories. The guys at TP Motors back in 2001 may well have been highly capable engineers, and may well

rims. Scaling from the photos I've calculated the rims of this car to be 14 inch in diameter; almost certainly they are 14 inch wire wheels from an MGB – a common fitment for this style of Herald-derived kit car. It is possible to fit 15 inch rims, or even bigger, to the Triumph hubs, but at some expense.

What is "larger" on this car is the tyres – I'm not able to say exactly the size but I'm guessing they could be 185x14 full profile. You can see they are large diameter, a common play to fill the wheel arches

have produced a quality Gentry, but it is certain that the size of that operation would be closer to one man in his garage than a Cowley or a Longbridge. We are told the car has larger

without going to the expense of larger rims – nothing wrong with that.

Do you really want a car to sound like powerful aircraft? Would it be even legal?



wheels; larger than what? We all know that the donor Vitesse would have had 13 inch rims. An original fifties MG TF would have had, I reckon, 15 inch

"The vehicle has just had an extensive service and MOT"... That was written in April; I'm afraid that the truth is that at the time I write this, early May,

LVM664G doesn't have an MOT. I can tell from the government web site that it was presented for MOT on 26th March and failed due to various issues, including the brakes. It was presented again on 1st May, and failed again, still with a braking issue.

I noticed another interesting thing in its MOT history, back in 2010 it failed due to lack of seat belts. Oh dear, did the factory forget to fit any? Under the new MOT rules for vehicles of historic interest, as I understand them, this Gentry, despite being having a 1969 registration date (the government still has it described as a Triumph Vitesse) will not become exempt until 2031 – thirty years after the major alteration.

This description aside, this Gentry could well, on inspection, be a high quality example, worth the £7,500 asking price... assuming its brakes work... which they would do after a few hours in my own car factory, aka my garage. Finally, if it were mine I wouldn't have an MG badge on it.

Now I'm going to copy and paste another seller's description of another Triumph-based kit car, Q588CGY. This one doesn't come from EBay, but from a classic car garage called **Het Klassiekerhuis**, in the Netherlands:

Triumph Vitesse Burlington

Once we were passing through Great Britain when we came across this Triumph. We were immediately in love, what a cool car, in terms of propor-



Burlington Arrow

tions quite right, with potential to make it even more fun. Because this car has a 6 cylinder engine, and you never see that in this class. They are always 4 cylinders, just look at the cater-

pillar engine, an engine that is almost the same as in the Triumph TR6. This car was converted in 1985 to what it is now with a kit from Burlington Arrow. This company provided



hams, super sevens, heralds etc. The car started life in 1971 as Triumph Vitesse convertible. A nice convertible with 2 litre 6

kits for different cars, but together with the Vitesse it will be a very desirable car! In addition, the colour and the ver-



sion with red leather, new hood and lowered windscreen. The lowered windscreen we have done ourselves and it makes the car unique, much tougher looking. Also the normal, boring exhaust at the back has been replaced by two beautiful sidepipes that make a nicely civilised sound. Now the 6 cylinder in any case comes into its own. Car is still on English licence plate, NL number plate is arranged at purchase.

The whole history is present at the car, we have technically once again completely checked the car and provided it with new head gasket, manifold, exhaust and new fluids. The car has an overdrive, so the engine can run calm at 120 km/h.

Welcome for a visit!

Of course we can forgive the slightly quirky English, as good as the Dutch generally are with languages they are not going to be perfect.

We can get some idea of the car from this description, but the photos tell us more.

What do you think? Certainly a striking car. Different from many of the Burlington Arrows I've seen on the road. I can't



do the same scaling trick to get the size of the wheels, as I can't be sure of the wheelbase (generally the Arrow was built on a lengthened Triumph chassis) but they do look large to me, possibly 15 inch, and with chunky tyres as well. I agree the lowered windscreen makes the car look tougher; I think it would be even more tougher looking if the ride height was dropped an inch, or so.

I've reproduced another Burlington Arrow for comparison – the green car was the one originally used on the publicity

photos for the kit back in the early Eighties. You can see that this has big rims, a low ride height and aero screens – now that is tough looking.

If anyone fancies bringing the silver and red car back to this United Kingdom, all you have to do is to pop over to Holland, handover 19,500 Euros (about £17,000) and drive it back. And if you're quick it might still be on UK plates. Top money that for a Triumph kit car... I wonder what they paid for it?

Trevor

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Set of 8 front suspension bushes 119451	£15.00 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£15.00 set
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TR7

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Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£60.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
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TR7 brake master cylinder recon (exchange)	£85.00
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Recon exchange brake caliper	£46.00
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TR6

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New Brake Servo (exchange)	£115.00
Brake disc 209327	£18.50
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Gearbox 3 Syncro (exchange)	£350.00
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Recon exchange brake caliper type 12	£46.00
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Door skins	£77.50
Sills non original 903097/8	£58.00
Sills O.E. 903097/8	£87.50
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£32.50
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£170.00
A' post lower filler panel 706288/9	£27.00
Bonnet hinge pivot box RKC362/3	£62.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
Rear wing non O.E.	£195.00
Rear wing front repair panel	£30.00
Rear wing rear repair panel	£32.50
Rear lamp panel 716182	£240.00
Rear valance 908970	£110.00
Boot floor	£180.00
Boot lid 911327	£600.00
Rear inner wheel arch 725563/4	£190.00
Rear outer wheel arch 909661/2	£112.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£55.00
H/ top seal roof/ door glass 716183/4	£12.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2637 LH only	£85.00
Window regulator 91271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£50.00
St/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£25.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£15.00
Front shock absorber GSA364	£20.00
Front suspension vertical link	£125.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£385.00
Recon exchange J Type O/D Mk IV	£385.00
Recon exchange J Type O/D 1500	£385.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£95.00
Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder -7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£55.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,400.00
Front wings Mk I 908113/4	£140.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£385.00
Clutch kit	£80.00
Front suspension vertical link	£135.00
Front shock absorbers	£304.00
Track rod ends	£9.50
Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk III/III rotiflex GBS750	£17.00
Brake shoe non rotiflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£66.00
Interior grab handle ZKC 7017/11	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Restyle Wheel trims	£125.00 set

DOLOMITE RANGE

Toledo Static Seat Belts O.E	£35.00 pair
Front underrider XKC 83/84	£48.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£37.50
Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bulb 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Boot floor carpet 1300 F.W.D. 617831	£25.00
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£35.00
Service exch oil pump 18/50 - Sprint 215573	£3.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50/3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
Upper steering column joint 157659	£42.50
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£35.00
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£65.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£14.00
Brake pads Sprint	£17.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
Tank sender 1500HL/1850HL/Sprint 215652	£27.50

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Front struts-Strag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



Spitfire

Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org

Blowing a Fuse!

We're certainly suffering from British weatheritis these days, aren't we? It seems we've only just got over the snow and heavy rain and now we're mid heatwave.

A few weeks ago for the TSSC AGM the forecast was reasonable so we pulled Baby Blue out of her garage for the trip. It was lovely and hot when we went to Pershore on the Saturday to see Guy's brother and we stayed over there. Leaving Pershore early on Sunday morning it was a bit greyer but we still got to HQ after a nice trip along quieter roads with roof down, a shame we had to put the roof up for the trip back as it was rather damp the whole way. Mind, I was pleased she'd been 'run in' and when it was warm during the following week it was nice to use her around the town and for shopping etc. Must do that more often.

A few months ago we heard from **Stuart Weyer** with a query about the electrics on his Mk2 Spitfire.

"This is the first time I have had the need to contact you having bought my lovely Mk 2 Spitfire last year. Without any previous sign of a problem, yesterday both the fuel gauge and the temperature gauge did not work i.e. both permanently showed empty. Obviously, especially the fuel gauge



"This is the first time I have had the need to contact you having bought my lovely Mk 2 Spitfire last year."

alarmed me as I thought I had half a tank full and then I thought maybe I forgot, so I immediately went to fill up the tank with petrol, but still the gauge showed empty. I then took the car for a run and after half an hour the temperature gauge had not moved at all. Again previously both had worked properly.

Is this a coincidence that both failed at the same time? Do you have any idea of the reason for this and any suggestion as to the best way to rectify the problem? Any thoughts on

this matter would be greatly appreciated."

Guy replied: *"The common connection is the voltage regulator which is located behind the speedo.*

The other possibility is a fuse - especially if the indicators or brake lights are not working - I think there is a fusebox behind the glovebox on the passenger side of the car.

In the short-term when you fill up the car set the trip and fill up after 120 or so miles; that should keep you OK" and followed up: "The voltage regulator - you can either replace with a second hand one - a couple of £, or I believe there are now electronic versions which can be used - it's a quick job once the speedo is out. So should not be expensive."

Stuart was later able to update us with:

"I did buy a voltage stabiliser,



a bill for £252 for 3.5 hours labour. The fault eventually being traced to one of the indicators where a poor connection was tripping the fuse. I'm hoping that there will be no more problems of this kind and I am pleased to report that the car is not only looking good, but in good working order once again."

However, at the time we were originally in touch with Stuart, in February this year, something about the car caught our attention. Stuart had sent us a few photos, a pretty car and striking with its white hood and steering wheel.

The same day Guy was looking

but the problem was more widespread than I first realised. Initially I thought that only the fuel and water gauge were not working, but then I realised the indicators, brake lights and windscreen wipers had stopped working. Unfortunately I'm not very practical on such matters and I took the car to a classic car specialist company called Autotec (they are based in Andoversford, near to Cheltenham where I live).

consuming to identify the cause. I then had to take the



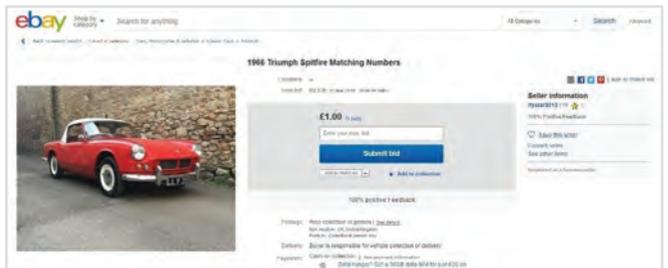
They said it sounded like a blown fuse, checked it and lo and behold it was. They changed it for me and didn't want any payment for this small job. I drove off feeling very happy as everything was now working correctly.

bus back home.

The next day, I received a call simply saying the car was now ready for me collect. So, back I go on the bus and the Spitfire is waiting for me together with

on eBay – as you do – to see what classic cars were on offer when he spotted a very familiar one – Yes, LLY. It didn't take much more investigation to find the same car listed several

However, by the time I got to the end of the road, I could see the fuel gauge drop as I watched and then everything else failed the same as before. So I went back and they said it must be an electrical problem and I would need to leave the car with them as it can be time





1966 Triumph Spitfire Mk2 Matching Numbers & beautifully Restored

£0.99

1 bid
Collection only: Free

17-Feb 20:54

Seller: wheresbertie2010 (497) 100%

times under several other eBay IDs. Not only Stuart's Spitfire but many other cars had been spoofed in this way with fake listings, mostly with auctions

copy of the logbook. I would have hoped that things had improved by now and that eBay would be better at removing these obviously fake listings but

ting, they could not do anything as to the best of their knowledge, no one including of course me, had actually suffered any loss. I am of course



1966 Triumph Spitfire Mk2 Matching Numbers & beautifully Restored, Classic Cars

£1.00

0 bids
Collection only: Free

22-Feb 21:45

Seller: 10son1 (5) 0%

starting at £1.00 and with very few words in the description, just a very large font giving an email address.

I somehow think that's wishful thinking.

Stuart reported that *"ebay were not very helpful, basically*

pleased that you and Guy spotted this and brought it to my attention."

Anyway, two things to take from this. Should you see your car, or that of someone you know, on eBay or other sales media, do report them and have the listings removed. And should you see a good car listed for very low money with the seller so obviously trying to circumnavigate the formal sales process remember - if it looks too good to be true - it probably is.

As I write this over the Bank Holiday weekend we went to the new show at Bowood House, Calne on Sunday. A very hot day but a good turnout of cars in a lovely setting with the house as a backdrop. As we were wandering over to the (few, unfortunately) autojumble stands we spotted a familiar car - and owners - who we first met at the

Very good condition for further info see below :

Selling on behalf of a family member

Quick sale price => **£ 5,500,00**

E-mail the seller directly at **-enyc0078@gmail.com**

She will provide further information on the vehicle along with photos and viewing location... Thanks for understanding...

We had this happen with our Standard Kenilworth, just after we bought her 10 years ago. In our case it only appeared to happen the once and it was a bit of a faff to get eBay to remove the fake listing, they only did so after we faxed (!) them a

saying that they cannot monitor all ads, but if they are made aware of an obviously rogue ad, they will remove it as soon as practical. I also notified my local police, and whilst they did appear to be concerned about this type of fraudulent adver-



1962 Spitfire4, and Guy noticed that the front grilles on Cliff's car were lovely and clean and straight. When he asked about them it turned out that when the Mk2 was in the showrooms Cliff had bought a set of Mk2 grilles. There was so little change between the two models that the change of grill immediately brought the car up to 'modern spec' at that time. The Mk1 grilles were duly popped on a shelf in the garage, only to be brought out again 20- 30 years later restoring the car back to its original good looks.

And finally, another of my vaguely tenuous link to our club cars, a beer sign that **Paul Taylor** sent me advertising Storz Triumph beer.

Suzie

Wroughton show over 15 years ago (that was a good show, that was). A lovely one owner Spitfire4, **Cliff and Sylvia Cowtan** were still proudly showing her off and it was good to see the car again.

As I noted on my September 2002 article "a One Owner Spitfire! His Spitfire 4 may have been one of the last sold as he bought it from new in early 1965 and has had it ever since, with only minor work being needed over the years, less than with many modern cars." We believe that within the TSSC, it is probably the car which has been in the hands of its original owner the longest - unless you know better!

We've always remembered a story he told us about the car. We'd not long had Sibyl, our



Taxing Times!

I'm guessing some of you are tired of reading about suspension mods so I thought a change of topic would be much welcomed.

Taxing times!

In December last year I wondered whether my 'early 78' registration Spitfire could qualify for the 40 year road tax exemption, so I decided to check the build date. The V5 (log book) showed it was first registered on the 13th January 1978 and I was pretty sure it would have been built at least two or three weeks prior to this date, especially if you factor in the factory Christmas shutdown. The official cut-off date to qualify for road tax exemption is vehicles registered on or before the 1st January 1978. However I have also read that if your vehicle was registered on or before the 7th January it will also be accepted (can anyone substantiate this?).

After a relatively brief search on the internet to see which documents were required by the DVLA it was apparent the most important information was the proof of build date and the best way of providing this was with a certificate from the British Motor Museum Archive – which I've mentioned in a previous article.

The application for the certificate from the British Motor Museum was straightforward, I



applied late January just to make sure I had everything in

“the most important information was the proof of build date and the best way of providing this was with a certificate from the British Motor Museum Archive”

place (should it qualify) for the 1st April (officially when it could be declared tax exempt by the DVLA). If you log in to the British Motor Museum website you will see an Archive tab along the top menu bar. When you select this it opens a page

which contains a link to Heritage Certificates – or as they put it ‘a birth certificate for your classic car’. Click on the ‘find out more’ link and it lists all the options available including wallets and frames to hold your certificate and even the ability to insert a picture of your vehicle. I opted just for the certificate for £43 plus p&p. To complete the application you will need the basic vehicle information, the Marque, Model and Car Number/Chassis Number/VIN etc. It said allow 28 days to receive the certificate but I think I got mine back within 21.

To my surprise (and joy) the vehicle had actually been built on the 16th August 1977 and despatched to Mann Egerton and Company, Chelmsford, Essex on the 9th November! Which begged the question

why it had sat around for nearly three months and where? I guess I will never know the answer to those questions!



Austin K2/Y Ambulance

The certificate didn't contain a huge amount of information and I was hoping to find out if an over-drive box had originally been fitted or hard top purchased, but unfortunately it was a bit sparse on that kind of info. However I did a little research and found that Mann Egerton & Company Ltd. was an automotive and aerospace company headquartered in Norwich, United Kingdom. The company was formally founded in 1905 by Gerald Mann, an electrical Engineer, and Hubert Egerton, the two had been working in partnership for a number of years.

During its history the company was active in automotive retailing, aircraft manufacturing, automotive coachbuilding and electrical services. As early as 1909 the company had supplied its first custom built car body for a Rolls-Royce. By 1913

it had branches across East Anglia, and in London. In 1915 the company was asked to build aeroplanes for the war effort. In the Second World War, they built vehicle bodies for the Government, in particular the Austin K2/Y ambulance.

The headquarters were in Prince of Wales Road, Norwich where they had a British Leyland dealership. Over the years garages in several other towns were opened or acquired, including central London where they sold Rolls Royce and Bentley cars, Finchley, Lowestoft, Uttoxeter, Leicester, Nottingham (formerly Atkeys), Derby and Worcester. Various parts started to be sold off from the mid-1960s and they finally disappeared in 1986.

As usual quite a lot of useful and useless 'stuff' was able to be found on the World

Wide Web. One in particular (I'll let you decide which category it falls into) wrote about the art deco tower of their showroom in



Morden which was a local landmark. Sadly whilst the site is still a car dealership for Peugeot the building has disappeared.

What I found most interesting was the vehicles on show around the building.

I tried to find the dealership that my Spitfire was despatched to and the only address I could find for Mann Egerton and Company Ltd in Chelmsford, Essex was 103 New London Road. Which now appears to be occupied by a Kwik Fit dealership (see over page) Which was of some interest, should I decided to go on a Triumph Spitfire pilgrimage to its selling place (you never know!).

Anyway, proof of build obtained the next step was to contact the DVLA and understand what other documentation was required and the process for applying for road tax exemption.

Initially I visited their web site, but was a little disappointed with



103 New London Road today -now a Kwik Fit Centre

the info I could find. Some pages seemed out of date and the instructions unclear (to me). So I decided to call them directly. After several minutes of selecting various options 'to get me to the right person' I was able to speak to a human being. In a nut shell they told me I needed to supply;

- **V5 Log Book – with the Class of Vehicle (section 7) changed to Historic**
- **A valid MOT certificate**
- **Proof of build date (original – not a copy)**
- **V10 application for vehicle tax**

I was re-assured that the proof of build document would be returned back to me. However I was also told that I could not apply for the 'historic' tax until after the 1st April 2018 when the new rules came into force. I did discuss maybe sending it a few weeks earlier so not as to delay things but was told that it would not be processed until after the 1st. Of course I could tax it at the normal cost for a month and claim this back on the successful completion of the application.....

I gathered the documents requested and waited until a few days prior to the 1st April, I then posted everything off the DVLA, recorded delivery. The next day I received confirmation via text that they had arrived and been signed for.

Two weeks later I had heard nothing so half way through April I gave the DVLA a ring to track down the progress of my application. Initially I was told it was in the system and it could take ten days – to which I replied it had already been ten days! So 'a case' was raised and I was promised someone would 'look into it'. A week later I rang again to discuss the progress, this time I was told they had no record of my application! Obviously this was not what I wanted to hear, but I remained calm and politely explained what I had sent and when and where and quoted my recorded delivery ref number; from 34

which they tracked down a signature and were able to find the application. Again I was told someone would 'look into it' and a case would be opened. This time I asked if someone could call me with an update as soon as they had any information, to which they agreed.

Within an hour I received a call from a very nice lady who had tracked everything down and explained it now was registered as historic and was being passed to the vehicle tax department for the new tax to be issued. The holdup was the number of applications for this year, 1700! Apparently they had never experienced this number of applications before and it had caused a back log.

So at the end of April I received my updated V5, followed a few days later by my exempt vehicle tax 'certificate', proof of build and MOT. All's well that ends well.

I feel quite proud to be the owner of an 'officially' historic vehicle – sad but true.

Hope this helps you to apply for yours - if and when you need to.

Steve

Have you Filled in one of these lately?

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Peter James
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www.peterjames.co.uk

Valuations can also be done in person at TSSC HQ. 01858 434424

Important: for insurance purposes this certificate is only to be used in conjunction with

Insert name of TSSC Insurance Panel member

POLICYHOLDER'S DETAILS

Title (Mr/Ms etc.) and first name(s) _____ Surname _____
 Date of Birth _____ Expiry Date _____
 Address (Including Post Code) _____ Membership No. _____
 Daytime Tel. No. _____ Evening Tel. No. _____
 Fax No. _____ Post Code _____
 *Must be completed with current TSSC membership number and expiry date to validate certificate.

VEHICLE DETAILS

Model	Reg Number	Body Type	Engine Size	Tick if 4/Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of form submission	Date of purchase	Purchase Price

Conditions - CONCOURS, A1+, A1, A2, A3 (must be completed)

Body	Paintwork	Chassis / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle

CONCOURS: The vehicle and its components must be in a condition of original specification, free from blemishes, faults and wear; but trivial faults and should meet efficiently.
 This condition will only apply to vehicles previously entered or being prepared for entry in Concours competition and evidence of entry may be required.

A1+: The vehicle must meet A1 - TOP CLASS and with little effort to be considered to enter in Concours competition and evidence of entry may be required.

A1 TOP CLASS: The vehicle must be in excellent condition with bodywork/chassis free from rust. The vehicle's components should be free from any rust or signs of extensive rust and/or damage.

A2 AVERAGE: The vehicle should be in good working order, capable of regular use and satisfying an MOT Test requirement. The bodywork/chassis must be free of extensive rust and/or damage.

A3 SERVICEABLE: The vehicle must be in a roadworthy condition and be capable of satisfying an MOT Test requirement. The bodywork/chassis must be free of extensive rust and/or damage.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Panel Member. Provided the details and member's notification are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club value may request more information or a personal inspection.

What does fifteen pounds buy you nowadays?
 A round of drinks down the pub with your friends? Steak and chips at the local?
 Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can "Value your car Yourself",

then it **IS NOT a TSSC "Backed" Agreed Value policy.**

Most self-certified condition/value forms are woefully undervalued as their current owners hold a very inaccurate estimate of current values.
 For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers.
 You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by

Post or Email and we can value your pride and joy that way.

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(Remember **NO TSSC Backing** if not with a TSSC Insurance Panel Member) If not request

one from HQ on **01858 434424** email **info@tssc.org.uk** or Download and Print one from the Bottom of the TSSC Website Home page. **www.tssc.org.uk**

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	fnc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fnc & 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	fnc	1966-68	1998/6	24000	20000	15000	7500	4000
GT6 Mk II	fnc	1968-70	1998/6	23000	18500	13000	7500	4500
GT6 mkIII	fnc	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	fnc	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	fnc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fnc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fnc	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)

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INTERNATIONAL LIAISON

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

Bonjour from France!

The following article has been supplied by Victor Thompson one of our country contacts for France.

"I've been prompted to write a few lines following a couple

number of years. We used the house for holidays, but when retirement beckoned, we decided to live permanently in Brittany. We took our two Triumphs a Spitfire Mk3 and Stag,

is often an integral part of the whole event.

As we needed more accommodation in our home and equally important a garage and workshop, we decided to look



of reports which recently appeared in the Courier about trips people have made to northern France. Also I thought it would be a good idea to say a few words as co Overseas Contact for France.

Vivien and I fell in love with France following several holidays to Normandy, as Andy Cook mentioned (in the October 2017 Courier) it is a lovely part of France steeped in history both ancient and modern.

We have been fortunate to own a house in Brittany for a

however we hit a few logistical problems as we lacked a good usable garage, however friends came to our assistance and allowed us to rent their garages.

Brittany is a picturesque area of France reminiscent of Cornwall with rocky coves and quaint villages. We started to explore what the local classic car scene is like in France and I'm happy to say there are lots of small groups of British expats and French who meet and enjoy drives and runs much as in the UK, but in France, food

at other areas of France. This has resulted in us moving to Deux-Sevres, which is roughly half way down the western side of France in what is renowned as the second sunniest region of France. Our village is roughly half way between Le Mans and Angouleme, so with several motor sport venues in the area it seems we've made a good choice.

With much less traffic in France, you can rediscover what a pleasure driving can be, and the French are fascinated



by our classic British cars as well as their own motoring heritage, so as a Triumph owner you'll be in good company.

Also as Overseas Contact we have local knowledge about motoring in our area, though I wouldn't want to give the impression that I know everything about motoring here in France, Vivien and I have been on a steep learning curve and so are much wiser now than when we started out in June 2016. So if I can be of assistance please don't hesitate to drop me an e-mail, (Address in Area Directory International Contacts) whether

you're planning a holiday or thinking of exporting your cherished Triumph.

I would also strongly recommend you do an internet search on classic car groups as part of your holiday plans because for example when in Brittany we became involved with a group called the Interesting Car Club, based in central Brittany in Gouarec who would be only too pleased to welcome any visiting friends from the UK.

Similarly since moving to Deux-Sevres again we have come across friendly enthusiasts who are only too pleased to meet

Joining in the Local Scene

and guide visitors as to places of interest in their area. Just to prove what a small world it is we have just discovered a chap a short distance from our home who also has a Triumph Stag and a Mk3 Spitfire.

So if you get the chance to visit France with your Triumph you'll be assured of some lovely drives, fantastic scenery and interesting places to visit".

Thank you Victor for that insight into Classic Ownership in France.

Dave & Jo

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BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

TRavelling T'Roo TRalee - 6

The final part of Graham Senior and his trusty TR6's memorable journey, thank you Graham for the article which will have no doubt encouraged others to take the same or indeed a similar trip.

**SATURDAY:
BACK TO
ENGLAND**

[225 miles]
sunshine, speed,
and two 'snap'
moments.

Yet again the sun was shining as I awoke – feeling sad that my week's holiday was coming to a close, but looking forward to another day's driving. Breakfast was another convivial affair, but all too soon I had to pack my case, load up ERL's boot, and check tyre pressures, oil and coolant levels, and so on. I had a ferry to catch! Just time to pop down to Salthill promenade to enjoy one final look at Galway Bay, and it's away through the (for once) almost deserted City streets, and on to the new M6 to head for Dun Laoghaire.

An uneventful journey, taking full advantage of the 120Kmph permitted on Irish motorways, and including a brief comfort stop at Enfield Services (by which time I was on the M4)

ERL at Lettermullen



“The best moment of the trip was when an almost identical, and locally registered ‘ZV’ Sapphire Blue Triumph TR6 came past”

was otherwise only punctuated by the need to stop (twice) at Toll Plasas. These were efficient, and these recently completed motorways now make it possible to cross the Island of Ireland in a touch over two hours, rather than half a day as before. The best moment of the trip was undoubtedly about five minutes before I arrived at

Dun Laoghaire port, when, while stationary at traffic lights, an almost identical, and locally registered ‘ZV’ Sapphire blue Triumph TR6 came past the other way (though, rather oddly given the weather conditions, with the roof up!). Friendly waves were exchanged. Snap!

I was booked onto the 13:15 ‘fast ferry’ to Holyhead, which makes the crossing in a shade under two hours. We departed the Irish port quarter of an hour ahead of schedule, for a smooth, comfortable crossing back to the UK. At 19638 tons, with a capacity of 1500 passengers and 375 cars, she is a member of the ‘HSS1500’ class - developed by Stena Line - the largest catamarans in the world. Finding that ‘outdoor’ space

was highly limited, I settled down in the bar (with a soft drink!) to watch some cricket on the TV.

Although originally scheduled to cross the Irish Sea in 99 minutes, the schedule has been relaxed in recent years to 119 minutes, in an effort to reduce the use of fuel, so two hours later, we were at port in Holyhead.

The sun was still shining from the same cloudless sky, so rather than use the relatively new 'A55 Expressway', I crossed Anglesey by staying as closely as possible to the old A5 trunk road, and using Thomas Telford's 1826 suspension bridge, rather than the 1980s 'second deck' added to the erstwhile rail-only 'Britannia' bridge, and then remained on the A5 through the Snowdonia National Park, passing a glorious red TR4a in the touristy village of Betws-y-Coed. Sadly the traffic was such that I just could not stop for a shot. Now back in more familiar territory (Jean and I have enjoyed several holidays in the Betws-y-Coed area in the past), it was a straightforward journey home, other than for the other 'snap' moment. Another Sapphire Blue TR6? No. Whilst sat at a set of traffic lights, there was a strange 'crack', and the tachometer dropped to zero. The bowden cable linking the tachometer to the distributor had snapped. Ah well - there's another little job for next weekend!

A truly memorable holiday, of

which I enjoyed every minute - yes, even the drizzle.

Just a few statistics:

Total mileage:	1760
Fuel used:	262.44 (+ next fill)
Average mpg:	30.47
Oil used:	Approx 1 pint
Faults:	<i>Broken steering lock (not Triumph related!) Failed n/s indicators (fixed) Boot light shook loose (fixed) Tacho. Cable broke (to be fixed)</i>

The price of fuel was very similar to that in the UK - typically around €1.62 (€1 being about 81p at the time), though it was noticeable that diesel was a few cents cheaper than unleaded petrol - the opposite of the UK situation.

WESTON SUPER MARE SHOW APRIL 2018

Just after parking up my TR4A at the Weston Super Mare Show on Easter Sunday a beautiful and understated TR4 idled past. I say understated because to the naked eye the car looked standard (apart from the seats), but the lovely deep growl that came from the exhaust told me that this car was something special so I followed the car until it parked up a few hundred yards down the line. I approached the owner, a very friendly chap called **Tony** (well what do you expect, as they say you meet the nicest people in a TR). Tony gave me a guided tour of his car and told me that he would email me a detailed specification sheet and true his word, he did. Tony, I found was very much like the car he had created, very friendly and approachable on the outside, but with a very adventurous heart and soul. Thanks Tony and over to you.....

Triumph TR4 2742 WK 1962

"This TR4 was built on the 20th June 1962 and was exported to Australia on the 1st of August 1962. It was re imported back to



Pic.3. EATON MP45 SUPER CHARGER

the UK in 1975, had 3 owners and then was off the road from 1978. The next owner did a partial restoration in 2000 and again it was

Engineering Masterpiece



clutch were all balanced. The super charger is an Eaton MP45 and is a kit sold by Moss.

It is now fitted with the up rated big boost pulley.

The distributor is now a 123 Tune.

The gearbox is a Ford 5 speed type 9, which was rebuilt by BGH Geartech to take up to 240 HP.

The rear axle and hubs had all new bearings and seals, the differential was changed to 3.45 to 1 ratio, it also has disc brakes instead of the original drums.

The rear disc brakes are from a Fiat. All the rear suspension was rebuilt with poly bushes, new road springs and 25% uprated lever arm shock absorbers.

The front suspension was rebuilt with all new bearings, new fast road springs and Koni Shock absorbers, 1.5 degree vertical links, stub

axle strengthening kit, new brake discs and refurbished twin pot calipers which came from a Land Rover Defender.

It also has a $\frac{3}{4}$ inch anti roll bar. All the brake lines are new

Lovely Interior



stored until I bought it in August 2015.

I stripped the car to a shell and had it soda blasted and then had it repainted in Connaught Green. The interior has been covered in Dyna mat sound proofing. I also fitted an aluminium fire wall between the boot (the fuel tank is in the boot) and the interior of the car.

While it was in the paint shop I rebuilt the engine to use a super charger. The engine has a compression ratio of 8.3 to 1, with 87mm JE forged 7cc dished

pistons, the cylinder head was done by Anderson Racing Engines with 58cc balanced chambers and larger exhaust valves, the crank and lightweight fly wheel with a TR6



Fantastic!



Pure Class

with Aeroquip flexi hoses to the calipers.

The car has been rewired and now has 5 relays and 8 fuses in a drop down panel in the passenger footwell.

The interior has been replaced

and the seats are from an MX5 recovered in cream leather to match the trim.

The roof and back light are original alloy items; the roof panel is insulated and trimmed to match the rest of the interior.

The car has an AEM boost gauge, AFR gauge, and AEM water/methanol injection kit."

Whether 6 cylinders or 4 a TR is more (sometimes much more)!

Bern



From the rear



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

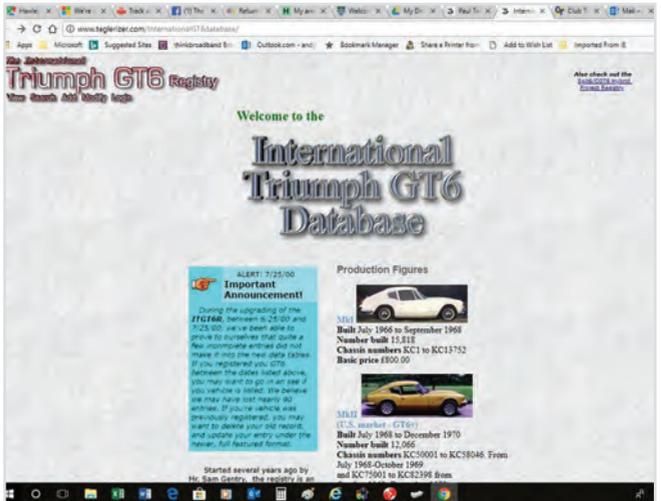
Does my GT6 still exist?

One question I get repeatedly asked for is information on current status of GT6s from previous owners who owned them back in the day.

Unfortunately there is no longer a GT6 register, something that wasn't passed on when I took on the register role 4 years ago. Although there would have been one in years gone by going back with all the changes in GT6 register secretary over the years it dropped through the cracks on the way.

In this day and age it would be a worry anyway with the data protection laws that have come into place so in some ways I'm glad it doesn't exist otherwise I'd no doubt risk some jobsworth trying to claim that I or the Club was in breach of the rules!

Having said that, all is not lost,



GT6 International Database front page

there is a very good international GT6 database (hosted in the US so not subject to those troublesome EU/EU data protection laws!) So a good place

to have a look for one of your formerly owned GT6s is on teglizer.com. The site is run by a Paul Tegler, a classic car enthusiast in the US and it has a whole hots of info on Triumphs and MGs including the excellent GT6 register.

Here's the url link <http://www.teglizer.com/InternationalGT6database/>

Above is the front page of the Database which has a search function in the menu at the top left.

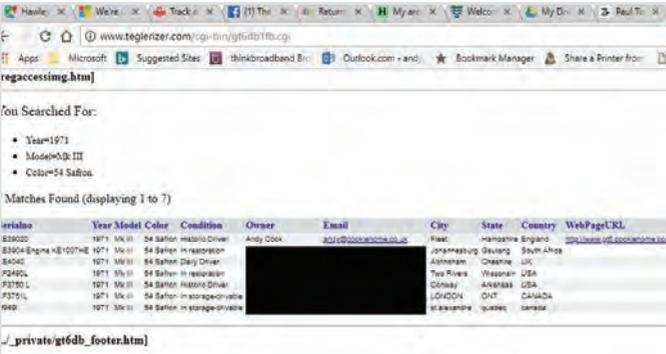
To the Left here is the search entry, page, In the example I've searched for Saffron yellow GT6 Mk3s.

And the Next Pic is the results, with my entry top of the page! I've blanked out the names and



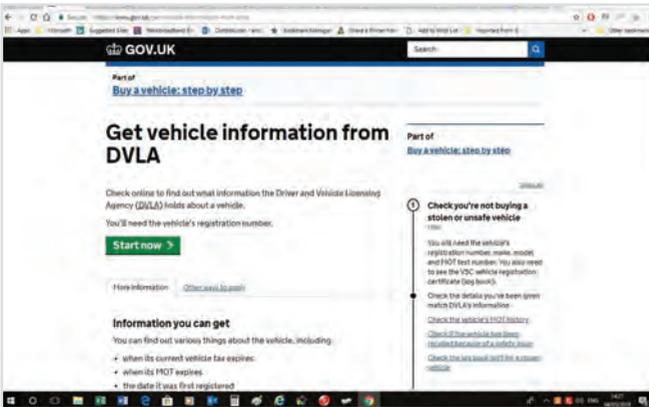
GT6 International Database search page

emails of the other owners, as I don't want the data protection police on my back!



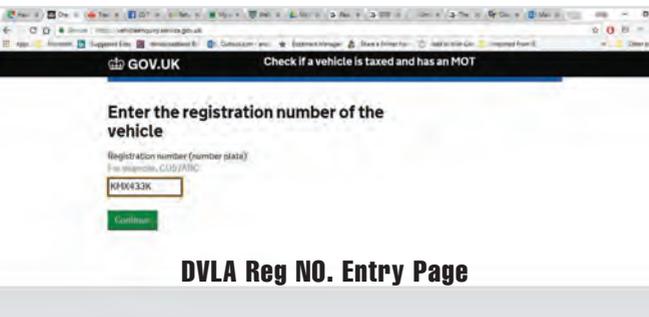
International database search results

The limitation here is it identifies the car by serial number (commission number) rather than Registration number. There is however another way to look for a car, you can use the DVLA database using the government provided on line "Get Vehicle Information" webpage.



DVLA vehicle information front page

Here's the URL link <https://www.gov.uk/get-vehicle-information-from-dvla>



DVLA Reg NO. Entry Page

Press start and you get this page where you enter the registration number, I've entered mine here

Enter the reg number and press continue and you get sent a page to confirm the details **Picture 6** Confirmation page (see over)

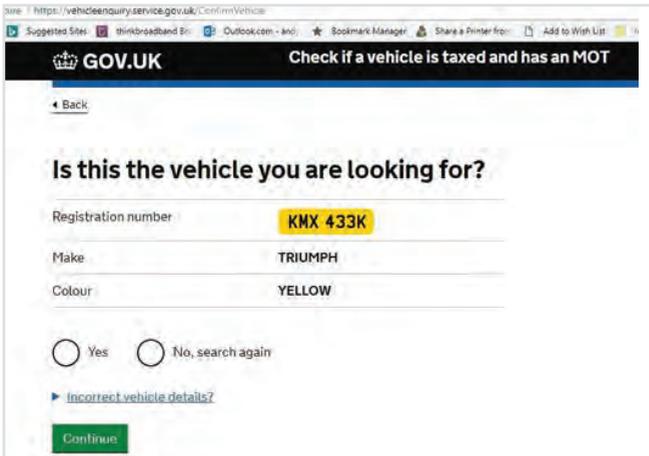
Press continue and the details are displayed, here's my GT6, definitely on the road and still in existence as it's taxed and MOTd! **Picture 7** Details displayed for Cookie's GT6 (see over) If you get presented with details like this, then the car is not on the road and probably scrapped! The entry here is for my old spitfire that was written off and scrapped in 1988. I replaced this with my GT6!

Picture 8 Detail's of Cookie's old scrapped Spitfire. (see over) So overall a useful tool if you want to investigate the history of one of your old cars.

Electronic Flasher Units



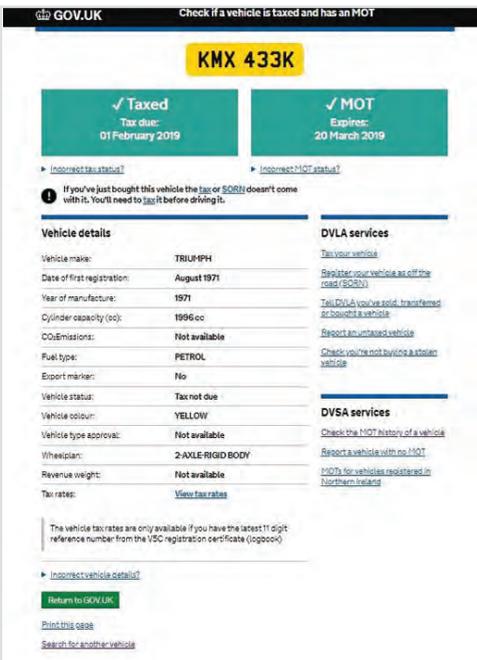
I've fitted modern electronic flasher units to both of my Triumphs, I've found them excellent they flash at a constant rate even if the wiring has got a bit tired or the voltage is a bit low due to an overloaded charging system and they can be used with LED light units. I got mine



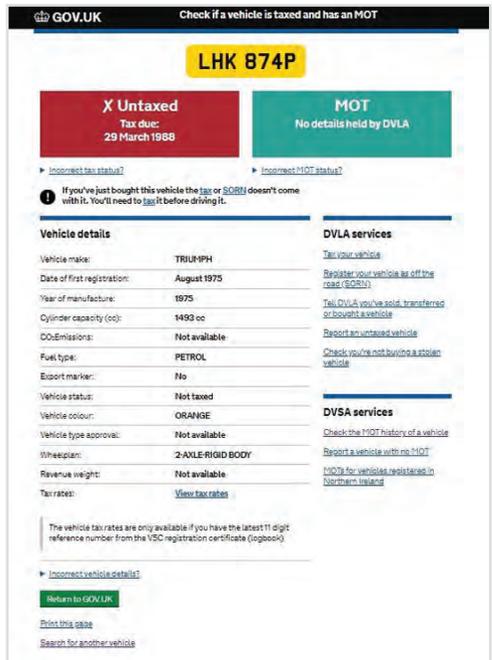
Picture 6 Confirmation page

on ebay a while back but I notice that the Club shop now sell them. Below.

However, I found a limitation the other day when driving the GT6. I was indicating to turn into my road and there was a boy racer in a Focus ST driving so close he was almost right up my tailpipe. I slowed down and turned and got honked at loudly with rude hand gestures out of the window of the ST. At first I thought !"What's his problem?" Then when I got home I checked and the rear indicator bulb had blown. So thinking



Pic 7 Details displayed for Cookie's GT



Pic 8 Detail's of my scrapped Spitfire

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LEDFLASH3P	3 Pin LED electronic flasher unit	£10.99	P&P 0.5kg

Pic 9 Electronic Flasher Unit.



about it, with the old type mechanical flashers I would have been warned of this as the indicators would have stopped flashing with a blown bulb but with the electronic flasher there was no warning.

So a little tip here, make sure you check your indicators are working regularly if you use an electronic flasher unit!

From the Archives.

I note that the Ace Café Triumph day is coming up on 2nd June. So from the archives here is a rather purposeful GT6 Mk2 at the event back in 2011. The front of the car looks really smooth with the hidden hinges and removal of the bumper and overriders.

This car was built and owned

Dave Picton's Mk2 GT6 at the Ace Café Triumph Day in 2011.

by Dave Picton of Triumph Specialists Picton Sportcars at the time, but he sold it on a while back.



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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

And Now the Shows!

To follow on from my November 2016 and February 2017 articles John Kempshall has given me a further update on his ongoing restoration of his 4s – known as Barney; he writes:

"The bonnet, on first look, did not seem too bad but as I looked closer there was much work needed, someone in the past had worked hard on the bonnet to do it all wrong. Firstly the mud guards were



layer, repaired and reinforced using fibre filler topped with two part filler and sanded off. The accident damage repair was not completely removed as I was concerned about losing the shaping. New brackets were made and

different widths and would need the outer section replaced, the side wings by the bonnet catch had been reinforced with lumps rather than layers of fibreglass finished off with filler over the top. There was a small accident damage to the offside head lamp surround that had also been repaired with lumps of fibreglass and filler.

The metal work and mud guards were removed and repaired and the bonnet was stripped back to the original fibreglass



welded to the tubular frame as the old ones had been very badly welded up. The inside of the bonnet and the metal work were then painted up and finished in the car colour.

Before I reunited the two parts sound insulation was added to the top inner part of the bonnet, the metal work was then installed into the bonnet and the bonnet was refitted to the car.

The outside of the bonnet had many cracks that had to be taken back to the gel coat and filled. To keep the correct profile this work was carried out in sections removing about 80mm at a time filling and sanding off then taking out the original finish between new filler before filling and sanding off.

Just as I thought I had filled all the cracks I would find more. Oh the joys of working on a fibre glass body car.

The fun did not stop with the filling the final paint coat of lacquer did not go well it reacted with the base coat, probably too cold in the garage. I sanded it back off and touched up for now and may revisit in the summer as metallic paint

cannot be touched in as you end up with different colours, I may well have to respray the whole bonnet, not sure if I



would paint in metallic again. I have applied for the V5 which is now just a paper work exercise and once I have it we can get Barney on the road and hopefully be at the South of England meeting at Leatherhead in May.”

Well done John – I hope to see you and Barney at SEM – next weekend as I write this.

Fingers crossed for a fine weekend at Leatherhead – the company will be good whatever the weather!

It's been an amazingly hot bank holiday weekend – what a rarity. Yesterday we were at the inaugural show at Bowood

House put on by Classic-Shows.org. Mine was the only Bond we saw but you'll see in Suzie's article that we also found a familiar Spitfire.

Today we have just returned from a local car show at Popham Airfield, hot and sunny for a change, (Popham is usually notorious for being a cold, wet &/or windy event) It was also good to see **Andy Belcher** with his 4s there.

Guy





MoT for Isle Of Wight

I hope this edition of the Courier finds you and yours well. I was most pleased to see my car on the front cover of the Courier last month. If you recall, I mentioned I attended the New Years day classic car meet at Brooklands race track, Weybridge in Surrey. It's an event that becomes busier very year which is great to see. My son and I were one of the last cars to leave, and as we came past the clubhouse, I noticed there were no other cars close. There is a new recreation of the original board that displayed the position of the cars during the race. So, the photo opportunity came along, and was pleased with the result.

My 2000 has recently had its Mot by **Merritt MOT centre at Hazlemere** (they know the Triumph products well, as ex TSSC racer **Paul Lucas** runs it! He even brought in his road going ex race Spitfire to keep my 2000 company! Nice touch. It was serviced and temperature sensor changed as it had stopped working last year as we headed to the Bicester scramble meet. The traffic was very slow as many hundreds of



Paul's Spitfire at rear

cars trying to gain access. I looked down at the gauge and realised it was flat on the bottom of the gauge. As it was a week before we were heading to the Isle of Wight weekend (last year!!) decided not to chance it and turned round and made our way home. As I have said before, I have worked in

“ He even brought in his road going ex race Spitfire to keep my 2000 company! ”

the auto industry for many years, so have lots of experience at last minute repairs, and the issues it can cause. With this in mind, I looked in the owners book for the temp sender location, as in my mind it was accessible without having to disturb the coolant. Not on the Mk2. So, given I have owned the car for over five years, had the coolant changed twice before, and overheating never been an issue, I decided to leave as was and hope. This fortunately worked on this occasion! Unfortunately, due to it



IOW Ferry

working, I then left it for several months!! Poor management of time/remembering to order the part to blame. However, I was pleased that my best guess to what had caused the issue, was the issue and with a new radiator cap, thermostat and gasket and sensor, all was good. I generally use Chris Wittor for my parts, as generally on the shelf and usually come pretty quickly. One interesting note was the Mann oil filter. My car has the spin on filter conversion. With the part number clearly visible, you would have thought a replacement was readily available. No. No one kept one and couldn't be cross referenced to another manufacture either!

At least this year I had planned the trip to the Isle of Wight weekend and had the car all prepared too. A rare combination! I went to fill the 2000 first, as I don't know if your car is the same, this is still a challenge. The only way I manage to try and make it work is now holding the fuel pump handle upside down inside the filler neck, and find the pressure point, and slowly fill the enormous fuel tank. During this process, a chap come over from the other side of the pump and said ' I had a brand new 2.5Pi a good few years ago' . We had an entreaty conversation, as he recalled he enjoyed the car, but wanted a convertible, so part exchanged the PI for a Stag.' One of the worst things I have ever done'!! He had a good look round the car and said '

Glorious Island Roads



looks great, lovely to see one'. My wife and two of my sons and myself were all ready for the trip. Now, we are all aware of the admirable size of boot on our cars, but with what looked like an oversized game of Tetris, I managed to load everything in the car, and off we went. We were the only Triumph on the Ferry from Southampton to Isle of Wight, and had several people asking what it was, or commenting on how nice it was to see one, or they remembered a family having one.

I know we don't own the most 'sexiest' Triumph product, but it's still has a good draw form the general public, particularly when not surrounded by con-

vertible Triumphs!!

It was great to see a good few 2000's attended the event. I believe 6 in total, with most of the variants covered. We went on the various trips and the car ran without issue for the entire trip. The Chris Wittor stainless exhaust does have defined 'characteristics' and develops a strong sounding 6 cylinder below, followed by a series of bangs and pops when on over-run! This bounced along the various houses of the villages on our way round the isle! On the way back, we again were the only Triumph on the ferry, and received a few more positive comments! With having the two boys still at school, we try and

get back home early to get them back into the normal swing of things. We made good progress and held the 2000 at 70mph for most of the journey back up the M3, as it seems a good match for revs and speed, but it's a bit of guess work as with the 2000, you don't get a rev gauge!

Anyway, I hope you enjoy your 2000 through the summer months, and please do send me any pictures of your car, past or present, or stories to where you have been or shows etc, It would most appreciated.

Take care,.

Carl



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The Peak Run 2017

by Bob Meller - Derwent Valley

**"Hello boys and girls.....
sorry I can't hear you...
HELLO BOYS AND GIRLS"**

was the opening line from Widow TWanky (aka Colin) at last year's panto, the theme for Derwent Valley's Saturday Night Party.

Bob was first to arrive on Thursday and surveyed the green, peaceful campsite, knowing this image would be shattered within the next few hours. Soon he was joined by Colin and they were able to pitch themselves in the corner waiting for the rush. As usual some keen Peak Runners started to arrive before the allotted 3pm arrival time, were shown their pitch (somewhere over there will do!) and set about marking their territory with screens, lights, BBQs and beer cans.

Friday is spent welcoming more campers to the event, whilst continuing to set up flags, signs and notices so that no-one is in doubt that DV has arrived in town.

Friday night in the function room is where we officially start the weekend with a few silly games - so you could join in as soon as you arrived. We played 'Sticky Thirteen' (THE



Sticky Thirteen Speak Out!

ACE OF SPADES, THE ACE OF SPADES), a quiz with Colin and Roger reading questions with "Speak Out" mouthpieces which was hilarious and then Roger hosted his version of "A bit of Bully" (super, smashing.) with terrific prizes of a Home Gym (skipping rope) a Sat Nav

(Map) and a meal for two (Share a bag of crisps) with a guest appearance of pro dart player Derek Bisto.

**"but a lot of work
goes into making it
look amateur!"**



I don't do false eyelashes!

Saturday came and we prepared the day's events. This year the field was dry enough to hold an autokana, as well as dizzy football, which many had a go at and, as usual, the young ones stole the show. This was followed with the option of a treasure hunt in local villages, beer pong in the marquee or a free afternoon.

Whilst the Peak Runners were occupied, the DV Crew were busy getting the function room ready for the party night - Decorating the room, finalising the games, rehearsing the finale and fine tuning the running order. Yes, we do all that – you think it's thrown together, but a lot of work goes into making it look amateur!

Soon the evening was upon us. Bar meals were consumed and the beer started to flow (mainly by the DV crew who were getting prepared for the Pantomime, which for some us (Richard and Bob) was fairly traumatic. As we had to be heavily made up we enrolled Rogers daughter, Christina, as make-up artist,

do false eyelashes" just before gluing Bob's eyes shut. Several concerned minutes later when everyone had stopped laughing, and Bob had managed to regain his sight, we were good to go. In the meantime, Julie was warming the audience with a game of bingo in the style that is unique to Julie.

The audience was ready, the Boo, Hiss and Clap boards were ready and Widow TWanky went on stage....

In panto style, Colin got the crowd going and with the help

you tell them apart? (Richard and Bob)



The evil Lord Grande Trump and Fanny the Fairy (both played by Roger)



of the audience introduced the other characters;

The Identical Twin Sisters, Primrose and Chlamydia – can



which was a great help except she uttered the words "I don't

The Princess Snow White (Paul)
The room was divided into 3 teams, Ugly Sisters, Wishy Washees and The Grumpys, and the silly team games began with force feeding, fish-

ing, cup on a stick and many more. Between the games, appearances by the Panto characters with Roger getting his two roles mixed up ensured that a good time was had by all.



As has become the norm we performed a finale to S Club 7s "Reach" and all the room joined in





The Run

A damp Sunday morning arrived and cars started to assemble outside the function room where many bacon cobs and cups of tea / coffee were consumed prior to the driver's briefing.

At 10.00, the cars were sent off on their way for the 29th Peak Run, a drive of 90 miles through the stunning Derbyshire Peak District.

Three hours after setting off, cars started arriving at Derby's fantastic Markeaton Park. They were parked up and admired by all the visitors enjoying a day out. Cars were judged, Peoples Choice votes were counted.

The 2017 winners

Car of the show - GT6

Edward Dodge

People's choice 1st Triumph - Spitfire - Keith Lister

People's choice runner up

Triumph - TR4 - Chris Carter

People's choice non Triumph

- Austin A55 - John Salisbury

Brian Watkins memorial trophy - Triumph Vitesse - John

Muschialli

What's happening in 2018?

2018 is the 30th anniversary of the Peak Run.

The weekend will roughly fol-



low the last 2 years format. Much of the same is planned but with few new twists and a brand new theme – '**Gypsies, Tramps and Thieves**'. So if you've never been to the Peak Run, why not give it a go and get yourself to Ashbourne.

Joining in the madness is encouraged but not compulsory.

The actual 'Peak Run' itself is on **Sunday 24th June 2018**. For those wishing to make it a weekend of fun then the camp site opens at **3pm on Thursday 21st June and closes on Mon-**



Best Non Triumph

Bacon and Sausage cobs plus tea or coffee will be available at the café from 8:30am and the Run departs at 9:45am. We have a brand new route through the Peak District to a brand new destination not far from Ashbourne.

There are limited catering facilities at the final destination so either bring a packed lunch or stop to eat somewhere along the route. Of course there will be the bumper raffle and prizes for both cars and for those that make us smile.

For those whose passion for classic cars is shared with the game of football we will provide an alternative route which diverts off back to the campsite where the World Cup Game between England and Panama will be shown live.

Prices will start from £10 for just the Sunday Run - up to £50 for the whole weekend including 4 nights camping and entry to the Run. For more information and booking form visit our Peak Run website <http://peakrun.weebly.com/> or see the "Derwent Valley TSSC" facebook page.

See you at the Peak Run.

Derwent Valley Team



Car of Show - Edward Dodge

day 25th June. The weekend officially starts on Friday at 7pm in the function room.

There will be activities based around the camp site during the day on the Saturday, includ-

ing the Ashbourne Festival with the Party Night starting at 8pm. Note that this year the starting point of the Peak Run will again be the **Peak Gateway Camp Site, Ashbourne. DE6 1NA.**



Concours Winners & Runner Ups

Wessex New Forest Run

by Martin Berry - Wessex Area

Done it, another New Forest Run in the bag and what a day!

The total number of entrants topped the 210 and on the day 190 cars took part. Most models were represented, in some form or another, apart from the absence of Jerry's Acclaim! The weather was better than it had been, so we had to be grateful for that, but it was COLD!! That is always going to be the unknown factor and contrary to popular belief, we have no say in that!

We did however manage to talk to the wildlife and they put in an appearance just for us, which mainly consisted of donkeys, followed by cattle and horses all with their young! The format was basically the same as other years, apart from us deciding not to have a halfway halt. With the amount of cars we now attract, the logistics make it too time consuming. We all met at Ringwood car park and thanks goes to New Forest District Council for allowing us to do so. The cars started to arrive about 9.00 am and continued at a steady trickle, with most arriving by 10.00 o'clock, ready for the 10.30 start! The mini-run, consisting of the marshals got underway by 9.50 am, so that they could all be in position in good time! This meant that every junction had either a sign or a marshal, leaving very little room for anyone to go wrong. This is always appreciated, especially for those who are on their own and hopefully for the rest, damage limitation of



We all Gather for the start

driver & navigator arguing, who can I mean!

Due to the number of cars, we now send them off in groups of twelve, just to try and give the general public a chance! We decided this year to delay our run one week, so as not to clash with "Drive it Day" and Beaulieu Boat Jumble. We did take note of some comments received after our last run, so

into the wider region, is to give a bit more variation to the run, after all, there are only a certain amount of combinations of

"Most models were represented, in some form or another"

routes that we can use and



New Forest Wildlife

this year's route consisted entirely of just The New Forest. The reason we sometimes stray

after all, the area of the New Forest is only a line on a map. The run was approximately 56



The run under way

miles, starting at Ringwood, then onto Moyle's Court, Godshill, Sandy Balls, Woodgreen, Haile Purlieu, Langford, Normansland, Ockwell, Bolder-

and light refreshments of sandwiches & cakes. On that note, our thanks must go to Donna and her band of helpers, mainly her daughter and boyfriend,



wood and Stoney Cross, which is steeped in war time history with its airfields. If you look carefully, you can still see the outlines of the old runways, which is also why the roads are so straight and long! Onto and through the infamous Lyndhurst which incidentally we are going to try and avoid next year if possible! Then to the outskirts of Brockinghurst, turning by the Balmer Lawn, so that we could head off past Beaulieu, the home of the Motor Museum, then to Ipley Cross, Ferny Cross, back through Beaulieu village and finally onto Boldre village hall where Donna had prepared a welcome, with teas, coffees

ably assisted by Richard. The day finished with the prize giving for the

best cars in each category, as chosen by our guest judge. As you can imagine, we have seen a steep rise in traffic over the years, so we do try and avoid the "hot spots" which gets more difficult with time, Lyndhurst is the main stumbling block, being in the centre of the forest, it is difficult to avoid. Oh for those halcyon days of fewer cars and no Sunday trading! So for that reason we have been tweaking the run for these ever changing conditions, while still keeping it our NEW FOREST RUN! –

The photos do not do justice to the run, but as you can appreciate, there is not a great deal of spare time to stand and stare and take pictures!

But if you want to see more, go to;- www.triumphnewforestrun.co.uk See you all next year?!



Trevor 'Helps' Donna?

Oxford Camping Weekend

by Thomas Cope - Oxford AO

We couldn't have asked for better weather for the inaugural Oxford area camping weekend. The sun shone as

British Motor Museum at Gaydon. John Lay did a fantastic route for us taking in the local

test for the more modern cars too. The museum had given us the main entrance to park in so

we lined up on the grass and put on a great show. It happened to be a classic owners tinkering day so there were plenty of cars to look around. The museum itself was fantastic as ever, a



Campsite

the campers set up for the spring air and classic car weekend. We spent the Friday catching up and meeting new people over a lovely dinner at The Duke (our local meeting

"They were changing an engine and conducting general maintenance."

place). It's was an early start on Saturday heading out to the

sights and very steep hills! A



Gaydon



Lynx Prototype

spectrum of vehicles and BL prototypes.

We continued along our route to Wellesbourne to visit the XM655 Vulcan. They were changing an engine and conducting general maintenance.

The staff were so friendly and informative about the plane and the role it played. We all had our favourite parts of the tour and I felt privileged to hear their first hand stories and memories. It's a day we'll never forget. They gave us the chance to take some amazing pictures in front of the plane just as the sun



raise funds for the local area, over £50 was kindly donated. Mr & Mrs Rhodes were the winners of a huge LED work light.

The Sunday was based at Bicester heritage for

their drive it day Sunday scramble. The sun shone and the cars just kept arriving. There must have been over 1000 cars. A few celebs were walking around including Fuzz. We had 28 cars at one point from all over the country.



made an appearance. We continued home for dinner and a social. A beautiful lightning storm circled the valley we were camping in. Some fantastic pictures and videos were taken.

We held a raffle to



Thank you to everyone that came.

I know one chap was happy now his Herald carb is running sweet after a tinker in the field.

A special mention goes to the Hall family who got their beloved Hilda back on the road in time for the weekend. I took this picture of the family back together after several years off the road.

A special thank you to the Club for letting me borrow the lovely Courier van for the weekend, I didn't want to give it back!

Thank you for all who came, it was a pleasure to get to know

you and I hope to see you again next year.



Our Club Stand at Bicester



'Hilda' Herald with the Hall family



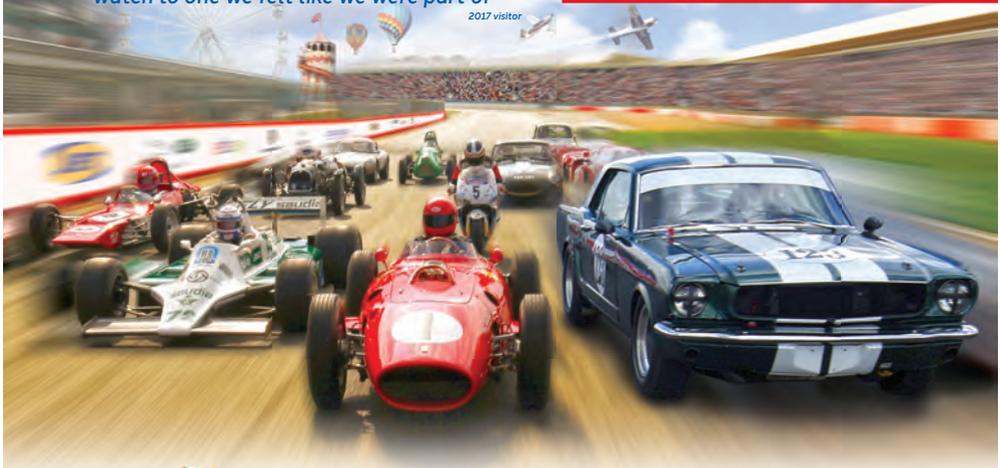
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2017 visitor



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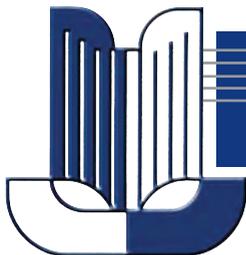


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SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
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SPITFIRE Mk IV/ 1500

Steve Payne. 47 Tiverton Drive, Horeston Grange. Nuneaton Warks. CV11 6YJ.
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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
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BOND

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Tel: 07823 771811 e-mail: carlswanson@btinternet.com

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TRIUMFEST UK

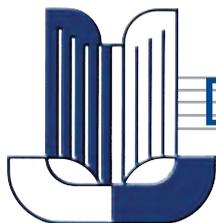
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June 2018

AREAS NEWS

AREA Directory • News • Events



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.

Table with 3 columns: Package, Rate, Tick Below. Rows include: Weekend and Run with up to 4 nights camping (£50 per car and 1 tent/caravan), Weekend and Run with 1 nights camping (£30 per car and 1 tent/caravan), Stand-alone Event Shelter / Gazebo (£20 fixed price per unit), Weekend and Run excluding with no camping (£20 per car), The Sunday Run only (£10 per car).

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



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 Ye Olde Red Lion 516 Manchester Rd - WARRINGTON. WA3 6JT	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.
NORFOLK WEST	Toby Cowper: 07966 386888 <i>The Sand Boy</i> - Gayton Rd - BAWSEY PE32 1EP	2ND MON. EVE.
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 Goodling: 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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ALO REPORT ANDOVER . . AVON

TSSC AREA NEWS

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

We would like to say a big HELLO to the new Area organisers who have taken over, in the Avon and East Berks areas. Welcome Dave Stroud, Avon. And Doug Brown in the East Berks area. Thank you to June Wrighton for many years of being the Avon organiser also for Mark Smith, East Berks for your time as Area Organiser.

And we have a New area which is Kings Lynn & West Norfolk area so welcome to Toby Cowper.

We attended South of England meet, and what a meet. We held our breaths and prayed for sunshine and at the right time of opening it shone through, well eventually, but it didn't stop the display of fabulous Triumphs we had. It was great to see so many of you Area Organisers again, another three trained in valuations. A great big thanks to Mickey and Julie Hazel for organising the SEM event, if you didn't know you can camp on the leisure centre field and is only a short walk/stagger to the lovely town centre. Auto jumble and visiting classics too.

Awards were presented by Chairman Chris Gunby to Area of the Year M25 Crew, bubbly popping and cheers... well done guys and gals well deserved. And a special thanks presented to GT6 Register Andy Cook, 52 articles so far on the GT6 that he writes for our Courier each month.

We are off to Le Mans this year so hope to see some of you there. We are still wanting any one who is coming to Shelsley Walsh to help Marshall for an hour on either days of the event, please let us know. I know some have already put there names down. Thank you to them, also if any AO's would like any valuation training please contact us, the next session will be at the TSSC international.

In the next report we will go through Mail Chimp and hopefully will be up and running, today's techno is a little above our heads but we are getting there.

Thanks again to you all on a storming job your all do with your areas. Hope to see some of you at Derwent valley Peak run. TTFN

Nigel & Di.

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

A bit of a shame that it was grey and drizzly for our first planned meeting back at Grateley - or did some of you go to the Bell, forgetting that we had moved? Pleased that regulars Robin, Bob & Kevin did find us there - and thanks to Bob for bringing the TR6 as we also let the side down by going in my 1989 Honda (Still a modern classic even if the wrong make)

The show at Bowood was one that you you might like to put into your diaries for another time (they have a second show planned on 12th August) - a lovely venue and inexpensive booking if done early (free for the first 200 then £4.50 if pre-booked - see www.classicshows.org), a bit too pricey on the day though.

Popham was a marvel - it was hot! A great turnout of cars from Andover, Southern, Newbury and



Oxford areas plus a few visitors - Suzie was unashamedly poaching any other Triumphs she could find to join us which made for a nice full stand and the chance to meet some pleasant owners who may be persuaded to join us again in the future.

Hope to see some of you at Rainscombe Park - another stonking venue. Unfortunately they've been plagued with some poor weather over recent years but if it is dry then it's a good show to visit. We're also planning to try out the Bath Festival of Motoring, a new event to us but as Suzie's brother lives in Bath we thought we'd catch up with them too.

- Next meetings:**
9th - 10th June - WAPG Rally at Rainscombe Park Oare SN8 4HZ
Thursday 14th June - Regular meet at The Plough, Grateley, SP11 8JR
16th - 17th June - Bath Festival of Motoring

Guy & Suzie

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

Weather wise things seem to have settled down now and we can get on with the business of getting out and enjoying driving and showing our cars at various events.

During June we will be attending the following events:-

- 1st-3rd. The Somerset TSSC show at Martock.**
- 3rd. The ACE run, which is a charity run.**
- 9th-10th. The Gloucester Motor Show at Highnam Court.**
- 16th/17th. the Bath Festival of Motoring.**

Drive It day was well represented and we drove the 40 miles to The Classic Car Hub. The car park was full with a very good selection of all marks of classic vehicles. After coffee and in most cases a large bacon roll, we set off to view the vehicles, both cars and bikes which were there on display for sale. I think that for most of us, these beautifully well restored vehicles were just a little out of our price range, well certainly mine, however, it was great to look and think of what we would choose if only the bank balance were a lot healthier.

After a steady drive back some of us stopped at the Wishing Well for Sunday lunch just to round the day off.

The next club member to be profiled is LEE and his restoration of a 1970 TR6. The restoration started in March 2008. When he collected the car from Croydon, he found that it had done 88k miles and that the colour scheme



was a very grotty shade of rust with some patches of the original white showing. He firstly stripped the car down and shot blasted all of the components and then sprayed with etch primer. It was at this point that he noticed that the shot blasting had distorted the bonnet badly and so he had to source another one.

Some of the chassis and a large amount of the body panels had to be either replace or repaired. Once all of this had been done the entire car was sprayed with a base coat.

All of the windows had to be replaced as the previous owner had used an angle grinder to cut out some rusty areas and remove paint, this resulted in there being a great deal of spatter on all of the glass surfaces.

The original chrome parts were kept and re-chromed by "Doug Taylor in Banwell Somerset. As Lee put it, it was another fabulous job. Whilst the engine was being rebuilt by "Bristol Autocare", all of the running gear was fitted to the chassis and the body shell was fitted back into place. The body was then sprayed with 6 layers of top coat. After this the engine and gear box was fitted.



AVON EAST BERKS . . . SOUTH BUCKS

TSSC AREA NEWS

Avon Continues

The cars upholstery was taken to "Krych Upholstery" for the interior to be refurbished. A couple of months went by and with no word from the upholsterer Lee contacted them only to find that all of his interior had been totally destroyed in a fire that had taken place at Krych's workshop, lucky that he hadn't taken the car there, as he found that the business was not insured and being somewhat despondent, Lee put the car into storage.

After 7 years, in June 2016 and with a little gentle persuasion from Sue, Lee's wife, he regained his enthusiasm for restoring the car. The entire interior of the car that had been lost in the fire was replaced from various sources. The upholstery of the car was given to "Equinox" in Keynsham, Bristol and he was extremely pleased with the work that they had done. Now was the time for Lee to start the engine, but it would not fire up. So he called on the services of Steve Ford & Adrian Harris who he was told was the resident fuel injection expert and following a quick appraisal of the problem the car was up and running in a couple of hours thanks to Steve & Adrian.

The TR passed its MOT first time, not so surprising, as with all the work that had been done, it was virtually a new car. He and Sue were having a lot of problems with their modern car at that time and another member of our group, Chris Williams, who was trying to sort out the problems on their car, was told about Lees restoration of the TR and suggested that they join the TSSC, which they did.

They decided to get rid of the modern car and stick to the two vans that they had and make more use of the TR6 and they haven't looked back since.

At the last meeting Sue was complaining of a very sore neck (must have been all the work she had been doing either on the TR6 or putting their garden in order) well, Sue Ford stepped in and applied manipulation to the problem area. I think that there could be a queue for her services at the next meeting.

Happy Motoring



Dave

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

10 people tonight and half a dozen cars, it would have been more but I broke down on the way to the meeting! Pulled in for fuel, filled up, tried to restart, engine churns, nothing! Disconnected the fuel line and turned the engine, a whoosh of fuel. So, it's electrics or timing. Thank goodness I got rescued, but that's what son-in-law's are for.

Mark, our previous leader is still with us, I suspect he is not moving at all and has done me up like a kipper. He's transferred to me more EB "stuff" including a bowling cup competed for over 5 years between EB and South Bucks. The Seven Stars and its skittle ally have long gone, but maybe we could start some other rivalry.

Colin and his all-weather Spitfire came tonight, he's not going to SEM due to a hospital appointment, a thin excuse I think. Colin brought a collection of assorted Triumph documentation. He has the originals and reproduces them. I now have in my pocket a GT6 service history record, seems I'm entitled to a free 10k service.

Steve L brought his GT6 and a bunch of ancient mags devoured by the meeting. He and I are going to the local Hurst and Twyford shows where I will plant the TSSC flags returned

by Mark.

Andy Cook was with us tonight, I notice he has his name on his GT6 window. I think this must be for pulling TV groupies after his recent appearances.

My brother Paul brought an ancient DIY Constant Speed Drive kit owned by our father and destined for dad's USA Ford Pinto. Paul has blagged Mark S into taking it on despite the lost manual. Fortunately we were all there and stopped money changing hands. But this may happen if Mark susses it out, he's smart enough.

John has been installing a dual temperature/oil pressure gauge. Mark S has had a problem with mismatched gauge and sensor so John has passed the old matched ones on. I really like those dual gauges, it frees up a space for ANOTHER gauge.

Richard U was with us and brought his cunningly deceptive 2.5 no-power-bulge, power-steering Spitfire. He took away some of Steve L's Atlas van mags. Richard has an Atlas and is doing it up with sign writing and everything, for his lady wife's business.

Chris H is a newbie with a Toledo. He is young! Under 50! Well I think in his 20s, might not even be 20. He is the future.

I got all the old £20s, £10s and £5s passed on by Mark last time changed at the bank and we now have loads of dosh. John still wants dancing girls, but we're thinking Christmas party, if Sweeney Todd's is still there. The owners want to retire, but no purchasers in the offing.

John, Andy, Mark, me and Paul are all going to SEM, John and Paul particularly keen for me to get valuation trained. Can't think why? Will we go in convoy? Probably not.

Doug

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

Hello everyone hoping you had a good month and are good. I went to a few shows firstly starting with a good local show at Pinewood nurseries, which Ken and his immaculate Herald attended and the show always has a great variety of cars. Then it was the Isle of Wight show which was blessed with brilliant weather and Robin (who is always a regular) came with Ted the dog in his MK2 spiffire which just passed its MOT on Tuesday the same week.

We came obviously in the 2000 and Simon and his wife Tracey came in his TR7 for just the Sunday but it was good to see them anyway! The weekend started on Friday with everyone meeting with each other in the Pub. The Saturday started with everyone heading to the steam railway, this had incredible views with such smooth roads with no potholes in sight! When we got there, there was a hawk exhibition which was very entertaining and the jokes about them escaping were endless! Then the evening came around and we had live music by a great singer who had a very soulful voice.

Sunday came around and we went to the Ventnor cricket club using the infamous zig-zag road with again stunning views and with no clouds in sight. We had a great Barbeque and Betty the dog deciding to eat the sausage which came with the burger! Then we had the games night in which we were paired with a very nice couple and one game but unfortunately we didn't come overall victors, but we still had a great time.

On Monday we went home early but most people decided to go to the Hare and Hounds, after which most people went home. Big thanks must go to Tracy and Elaine for setting up the event and Marcus for being a great speaker and for anyone else who helped.

Big thanks for anyone who turned up and coupled with the frankly impeccable weather and the sight of over 65 triumphs really made this an unforgettable weekend.

We had the usual Harte and Magpie show on the Tuesday

CHESHIRE . . . CORNWALL



TSSC AREA NEWS

with Dan turning up in his Stag and Simon in his TR6 with a nice sunset backdrop adding to a great turnout of a good variety of classics there. There were quite a few shows in May which you will hear about in next month's Courier but shows that will be in **June are:**

16th Brooklands double 12 race weekend. A superb event over two days with many things to see and do. Check www.brooklandsmuseum.com for details.

17th Hedsor classic car show. Held next to the large garden centre. SL8 5ES. From 9am till 6pm. Free to enter with your classic car.

20th area meet either at the Harte and Magpie or the Squirrel depending on quiz nights! You will be informed if Dan has your mobile number.

23rd Feast of St Peters event. Unusual event we have been to once before. It's quite a large event, with a small car tagged on the side. It's on the green at Chalfont St Peter (SL9 9HW) starts at 10am.

24th Hanworth classic car show. It's a big car show and well attended. You usually have to pre book. Check www.hanworthclassic.org.uk for details, and maybe Mickey from Thames can help too. (0777 362 3807) as Thames area often have a display.

Harry

CHESHIRE

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The first event of the month has been the Club AGM. I'll have a more complete report for our May meeting. There is a 'new' web site in the offing, with a less cluttered feel amongst other things. Maybe it'll even get approved by the Cast Iron World web site inspector. Club Policy (which is also Henry policy) is to MOT your car as before. I travelled with the Snagfordshire AO, who (as ever) was amazed that Blitz the Vectra can return well over 50mpg while travelling at certain speeds. Said AO has also been taking lessons from John Prescott regarding the number of modern (ish) Jaguars he is keeping on his drive.

The MD of Cast Iron World has bought another 6 pot engine, bringing the count (of Triumph 6 pot engines) up to one in the car and 3 elsewhere in the garage. We're not including garden ornament engines in this. As the Branch Office only has two 6 pot engines and 2 4 pot engines, Head Office has definitely won the Cast Iron Weight Challenge.

Sandbach Festival of Transport has a reputation for getting the weather elf booking (and bribing) just about right – all my photos show pleasant sunshine. Saturday was no exception, it was pleasantly warm, lots of cars, lots of people, and a Spitfire (the sort with a big fan on the front) on show. Rumour has it it was landed on the M6 and taxied up the slip road to the show, but I'm not convinced. Sunday was a different story – much cooler, and quite a bit of rain in the morning. In the afternoon, the sun came out, more cars and more people arrived, and it all seemed to be normal. The parade at the end was viewed by what seemed to be a huge number of people.

As mentioned in the last report, there were two passes already issued for non-attendance at the May meeting, and this was followed by a third. So we had another cosy meeting, two Triumphs in the car park, and a long (and I mean long) discussion about Stromberg variations and which of the 6 Steve brought to the meeting would be best for the GT6 project. (When I got home I counted 11 Strombergs at the Branch



Office, plus another 2 doing service on the MD's GT6). We also talked about testing overdrives, and I have received an application for said test, which will be processed when I have finished testing my own stock.

On Bank Holiday Monday the weather was rather warm with blue skies, so Gawsorth Hall was rather well attended. The web site said 10:30 to 4:30, but I arrived just before 10 and there were hundreds of cars already present. Cheshire Area was also represented by Simon, plus John and Chris, with Snagfordshire represented by Adrian and Phil and their respective other halves.

Here's a request a number of folk will recognise. Please don't do things up 'as tight as they will go', as this often makes it impossible for the next person (me) to undo. Tyre places are famous for this, I know, but I've come across a number of examples on gearboxes in the recent past, and now on overdrives.

The main happening in **June is Tatton, on the 2nd and 3rd.** For those wishing to travel further, there is a **Steam Fair at Belper on the 16th and 17th** (only 40 miles), and a Father's Day thing at **Trentham Gardens on the 17th** (slightly nearer, 25 miles). The MD has tickets for Tatton, I have messed up my booking!

Our next meeting is on **Thursday 7th June at the Cock and Pheasant.** First run out of the year, so 7:30 for 8. The run out is very likely to be to the Swettenham Arms, check the web site for further details.

Henry

CORNWALL

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Hi All, I'm writing this whilst watching the sun go down, it's been a beautiful day here in Cornwall and with a delightful red sky now means sunshine again tomorrow and the hope of a drive out in the evening. My Spitfire has been repaired, with carburetors reconditioned, a new alternator and a new master cylinder fitted it is now once again great to drive. We have lots of events planned over the summer months so do please come and join in the fun like we had on Drive it Day and here is how the story goes



Delightful Drive It Day! Always a pleasure Drive It Day had come again! I have to say Malc and I have done well so far this year making all the run outs I believe, it's becoming a habit but what a great habit to have!

It was a mizzly start, a little disappointing but on arriving at our meeting point, The Cornwall Gold Park, just seeing all our lovely cars parked up, sorry folks we were just a little late . . . always makes you feel good!

Our run had been kindly organised by Colin and Libby and I believe we had about 10 wonderful cars.

We headed North to seek a little coast, passing Porthowan, cutting through a lane, heading St Agnes way but taking a very scenic route called Beacon Drive, the open cliff view here is amazing and you pass Wheal Coates, a former tin mine. We then started heading downward down Rock Lane into St Agnes, this approach made a welcome change, the sea and cliffs so close just visible through the trees, stunning. I need to do that route again, thanks Colin, good to see it from a different perspective!

Just through St Agnes we took a turn to the spectacular Blue



CORNWALL . . . COVENTRY

TSSC AREA NEWS

Cornwall Continues

Hills another fantastic spot and looking even better with a convoy of classics passing through negotiating the twists and turns!

We came out on the coastal approach heading to Perranporth, a busy little town where people appreciated our classic convoy!

We headed to The Smugglers Den for a quick pit stop, coffee and chatter. At this point I was straight on the phone to our sons' who were running late and trying to catch us. It was an exciting day for us and we were looking forward to seeing them as only the day before they had picked up their very first classic, a rally replica Dolomite Sprint! A joint venture for them, they've caught the Classic Bug from Malc, so a great day to try it out! Two very happy chaps!

I missed their actual arrival as we didn't have much time and had cuppas to sup, but I got a great ride to our lunch venue Healeys Cider Farm. A lovely leisurely lunch was had and I and I'm sure a few others were just thinking about a pudding when the call came from down the table that it was Classics to Callestick for ice-cream! A nice surprise, only just down the road too, the sun came out too to round off the end to a perfect drive out day!



Thank you to Colin and Libby for organising the day and to all who came along. I loved the route and look forward to re tracing it soon!

Many thanks Claire for this write up. I must say it was an exceptional drive with wonderful company and one that I did complete!

Our next event will be our **Camping Weekend**, although I think next year its going to have a different name "Holiday in Cornwall with the TSSC" We have a good amount of attendance this year, one that i am looking forward to, lets hope the weather will be kind to us. July will see some of us heading to Powderham Castle for the crash box vintage and steam rally, Wadebridge Wheels, Shelsey Walsh or some members will be at Boconnoc. August has lots of shows I will list them below, if you know of any more then let me know and I will add to the list on line. For October I will be looking for an event, please come forward if you have any ideas.

Our **Christmas Dinner and Dance is being held this year at Treghenna Castle Hotel, St Ives**, with members already booking their bed for the night its proving to be popular, see main advert for more details.

Well that's all the news I have, please send me any news of your Triumph Adventures I will gladly add to the Courier. Happy and safe motoring everyone.

Carol

Upcoming events:

June

- Sun 10th Trains and Triumphs Buckfastleigh
- Fri 14th Club night at the Hawkins Arms Zelah 8pm
- Sat 16th - Sun 17th Penhale Feeds on Rally
- Fri 22nd - Sun 24th Our Event at Penmarlam Bodinnick Fowey

July

- Fri 6th - Sun 8th Powderham
- Fri 6th - Sun 8th Padsrow Steam Rally
- Fri 12th Club night at the Hawkins Arms Zelah 8pm
- Sun 15th Wadebridge Wheels
- Sat 21st - Sun 22nd Sticker Country Fayre & Vintage Rally.
- Fri 27th - Sun 29th TSSC Shelsley Walsh Event

- Fri 27th - Sun 29th Boconnoc Steam Rally
- Sat 28th - Sun 29th The 40th St Buryan Rally

August

- Sun 5th Mount Edgumbe
- Thur 9th Club night at the Hawkins Arms Zelah 8pm
- Sat 11th Carnhell Green one not to be missed.
- Fri 17th - Sun 19th St ithians

COVENTRY

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Hi Folks. After a very wet April we are sitting here writing this newsletter on the hottest day of the year so far.

The first event in April Daffodil Sunday was cancelled due to the fields being waterlogged so we went to the Heart of England meet at Bulkington where there was a pretty good turnout of 25 vehicles, 6 of them being Triumphs.

The next Sunday the 15th we were at Lubbenham for the A/O meeting and the AGM although there was a 16k loss a lot of old parts were written off and sold at discount prices. With Le Mans event this year the COM are confident that next year should see a small profit for the club. Both meetings were very upbeat in general so here's looking to a brighter future.

Sunday 22nd Drive it Day we joined in with the Stilton run, 7 of us in 4 cars met up at the Elms in Lutterworth to travel



to the start at Uppingham, there was us in our escort Cabriolet, Craig & Sarah in there Stag, Chris & Bev TR7 and Mike Herald Saloon. For a change a nice sunny day so hoods down all day. There were 325 entrants in the event, the Hog Roast was



excellent and we enjoyed a nice beverage at the end of the run in Stilton before returning home. A great day out in great cars and great company.

Well that's all we did in April so now onto May.

Our monthly meeting at the Bull & Butcher was reasonably well attended with 11 having a meal before the meeting to be joined by a further 6 later with 7 classic cars to be seen.

The Heart of England meetings have now changed to the 2nd & 4th Tuesday of the month until September, Bulkington workmen's club from 6.30pm.

June Dalos Day will be on Sunday 24th to be planned by Keith & Trish. Details to follow.

July Dalos Day on Sunday 22nd will be a Dapos Day (Drive and Picnic on Sunday) planned by ourselves, full details to follow but the destination for the picnic will be Pitsford Reservoir, there will be a car parking fee.

Motofest Coventry on 2nd & 3rd June there is no need to enter just turn up. We will be going on the Sunday only and we will arrange a meeting point at a later day.

Leaflets with details of or the **Nuneaton Carnival on June 10th** were handed out by Mike Hadley if you require one please contact us.

CUMBRIA . . . DERWENT VALLEY



TSSC AREA NEWS

Shackerstone on the 1st & 2nd September not having big plot with ASOC & HoE this year and we will only be doing the Sunday.

The Cotswold Airport Revival Festival on the 29th & 30th of September, if you are interested we must know this month so we can book a club stand, at the moment we do not have enough confirmed yet.

Paul informed us of a **Revival style day at Curborough, Staffs on 8th September** details to follow.

That's all from us for now, see you at one of the events or at our monthly meeting on the **5th of June at the Bull & Butcher, Corley Moor**, weather permitting we will hold the meeting outside and park our lovely classics in the paddock behind the pub.

Phil & Lyn

Forthcoming Events :-

Tuesday 5th June Our monthly meeting **Bull & Butcher, Corley Moor. 7.30pm open to all makes, if you want to join us for a meal pre meeting be there for 6.30pm.**

Sunday June 10th Nuneaton Carnival
Contact us for Details.

Tuesday 12th June HoE Bulkington

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 24th June Dalos Day Run Details to follow
Sunday July 1st Bulkington Carnival.

Sunday July 8th Hollowell Steam & Heavy Horse Show.
<http://www.hollowellsteam.com/> Allen Eaton Tel01604 505422 Mob 07802 570590 email hshhs@hotmail.co.uk

Saturday 14th July Rainsbrook Valley Railway
Picnic Day Details to follow.

W/E July 27/28/29th Triumfest Shelsey 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.ketteringvintagerally.com

W/E 29th /30th September Cotswold Airport Revival
Festival ? If enough are interested, let us know by email. ASAP

CUMBRIA

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We had a good turnout for Drive it day on the 22nd April, despite the weather. As usual we joined up with Wigton Motor club at Dalemmain House.

A Total of 170 cars made the trip and £756 was raised for Wigton Motor Club's nominated charities for 2018, which are Cocker mouth Mountain Rescue and the Wigton Youth Station.

Two cars were absent from our usual line up. Roger's Acclaim is having the cylinder reconditioned and Phil Charlson's Stag has roof problems. Dave and Karen Fray from the Scotland group also came in their Stag as they were in the area. Good to see them again.

For those of you on Facebook you will have seen that the rebuild of my Spitfire is now complete and is taxed and tested. Although it does not require a MOT from May, as it is more than 40 years old, I decided to have the MOT done for safety reasons, just in case I may have overlooked tightening a bolt or the brakes were not pulling up straight.

Personally I don't agree with no MOT required for vehicles over 40 years old. I have a multi car insurance policy, which was due in May. When I phoned to renew there was a pleasant surprise in store.

The renewal was nearly £50 less than previous years. On asking why? I was told that my vehicles are all now more than

40 years old making a total saving of over £600 per year by not having to pay for road Tax, MOT and having lower insurance. If you have one of these policies it would be worth asking about the over 40 year old reduction. My Agent is Peter James and it would be interesting to see if the other insurances companies are offering this discount.

Forth coming Events: Grasmere 17th June. The forms have been submitted, so if you intend going and have not paid me then you will have to contact them directly.
Distington 1st July. Phil is organising this event, his contact is bikerphil27@gmail.com Unfortunately Anne and I will be in France. **Ripon 29th June.**

Phil and Sue, Biker Phil, are moving down south later this year to be nearer their daughter. He has had some success from his adverts in the Courier, regarding parts for sale that he wanted to dispose of and his Spartan has also found a new home. I have bought it and it should keep me busy doing the summer, reassembling it. If we ever get a summer!

Safe motoring

Roy

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Hi everyone . Well this is a first for me, ended up doing our monthly meeting on my own as my hubby Roger had to work away, Colin and Ange are away on holiday and Paul had taken Kim away for a surprise break .

Well what can I say, the meeting went well but was a little quiet, we had a catch up and a raffle, there was quite a few classics in the car park. Did the future events, but most of all reminded everyone one about our **Peak Run 21st of June till 25th** let's hope the sun comes out for us. Thanks

Julie

Events Coming Up

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.

IMPORTANT NOTE

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



DEVON . . . DEVON NORTH

TSSC AREA NEWS

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Apart from Steve's lovely 2000, it was a GT6 and Spitfire night at the Claycutters in April. The first real spring day brought out a nice selection of cars. In particular it was good to see three GT6s – Andy's Mark II and the Mark IIIs of Phil and Richard. Peter had enjoyed the run from Exeter and both lads had brought their 1500s from East Devon. Nigel's Floozie is back on the road and he was busy doing Club Agreed Value valuations – so important now to have the up to date values as prices seem to be increasing rapidly. We think we have got away with it with the Stag – new rad courtesy of a friend in SOC, refurbished by Plymouth Radiators, coincidentally a new brake servo and hopefully we will be OK for the trip to the Isle of Wight coming up at the beginning of May. (add – not quite sorted – see next month's report!!!).

Nigel organised our Drive It Day run and provided this report – wish we could have been there. 'After a previous days rain the hard core met at the House of



Marbles, a total of 10 cars, (four spits, a Burlington, Herald estate, a Vitesse, TR4, and two saloons) although some were only joining us for the drive to Exeter and not the whole drive and meal. The group set off at just after 1200hrs and headed off to Newton Abbot and on to the coast via Teignmouth and Dawlish to Exeter Services. The weather was bright and sunny and quite warm for those with their tops off!! Only one incident was when a parked car opened their door in front of Dan's Spitfire, skilful driving avoided an incident and some idiot overtaking five of us in a totally unsuitable stretch of road. All met back up at the Services and met with another three cars (3 Spits), eventually, some roundabouts and traffic lights led to a delay. After a variety of "pit stops" the group set off for the "roundabout" route to the Ruffwell Inn and yet again the traffic lights did not enable the group to keep in close contact but all arrived at the Inn in plenty of time. The weather had cooled slightly from the first part but roofs still down. At the Ruffwell we were joined by four cars from North Devon, two Spits, a Herald and a Stag and after the usual greetings and "look overs" it was time for the Carvery. We were welcomed and seated in the Garden room where there was our own Carvery – which most (including me) did not realise was there. The food was enjoyed by all and we had a Triumph based quiz to pass the time as well (must remember to bring pencils next time). As there were not enough pens the answers were read out for entertainment and some discussion about some of the answers! By all accounts the route was 'interesting' but no-one got too lost – thanks Nigel for organising this one. Important note though, our runs are NOT convoys and traffic lights may interrupt the journey – as we all have routes to follow there is no pressure!!

COMING UP IN DEVON
The first weekend in June is the second West of England Gathering at the lovely Southfork Caravan Site at Martock, organised by the Somerset Area, and a good number of Devon members are intending to go along. The Sunday will

be the 'show & shine' and a general gathering and we are sure that Martin Hughes would welcome you all along – give him a bell!

Trains & Triumphs at the South Devon Railway at Buckfastleigh is on Sunday 10 June, being organised by us jointly with Jane & Anna Christie. Once again at this free event, we will be collecting for the Devon Freewheelers, the voluntary bloodbikes, so we hope you will come along and give generously. The following weekend the Railway is hosting a 60's weekend complete with music etc so this sounds another good one to go along to.

Wednesday 20 June is Club Night at the Claycutters Arms, Chudleigh Knighton TQ13 0EY Come along if you can for our Mid Summer evening gathering.

Cornwall's Camping Weekend is June 23 and 24. Contact Carol Coventry if you can join in the fun.

We have been invited by the **2000/2500 Register** to join them for their **Camping Weekend at Whitehill Country Park, Stoke Road, Paignton** with fish & chips on **Friday 29 June** (numbers needed) and the main day on **Saturday 30th** from 10 to 4. If you are interested in going along please do let us know asap.

Powderham Show (7 – 8 July) entries are as good as usual, and we will have our stand displaying a huge variety of Triumphs – around 35 at least. Hope to see you there.

We hope a lot of you have already booked for **TRIUMFEST at Shelsley Walsh near Worcester at the end of July**. We are part of the venue's Classic Nostalgia Weekend, and the theme this year is Formula 1 Through the Ages. I cannot wait to hear all those iconic cars tackling the famous hill.

Writing this quickly as we are off to the Isle of Wight with 9 Triumphs and over 20 people – there will be news of that on the Facebook page TSSC Devon before the next Courier comes out.

Whatever you have planned for your Triumph – with summer here at last (hopefully), Do More with Your Triumphs.

- DEVON DIARY**
2 and 3 June West of England Gathering at Martock, Somerset
Thursday 7 June North Devon Meeting at the Crealock Arms, Littleham
Sunday 10 June Trains & Triumphs South Devon Railway Buckfastleigh
Wednesday 20 June Club Night at the Claycutters Arms TQ13 0EY
7 and 8 July Area Display at Powderham Show
28 and 29 July TSSC TriumFest UK – Shelsley Walsh Hill Climb

Sue & John

DEVON NORTH Tel. 07806 351499
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Date: Thursday 3rd May
 Venue: Crealock Arms, Littleham, EX39 5HN.

Firstly an apology for the lack of reports in the last couple of months, heavy snow stopped the March meeting and April was a quiet affair with regulars away or otherwise engaged. So the May meeting was a little better attended, as we here in the deepest

South West try to recover from what has been some pretty dire weather in 2018. Fellow AO Nigel Kenneison ventured up from the South in his Spitfire and brought a co-pilot with him. Alan & Janet Brace were there, also in their Spitfire and as always with the top down....I actually don't think I've ever seen it with the top up,



does it even have a hood?.... Mike & Irene Hadley also drove up from the south, but in the Mini. Mike no longer has to choose from the menu, there is always his favourite Panini waiting for him when he arrives. Malcolm Huxtable arrived in the green goddess, and to complete the evening Andy Luckhurst & Bob Mellor.

Andy & Bob have missed the last few meetings, so good to see them both back. Andy is getting ever closer with his TR4 rebuild, his initial deadline was to get it on the road for Drive it Day, but with that event passing a more realistic one of Powderham in July is now his target, we all look forward to seeing it. Bob has had some cylinder head troubles on the Stag, weeping coolant made him investigate further which uncovered one of the heads being badly scored in the camshaft journal, so he is busy trying to source a replacement and the cause of the problem.

No other car issues amongst the regulars, all those that attended the recent Drive it Day run to the Ruffwell Inn enjoyed it, thank you to Nigel for organising that. Events are starting to come up thick and fast now we are into May, so by the time you read this we would of had the run to the Lynton & Lynmouth Cliff Railway, which is a great venue.

Andy has kindly volunteered to host a BBQ at his place during the summer and we have a date pencilled in now, he's checking with the boss to see if it's OK, so more details on that soon. That's all for this month.

Date of next meeting: Thursday 7th June 2018 *Darren*

ESSEX

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Following on from the fantastic weekend before we had a great meet this month. With lots to chat about we were all still on a bit of a high. Dave reported that his Yellow Spitfire (yes another yellow one) had passed its MOT with help from Mike Titchen in the week. We met John who came in his Ford Mustang (a friend of Daves an honorary Triumph).

We sorted out some air ambulance stock that will be for sale at shows and places for the rest of the year all profits to the air ambulance. We sold some stock at the same time, the spark plug bottle openers are selling well. Dave bought one each for his sons.

The talk went on to the Isle of Wight, all very excited. We had 6 cars in all.

The next weekend saw us heading out for a bit of a drive for Drive it Day. Meeting for coffee at the garden centre and ending up at Wings cafe. 3 Spits made the journey but sadly Stewart and Kerrie's Vitesse lost its whole exhaust on leaving the car park. A very nice man put it back on and they went straight home. We went back to help but we couldn't, so 3 Spits continued on their way. Instead of stopping off at the nature reserve at Hanninfield we headed straight to Wings. Good job as the Ford club was there too and the food was an hour wait. So we sat in the sun, we actually saw the air ambulance come back in and land. The Fords were doing Drive it Day too.

We chatted about the Isle of Wight of course as and our planned meet up point. As we are all staying the week, there will be a big report on that in July.

On the 25th Janet and I headed up to Kings Cross to the vintage boot sale. We have been going for a number of years now. We prefer to go up by train and then go to a show in the afternoon. This year Mike and Sue took the GT6 up for both days and stayed over in Kings Cross. We headed up on the train and found them at the front of the entrance a prime spot they had a bit of vintage to sell. It was very cold and slightly damp a few times. We had a wander round and a bit to eat. Managed to buy a few bits and bobs. Later on we headed off to Leicester Square where tickets for Kingy

Boots were purchased at one of the ticket booths, half price, cracking seats too. After that we headed back to Sue and Mike for a bite to eat in the pub by the venue. All very tired but a very good day. We got home about 10pm. It's a cracking event in London. The original venue was on the South Bank but this is easier to get to. Roll on the next one.

King's Cross Vintage Classic Boot Sale

This was our second year that we have been to this show. Saturday morning started at 5:30 when the alarm went off, me and Sue got ready and got the GT6 and half pint ready and then set off for King's Cross we arrived at around 7:45.

Then we got into the designated area, we were booked in to stay for the whole of the weekend. We had several people come over and talk to us about the car and trailer.



At about 12 o'clock and feeling very cold, we decided to look around the different stalls that were already set up. We met Allen and Janet, they had come up by train, they told us they were going to see a show but would be back to meet us later for a meal. Lots of people came over to speak to us. The time passed and we could then lock up and cover up cars for the evening.

Myself, Sue, Janet and Allan met up and went into one of the local pubs for an evening meal and a drink. Myself and Sue had booked a hotel for the night. The next morning, we went back down to the Vintage Show and continued the Sunday talking and showing people around the car and trailer. Sunday, we found that John and Donna from M25 group and a few others had arrived and spoke to them, there were a lot of different classic cars and bikes. A very interesting weekend. Other than the weather the whole weekend went well, when the show came to an end we then packed up the car and travelled back home to Essex. A lady came over and said to me that's my old car, she owned my GT6 from, 1983-1985 she has sent me details and pictures.

"My old GT6 Mk2 is still on the road – a reunion at the Classic Car boot Sale



On Saturday afternoon I went for a mooch around the Classic Car boot Sale at Kings Cross. I have traded there in the past but this time I thought I'd have a weekend off and be a punter. The first car I saw inside the market area was a 1966 blue Triumph GT6 Mk2:

April 2018 – Granary Square, Kings Cross
I said to my friend, "I had one just like that"
And then I did a double-take... OH MY GOD!

"That's my old car!"

Or was it wishful thinking?

But the number plate was so familiar – EPK is in Parker, I was 20 when I bought it, and J is for Jane – I'd always thought this too much of a coincidence when I had it.

Could this really be my car?!

So when I got home I dug out my old photos.

And.... YES!

1983 – on the front garden in Albert Road, Romford, and in

Bedfords Park

I'd bought it from a man in Collier Row, north Romford, and two years later sold it to another local man. Steve, the latest owner, tells me bought it in Essex and that's where he lives



**ESSEX . . . HERTS & BEDS
ISLE OF WIGHT . . . WEST KENT**

TSSC AREA NEWS

Essex Continues

too. So it's never gone far.

The black and chrome-wire number plates on it today are the ones that were bought for me as birthday present by my friend Gary (an ex-boyfriend) who had helped me buy the GT6 and did all the maintenance/mechanical stuff. In fact, I think that's why he'd encouraged me to buy it because he loved working on old cars. He used to drive round in a subtly converted Imperial Maroon Ford Anglia with "big boots and Ecobra seats". As he'd say, "Tidy!"

I notice Steve has made a few modifications and additions to the car. He has replaced or recovered the seats – they used to be tan vinyl which could be rather uncomfortable/sweaty on a hot day – no air con back then! And he's changed the wheels to those spoke ones – as you can see I never got around to replacing the hubcaps that were on it when I bought it.

It was a joy to drive, though I sometimes did feel as if I was going to take off and fly especially when on open motorways. And on returning to a car park I was often thinking it had been stolen being as it's so much lower than most other cars – and then there was that "phew!" moment when I saw it hiding behind an estate car.

I only sold it because I barely used it. I had a job in Covent Garden and went out mostly in the West End after work or used my British Rail season ticket to go back and forth at weekends. Though the car was great for local nights out or trips away and I visited friends all over the the country."

Jane Parker

Birthdays Birthdays 14th Jean Pringle, 20th June Janet.

Up and comings

West of England gathering 2/3rd June,

Club day on 13th

Epping Ongar railway on 17th

Maldon 1st July

Allan & Janet

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Hi Folks, not a lot to report. I went to the Clubs AGM, very enlightening, a number of changes that make break even seriously on the cards for the future with a number of things in the pipe line to aid members, and enlighten services. One surprise was I was awarded a nice glass 'Special Thank you' trophy for services on our Forum and Twiddle Day etc. The Raven pub was busy with 28 members all nattering, it's getting difficult to chat to everyone, we had 9 cars and 20 members visit.

Sulgrave Manor on Drive it day and a brilliant meal at short notice at the Star just outside, who fitted us all in the snug and some great meals.

We have 35 members and 17 cars going to Fawley Hill to visit William McAplaine's steam railway on May 12th so report on that next month.

Just had an outrigger welded on the 2000 by Maulden Garage , used by a few locals, brilliant service and TSSC members to boot.

Next run is June 17th Paul G is arranging a run to the **British Motor Museum at Gaydon** details as soon as finalised.

I will have 15 passes on order for the **Kimbolton Charity fayre July 8th**, if you want one let me know its £10 per car full.

Locally Revs and Rythms in Shefford is Saturday 3pm till dusk July 21st its £2 per person, food and music and

classic cars.

July 22nd has changed and will now be a visit to the **Shuttleworth collection** arranged by Martin.

I email around 110 area locals monthly, if you want to be included on this circulation please let me know.T here is a suggestion to use a dedicated mail service and we are looking at this development.

Thats it for now. Keep them running, if they dont, we are here to help.

Pete
and the team

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What fantastic weather we had for the 29th Isle of Wight Triumph Weekend, with over 170 people it might be an all time record so for the sunshine to be around all weekend was definitely an added bonus. Festivities started on Friday evening with the usual social in the club house to meet up with old friends and new acquaintances, Saturday saw a procession of over 80 cars head out to Isle of Wight Steam Railway at Havenstreet where various activities took place from trying local ales to watching a falconry display with the added bonus of a ride on the steam train, fun was had by all.

That evening we listened to beautiful covers sung by Holly Kirby and of course more socialising at the bar. Sunday saw the compulsory drive up Bath Road to the BBQ being hosted at the Ventnor Cricket Club which after a quick 'Butterfly' manoeuvring of cars (reference for the olds there!!) everyone settled down to a day lazing in the sun with many heading down to Steephill Cove for a paddle to cool off as well as the opportunity to visit Ventnor Botanic Gardens. Also to help cool off, Jules Ice Creams visited the campsite offering a wide range of delicious ice creams, so wide in fact that some had more than one!

The games evening that evening was filled with the normal silly games and testing of brain power, everybody got very giddy and much hilarity was had by all. Farewells on Monday were echoing with see you next year which is indeed a momentous one so if you haven't already booked your accommodation then get in touch with Appuldurcombe Gardens Holiday Park to avoid disappointment.

Thank you to everyone who came and for all your support, appreciation and thanks.

Check emails and Facebook to see where our next evening Pub meet on **Saturday 23rd June** and the brunch run on **Sunday 22nd July** will be.

We had a lovely evening at The Crown in Shorwell and an eventful drive home in the thunderstorms.

See you all soon. Happy Motoring.

Tracy & Elaine

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Don't know how but the Detling show picture went walkabouts. So here it is. Thanks to Phil, Ruth, Andrew, Chris and me.



Next photo shoot is Drive it Day. I couldn't organise so Lee set things up. 10 Triumphs with 2x TR4 and a TR5 helped with the line-up and pleased that Ian Watkins, and Cliff Darby

LANCASHIRE . . . M25 EAST



TSSC AREA NEWS

made up the numbers. Starting at the Westerham Brewery for breakfast and beer, we set off at noon for an hour and a half drive round Kent, ending up with cream tea at Lullingstone Castle. Very hot but we all made it. So thanks to Ruth, Ken, Colin, Andrew, and Alan, with me bringing up the rear. All made it home.



Both monthly meetings a bit thin this time, after the crowd last month. Got 6 at the Mare, and 4 at the Castle. But I suppose 10 total is a nice result. Have had 2 interested members, from Bromley and Gatwick, so I think a move back to Tonbridge will be the thing to do. Not yet!
Plenty of warning.

Eastbourne Magnificent Motors was very hot and packed both days. Good Triumph presence, but a sad sight on the way home, blue Herald smashed. Bonnet at 45deg to the cockpit. No hope of repair there so another one down.

So just time to make the **Buds of May on the 1st July** and the best of luck to all us heading for **TriumFest**. And with the summer here, meetings in the beer gardens? Hope so.

Colin

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Hello All, Well from the doldrums of winter March turned out pretty busy. Some area members went to the breakfast meet at the Corner house pub Wrightington, held 1st Sunday of the month. On the 2nd Sunday of the month there is a relatively new breakfast meet at St Catherine's 'The Mill Café' (Preston end of the M65) which I attended. And over the morning five other area members turned up. Both of these events attract a wide variety of classics and well worth a visit. On my way home from the Mill Café my Vitesse broke down, and over the month this has turned out to be a catalogue of faults which I hope I've got to the bottom of!!!

April 13th to 15th was our weekend away at the Fat Lamb. This was to be our second year here as we had such a good time last year. Staying there Friday and Saturday nights with bed breakfast and evening meals all at a reasonable cost. Again we were joined by our Pilling car club friends and we had 10 of the 12 rooms booked. As last year Paul the owner produced a cracking driving route for Saturday which covered 100 miles that included a garden centre morning coffee break, lunch and visit to 'Locomotion' at Shildon, a farm food outlet on the return trip which passed the Tan Hill pub.....which we stopped at.....obviously. Henry's MG Midget was voted car of the weekend, Norman & Angela won the quiz and there were several raffle prizes dished out. Our trip back home Sunday morning wasn't without incidence either.....It was my turn to wrong slot adding 20/30 minutes to our journey. Back to my catalogue of car faults, I broke down on our way to the Fat Lamb on Friday (it was the 13th!!!), having swapped out the electronic ignition the previous weekend and the coil earlier on that day I pulled a fuel pipe off and wasn't seeing petrol gushing out?????. After a short wait Mr AA Man arrived, and "having cut his teeth on Triumphs" promptly set about identifying that I was indeed short of fuel.....an hour later I was back on the road. My thanks to Maria & Tony who stopped and took Fran to the Fat Lamb whilst I waited for the AA chap.

April 22nd – Drive it day. Five Lancashire Triumphs met at the Canberra club and travelled to Chipping to meet up with

TSSC Manchester. Thanks to Jo-Ann & Graham for the bacon sarnies etc at their home. We would have had six cars but the continuing saga of my Vitesse meant that I jumped in with Dennis of the day. From Chipping we headed off in convoy passed Dunsop bridge, Tosside, Wigglesworth onto the A65 where we stopped at the Brasserie at the courtyard. Iain in his 2.5 Spit missed the stop and shot off into blue yonder later to return!! From the Courtyard it was a straight drive the Lancaster brewery site (Via Bentham) where we were all booked into the carveryv/good value too. From there it was a return trip via the Trough of Bowland. Thanks to our Lancs bunch for turning up in not the best weather/forecast. Iain, Mark, Graeme & Barbara and first time seen Tony in his very well presented TR6. And thanks to TSSC Manchester, we most do it more often!!

April 24th – Monthly meeting. Absolutely poor weather (again) and our planned pre-meeting run was called off, maybe a better next month?. That said we had a decent turn-out for a good old natter.

Finally I think ie solved the last of an issues on my Vitesselow tension circuit shorting out sporadically. I hope so as May, June & July are looking busy.

Dates of interest for June...

8th-10th June Dales run weekend (Dent)

TSSC North Yorks

24th June Towneley park Burnley

Rotary Club of Burnley

21st 25th June

Peak run (Ashbourne) – TSSC Derwent

That's all for now....

Kevin

M25 EAST

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Hi all, and welcome to my June offering, reporting on all the fun and stuff that's been going on in the 'TSSC Area of the Year'. Back in April, after many weeks recovering from my op I was finally left off the leash to go to a car show. Myself and Donna and Brian and Jean took part in a local Drive it Day Run. The weather was lovely and the run was good, finishing at a WW1 Airfield in rural Essex. Unfortunately, all was not well with Brian and Jeans car. After running perfectly on the way down it threw it's toys out of the pram, spat out it's dummy and generally misbehaved right from the off. After running on, sometimes only 4 cylinders (you mean some cars have more than 4 ha ha) Brian and Jean eventually limped into the finish. It was decided that we would follow them home after the event, just in case. This time the car ran faultlessly until about half a mile from home before playing up again. All was not lost though as we were supplied with tea and cakes once back at Pringle Towers (thanks Jean).

The week after couldn't have been more different, it was freezing. Still, 5 cars turned up for a trip into Central London for The Kings Cross Classic Car Boot Sale. An unusual event for us but really cool. Kev S was out in his Stag for the first time. A very nice example in rare Flamenco Red. It was also great to see Kev B and Lisa who we haven't seen for ages in their Herald.



Andrew was once again out in the TR4A with favourite child ha ha. Are we ever going to see the Herald again Andrew? Getting in was a bit of a faff but it gave myself and Malc a



M25 EAST MANCHESTER . . . NORTH EAST

TSSC AREA NEWS

M25 East Continues

chance to show off our new hazard warning lights while being escorted to our parking place.



There was lots of classics interspersed with vintage stalls selling all sorts of, you've guessed it, vintage stuff. We were entertained by a DJ all day and took advantage of our free vouchers at the artisan food vans. The event was put on by the designer Wayne Hemmingsway who was there for most of the day joining in. A nice touch was that he thank us all personally when we were leaving for bringing the cars along. Top bloke!

So, that's a bit about what we've been up to recently and now onto the really good bit. As you probably know by now WE, The M25 East Area have been voted by the powers that be as **THE TSSC AREA OF THE YEAR!!**

Hopefully the official presentation took place at the SEM. We didn't imagine anything like this happening when we started the area a little over 5 years ago. This just goes to show what can happen when everyone gets along and mucks in together. The award is recognition for everyone in the area that has contributed in some way. Be it organising and sorting out all the tickets and stuff for trips away, such as Benidorm, or booking Xmas Dinner and making the cake, or making up quizzes for camping trips, or inviting all the gang round your own houses for parties and get togethers or for just joining in by bringing yourselves and your cars out to shows. So, there you go, well done you lot and let's crack open the champagne! Cheers all....

John

- June Events**
- Sunday 3rd - Swale Vehicle Enthusiasts Show**
- Saturday 8th/Sunday 9th - Aldham Rally (poss camping)**
- Sunday 17th - Senlac Classic Car Show**
- Sunday 24th - Classic Show at The Lawns**

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Hi everybody. We had a good turn out with 16 members attending for our May meeting and welcomed Gerald who has recently purchased a 1200 Herald (see photo) locally after a hiatus of about 40 years or so since last owning one, so we look forward to see it in the course of the next few months.

Hope you all enjoyed your areas National Drive It Day in April, we met up with The Lancashire area group which our Wayne arranged with Lancs area AO Kevin, starting off at Jo & Grahams house where they laid on a good spread of bacon and sausage baps to get us ready for the day, so would



like to thank them for welcoming us all into their home, providing the breakfast, planning the route and booking the stop off point meal. our route was a drive around the Trough of Bowland a beautiful area of England, the rain held off and we saw many other classic car groups who had also picked the Trough for their drive out. We didn't have any breakdowns and mostly everybody stayed on route and together (hey Ant lol). We arrived at Lancaster Brewery for our dinner and met up with Pip & Frank who were Manchester areas AOs for many years, great to see them.



So by the time you read this article at the beginning of June we will have attended our first show of the season The Chipping Steam fair over the last bank holiday in May, so review and photos of that show to follow in the next Courier issue. This would be the first outing of my Spitfire 1500 which has been thrown together a bit too quickly for my liking, but hopefully can refine and improve it over the coming months. Been busy painting the car British Racing Green, welding new rear wheel arch on, fitting new bonnet, New fiberglass boot lid, door cards, interior, MG seats, fixed radiator, stopping fuel leak and on and on etc you get the idea....

There's a monthly event which we might go to when we have a free weekend, it's at our old meeting venue at **Barton Aerodrome, it's called Veteran's Garage meet up and it's on the 3rd Sunday of each month from 9am till 12**, all sorts of cars and coffee. Link is on our Facebook page.

Planning of our area weekend is now in full swing and taking shape, look out for the advert in this and forthcoming Courier magazines, our theme this year is "Hammered House of Horrors" venue date and details and how to book our shown on the ad, so get your thinking caps on for what character you want to be...

Please note that our next meeting **JUNE and onwards** for a few months will be back at our other venue **The Ye Olde Red Lion, Manchester Road, Warrington, WA3 6JT** and we will be there from 7.30pm onwards so see you there.

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 refresh yourself of whats on 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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First of all I must apologise for lack of news in last months magazine, I was swamped down with work and the deadline came and went before I realised I hadn't sent in the report.

Our first real run out of the year was on drive it day, and we had a very good turn out of club cars.

12 of us left Washington services for a run up to Bellingham in Northumberland, meeting up with Joe and Kevan on the way, after a brief visit to Bellingham and refreshments, we all headed north up to the Scottish border at carter bar, from there some return home via the A68 while the rest of us continued on towards Keilder for a coffee stop at Leaphish, from there back home via the A69. a round trip of over 160 miles. a very

NORTHANTS NORTHERN IRELAND



TSSC AREA NEWS

good test for the cars, especially as some of the roads are well pot holed after the winter.

The following weekend a few of us completed the Bobby Shaftoe run, organised by Durham MG club, a lovely 100 mile run out over to Teesdale with a lunch stop at Bowes Museum, many thanks for Kevan for taking the lead for a change, he only got us lost once. On return to the start point at Beamish hall, Deryck and Steve, were both awarded rosettes by the organisers.

Emma has set up a new face book page for our group, pictures of both these events have been posted on there if you wish to have a look @ **Triumph Sport Six club (TSSC) North East**. If you want to be included as a member send me a request via this page.

On the car front Kevan's Stag made it on both runs without the assistance from the RAC and his TR6 passed its MOT but was advised to replace the brake flexy hoses as the brakes were binding on one side and the tester suspects a collapsed hose,

Brian is still waiting to get his car back from the body shop, it's somewhere but he is not quite sure where?

Gavin got his car started after 2 years and set it on fire straight away, a small electrical fire beneath the dash board. I got all the brakes sorted on the GT, word of caution when getting an assistant to help bleed the Brakes make sure they know the difference between the brake and clutch pedal, I am shouting pump the brake, and the response is ... I AM,... thanks for your assistance DERYCK

We had a decent turnout at May's meeting, considering it was a Bank Holiday weekend
It was proposed to resurrect a camping weekend next year, venue to be decided at a later date , but places like Dent in Cumbria or Bamburgh were suggested.

UP COMING EVENTS
June 10th Morpeth Fair
June 16/17 Aln valley railway Alnwick
June 16/17 Tanfield railway, Stanley
June 17th Raby castle

July 1st MG Northumbria show not at Corbridge this year but at Bywell also club night

Myself, Kevan and Deryck will be en-route to Le Mans on that date so we won't make either event.

Hope to see you in June

Geoff

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We had a good April which started the 2018 season in several respects but first the AGM at headquarters.

One of the main items for discussion was the new GDPR which determines the way we store and use your personal information. Being an 80 plus page document it is not surprising that it is taking time to clarify how it affects us as a Club, but we should be getting guidance soon. Tracey was re-elected as Finance Director on the Committee of Management and continues to work hard to keep the clubs finances in order. In the awards ceremony saw **John Fairey receive the Member of the Year award**. Those of you who know John also know that he will always go out of his way to help in any way he can and has always been a stalwart of the Club. Congratulations and well deserved John.

The weather turned up trumps with sunshine for the first Earl Barton car and bike meet where there was a great turnout with a wide variety of vehicles.

We were a little concerned about the Oxford Area camping weekend being in April. As it turned out the weather could not have been better, even the thunderstorm kept us entertained and gave us an excuse to go into the pub. Well done to

Thomas and the guys for organising the run up to Gaydon and the Vulcan visit. The real surprise for me was the Bicester Sunday Scramble, I have heard about it before but visiting it was a real eye opener and I certainly had no idea of its scale and diversity, a brilliant idea to make it part of the weekend. Thanks for a great weekend very impressive for a first attempt.

By the time you get this magazine we should be at our camping weekend and bookings for Silverstone Club packages will be ending on 31 May.

Next meeting will be Wednesday 13th June 2018 at Overstone Manor , Sywell at 8.30
Cheers

Nigel

NORTHERN IRELAND

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Well we couldn't complain about the weather for the last few days of April and the beginning of May – I hope that it lasted and covered our Totally Triumph show at Lisburn. There was a good turnout at the end of April of club Triumphs at The Argory this year although a couple of locals deserted us and came in their Rovers. What was worse was that they came to see us wearing their Rover jackets! No wonder they have breakdowns on their way to and from the trunnion oiling. I think that it is three years in a row now that Philip (A) has broken down so he should leave the Rovers at home – only joking – I think. It was good to see SAL making an appearance again with Colin (L) and Heather on board, a very tidy car indeed.

As usual it was quite difficult to get all the TSSC Triumphs together as there was a big number of Minis and Mazda MX5's at the show and they took up a considerable amount of space. Alan (F) nearly got caught out with the MX5's on the way in when he was dropping off Pam for her daily walk with Max.

Although space together was at a premium it must be said we did get a small shaded corner for a number of us that permitted some of the ladies to sleep in the afternoon sun! I know that I should have taken a photograph or two but when you get to my age you learn to value life! The weather was good and so was the craic and true to form it was the usual friendly show with good "healthy" food available to all.

I do think that they show either award a better finishers award or do without one and reduce the entry fee – it really is poor and hardly worth staying to the end for. Thankfully Nathan collected mine for me as well as Simons.

Our monthly meeting was reasonably well attended when we completed the final plans for Totally Triumph mid-May and I gave an update on the finishers award and the concours trophies. Alan (F) produced documentation that he had provided to Lisburn and Castlereagh City Council for our Totally Triumph show. Thanks to Alan and Laurence for their help.

By the time you read this the show will be over and, if you



Northern Ireland Continues

were there, I'm sure you will have been well pleased with the finishers award – unless of course you have a very, very high standard! Colin (L) gave further details of his plan for Sat 30th June at his home near Scarva and Michael (K) gave a financial update and some trailer money was handed over to him. Alan (For) gave a further update on the state of the trailer – it now has a new floor and now only needs painted! If you wish to volunteer, please get in touch with me at the earliest opportunity. A big thank you to Alan for all his work it was very much appreciated. Of course, a meeting couldn't pass without Alan (For) discussing or trying to buy my GT6. This time we concentrated on my "paint" or lack of it on my boot lid and bonnet and the increasing amount of rust on the seams. My bodywork man suggested a new bonnet and boot lid, he would, whilst the meetings suggestion was to try the dinitrol rust converter. At about £1,500 for a bonnet and no new boot lids available I think that the rust converter appears to be the winner at this stage. More so when the TR was away for a week at the body shop to have the wings, boot lid and sills painted never mind the two big holes in the floor sorted. Not too sure if the addition of the MX5 seats was the answer to Heathers comfort on the long runs.

Talking of long runs our week end run to Sligo should be completed as you read this, and I hope that the weather was as good as the first Bank Holiday in May was. Hopefully too I took no wrong turnings and had our lunch breaks at the right time. Heather has never let me forget the May 2017 weekend – typical. The first Bank Holiday saw several of us at Shanes Castle at the steam traction rally on the Monday.



For the first time in a long number of years neither Frank and Barbara (B) and family weren't at either The Argory or Shanes Castle. This meant that Heather had a free reign at all the stalls as usually Barbara is there first and gets the good "stuff/antiques" bought. Barbara, unbelievably, she got nothing worth talking about – even I was surprised! If we thought that The Argory was warm then the Rally Day was much warmer and with plenty to see and do I was able to get my daily 10,000 steps done with ease, even having time to have a chat with Hugo (D) at the BBC Ulster trailer!

Thankfully it was after the show was over otherwise you could have heard me live. Knowing what he would have said you wouldn't want to hear it! A fair number of Triumphs there and, just like The Argory, several show applications were given out and hopefully some attended our show. Enjoyed the show and everything that was going on around us. I'm now able to train falcons, round up ducks using a dog and free anyone from a badly damaged car – heaven forbid! Once again, I made a fatal decision at the end of a show – I waited for the finishers award. This nearly turned out to be the day that I really warped the head of the TR. Forty-five minutes to move twenty yards on the way out and despite turning the engine off and on, when appropriate, I must say I was nearly at the end of my tether. I just got out the gate, nearly taking the toes off the police officer on points duty, as the TR's temperature gauge reached as far as it could without going off scale. I had to drive to nearby Antrim to get it back to a reasonable level that I was content with.

My own heat gauge was already at too high a level as during all this Simon rang to say he had broken down in the Spitfire just outside the display area and couldn't get any

gears. Typical Hogg family will do anything to get a mention in The Courier – if it's not one it's the other! Parked the TR in the charge of Heather at the cottages on the main road and set off back to the display area. This necessitated the climbing of a large wall and run across high grass and the jumping of two streams and the climbing of a barbed wire fence. Not good for the heart at all and that still got me to the large car park area with the show area only some distance away. Thankfully by the time I got to Simon the car had cooled down, not me though, and the car was able to be started but no gears even with putting it in gear with the engine off. More walking to the display area to call upon Alan (For) and Peter (M) for their expert assistance. Concluded that the clutch needed bled and that there might also be a problem with the slave cylinder. Also, likely that Simon will need either a new slave cylinder or the existing slave cylinder stripped and rebuilt with new seals. Hopefully we got this done before the May Bank Holiday weekend run! Well that's about it for this month other than an update on what is happening on the months and weeks ahead. Our area meeting on Wed 6th June at Nortel and then, of course, Kilbroney Show, Rostrevor, on 16th June when we are joining with CCCC at a joint stand. Entries after 12th May have to pay an entry fee. Hopefully the traffic management will be better this year and that we all get in and don't have to go to Newcastle instead for an ice cream! May not be a bad idea on the day though!



About our day at Colin (L) on Sat 30th June here are a few further details. There will be a TSSC banner outside the house so look out for it. His house is at the 30mph signs on the Loughbrickland side of Scarva, address as in The Courier. Tea, coffee, and toast provided but bring food or sticky buns if you want. Members can arrive from early morning, 9am onwards for the early birds and locals, depending on what they require done to the car. Gearbox and diff oil top ups intended but any other light work can be done depending on numbers. Anyone wanting an oil change should bring EP 80 / 90 gear oil, although Colin has a good supply. There will be a simple tulip rally for members to test their cars afterwards and to pass time while other cars are in the garage. Assuming everyone is back for around 1pm, lunch will be at nearby Sinton's. If you intend going it would be appreciated if you would contact Colin or myself to make him aware for catering purposes etc. Members are welcome to stay on afterwards if they need anything else done to their cars. One important thing that hasn't been mentioned here and will clarify matters for you all reading this. How can Colin offer all this I hear you ask - well – he has had a large lift recently installed in his garage! There you have it then with an offer like that how can you fail to attend.

One further important matters from Paul (Rob). As you may have heard the annual classic car event at Cultra Museum has been cancelled this year, due to no fault of the organising club, **The Thoroughbred Sports Car Club**. They have managed to get **Kirkistown Race track for 9th June** and intend putting on the best show they can in the time available. There will be racing to watch plus classic and vintage car displays. The organisers have contacted Paul and offered the club the opportunity to come along and display our cars. There will be no charge to display cars and I am told that we will be able to come and go whenever we want. You do not have to stay any longer than you want to. The Thoroughbred Sports Car Club need our help to make this event a success. If you owe Paul any favours for past help he has given he is calling these in now. If you are interested please let him know Simon and myself hope to go and I know a few others have stated their interest.

Douglas.

NOTTS OXFORD . . . PETERBOROUGH



TSSC AREA NEWS

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, we are doing breakfast runs first Sunday of every month, in the summer Chippy runs we will keep you updated. Here is a list of our car meets at the Sandy Pate sports ground.

June 20th. July 18th. August 15th. September 19th

October 17th. November 21st December 19th

Local shows we will be attending:

28th May Thoresby hall, you need to ring us to book

3rd June Wollaton park auto Karna. Ring the event

**4th June Gurkha Kitchen on Glass Dale Drive,
Bilbrough.**

9th June Hardwick Hall classic car meet

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

30th June Brook Hill Hall Pinxton

15th July Clumber Park classic car show

12th August Ilkeston classic car show ring the event.

19th August Lincolnshire poachers at doddington hall.

What a splendid day we had at this years first Thoresby hall classic car and bike show on Sunday 6th may. Sun was shining so were the cars and bikes. So much to look at and auto jumble small rides for the little ones, also lovely hospitality from the little john and Robin Hood clubs. we also had the pleasure of visiting Papplewick pumping station check out there web page for there next event. Looking forward to Renishaw hall Wednesday 13th June this is a great event on a evening 5pm TIL 9pm lovely family atmosphere take a picnic and some prosecco and strawberries.

Look on our Notts Facebook page for up dates on events and on the Notts Triumph sports six website. **(FACEBOOK Notts TSSC)** Hope to see you at one of our meetings. Cheers

Nigel

OXFORD

Tom Tel. 07972 039532

Tom email: impo64@yahoo.co.uk

Oxford Area May meeting. Usual place usual time. And what a beautiful evening. It was so nice I went the long way to the Duke of Cumberland's Head with the top down and the wind in the remainder of my hair.

We had eventually 10 around the table and Chr brought some old Classic car weekly/buyer newspapers for anyone interested. Yes I was very interested and took most of them. We had two TR7's, a GT6 and a Vitesse that was drinking petrol too fast it seemed. I don't think there were any other classics brought. Tom had to come straight from work. You always learn something at these meetings (which makes them so useful) and tonight we learned that some VW Touareg's can drink all their coolant.

As usual photos on our Facebook page.

A green Spitfire also joined our cars in the car park but the driver and passenger did not join us. They would of course have been very welcome.

Tom & Nick

PETERBOROUGH

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For the first time in a long, long time we had a meeting that coincided with a beautiful sunny day and evening and so I arrived at the Five Horseshoes to find a large gathering in

the carpark. I seriously cannot remember the last time this happened but what a joy it was to behold! That said it is still only May and I think I was a little optimistic with my shorts. When that sun drops it gets bloody cold!

It was great to see such a good selection of our cars on display including Herald, Vitesse, Spitfire, GT6, Stag and even a classic Mini, an MGF roadster and a possible future classic - Steve's electric Kia Soul? However, the highlight for me must have been the first TSSC outing for Doug's GT6. It has taken him nine years on and off to completely rebuild this car, but it looks absolutely fantastic and well worth the effort - well done Doug! As the sun began to set and the temperature dropped we wandered inside to be treated to the most wonderful spread of snacks - not just sandwiches but pork pie, samosas, quiche, sausages, Cheeses and biscuits to name but a few. Our new home is really spoiling us, and long may it continue!

We have a really busy time coming up as summer rapidly approaches and so much of the formal part of the evening revolved around the various shows we will be attending. Doug is once again helping to organise the **Baston Car Show** and we are hoping to have a good attendance here. It takes place on **July 1st** and we have invited the Courier van from HQ to attend as part of our TSSC display. We need to register as a group so if you want to attend please let Doug know asap so he can add the details of your car. Entry for car, driver and 1 passenger is free.

The following weekend (**July 8th**) it is the **Sporting Bears Charity Classic at Kimbolton**. We have long supported this event but unfortunately it clashes this year with Le Mans Classic, so I think our numbers will be down. I am co-ordinating this one so let me know if you want to go along and I can let you have a ticket. You pay on arrival £10 per car including passengers.

Moving into August we have the **BMC Rally at Ferry Meadows, Peterborough on Sunday August 5th**. It seems bizarre that this event has taken place for years and yet we have never had an official presence. That will change this year as we hope to again have the Courier van from HQ and a proper TSSC stand. We will need to pre-register and the cost is £7 per car. As Ferry Meadows now operates an automatic number plate recognition system it is vital that the organisers know your correct registration number to avoid a fine. If you have a last-minute change of car, don't worry, but it will cost £3 extra to make a change of registration.

Maxey Classic Car Show is on Saturday 11th August. This one is free for car and driver, but passengers pay £4 for entry. No pre-booking is required but display cars must be in place before 11am.

Over the bank holiday weekend there is the **Stamford Classic Car Show on Sunday 26th August**. Pre-booking for this is most definitely required as there are limited spaces and it is extremely popular. I have just checked online and at the moment they are saying there are still places available. It is free to enter so get in quickly if you would like to attend.

Doug Kendal is still looking to arrange a second trip to **Arbuckles in Downham Market** for breakfast and Jazz. The likely date for this is **Sunday 2nd September** but this is still to be confirmed. Doug will try to firm up this date by the next meeting.

Finally for now, Doug B is arranging a trip to the **Triumph Motorcycle factory in Hinckley**. It is a little way off as it will be on **Wednesday 28th November** but as these tours are so popular they require money up front to secure our booking. It is £15 per head for the factory tour and there is a restaurant available (which is extra). Please let Doug know as a matter of urgency if you would like to go. The tour takes 1½ hours and we have currently booked for 12:30pm and



PETERBOROUGH SCOTLAND CENTRAL

TSSC AREA NEWS

Peterborough Continues

2:30pm. Numbers are limited to 15 per tour.

So, there you have it, there is so much to do over the coming months and we really do hope you take the opportunity to enjoy some of these events in your Triumph. Don't forget as well, we have our regular monthly meetings on the second Monday of every month. The next one will be on **Monday June 11th at The Five Horseshoes, Barholm, near Stamford**. Do try to join us for a relaxed evening of Triumph banter. Everyone is very welcome from around 8pm.

Cheers

Paul

SCOTLAND CENTRAL

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Based on the areas last two events it feels as though summer is here already and I certainly hope that it is not over too soon. So, what have we been up to over the past month and who has been the talk of the steamie? Our monthly meet was well attended and despite the weather being not too bad it was still pretty cold but it never stopped some Triumphs turning up. The main theme of the evening was the Millport show that was scheduled for 13th May, more about that further down the page.

The first car event of the year was Drive it Weekend for the area as we made tracks down to Ravenstonedale near the Yorkshire Dales and The Lake District where our hotel for the weekend was The Fat Lamb. How did it go I hear you say, well we seen 20 people make a reservation for the weekend into this classic car friendly hotel and the proprietor Paul did not disappoint his guests. Most of us met up for lunch in Moffat where we scoffed a variety of scrum from sandwiches to a full fish tea which seen us through till dinner at The Fat Lamb that evening. The place was very comfortable and we were made to feel very welcome on arrival. The Saturday did not disappoint on several fronts, firstly the weather was excellent for the time of the year and Paul organised a day of classic countryside driving.

A nice touch was when Paul drove ahead of us and found some nice spots from where he could take photos of our drive. We covered a fair few miles and had some good stops for the view and food before returning back to the hotel after most of the day away on the drive. Sunday morning saw several of us nip over to a nice wee car museum before heading home, one couple decided to meet up with the guys from the Cumbria area and got chatting to folk from a well-known classic car magazine, guess what next, yep Mr and Mrs Fray along with Navid (The Stag) managed to get featured in the magazine. Well done the three of you. I suppose it is time to call myself out, since I tease many people it is time to tease myself, I left all my T-shirts at home however I bought one when on the drive only to leave it under a table when having a coffee, Dave Fray came to the rescue with a new TSSC

Scotland T-shirt, in addition I lost my camera, 2 hours later and Alyson called the hotel to ask them to search for it, they called back to say they found it on the roof of a car in the hotel car park, thanks Alyson for that nice deed and saving my camera. It was great to see some of the members other halves attend the weekend and I hope you all enjoyed it as much as we did, it shows that we are not about cars all the time but about the people who own, drive and ride in them.

Our next car event was at the exotic island of Millport, exotic I hear you say, well based on the weather we had on the day we could have been anywhere exotic. We saw the first group on the early ferry with the rest of the team following shortly on the next one. The show seen 20 club cars attend and we made up the biggest portion of the overall display. The new gazebos were on show along with the club sail flags. We saw John's Molly for the first time since the restoration and the car looked fantastic after all the hard work that was put in. The Area Organisers undertook a few evaluations on the day and I cannot emphasize how important it is to get your insurance with an agreed value. Millport was a great location for a show and to my surprise a few people had never stepped foot on the island until that day, the last time I was on the island was 33 years ago and it was great to visit and revive the memories it held. I can say that everyone enjoyed the day and it will be one for the calendar for next year.



Over the winter we have all been busy getting our cars ready for the season and each year that pampering takes a little extra space in our heart until it has a large part your heart. Where the heck are you going with this Michael? I hear you say. Well the car that has been in Ian Walker's family for longer than a few of our club members have been on this planet had an argument with a rock wall that is several hundred thousand years old and its maturity won this particular battle. The car is not in a nice way and we can all feel empathy for Ian and his Spitford, however Ian believes that the car is fixable and because of his agreed valued insurance and his matriculas skills this will be possible. If the agreed value with the insurance company was not in place it could possibly have been the end of the cars life and we know that would have been unthinkable. We look forward to keeping an eye on the progress of the front end rebuild Ian and wish you all the best with a car that has so much family history attached.



IANS.JPG
Our next car rally will be Moffat in June, as stated in the last report we were yet again very limited in the allocation of spaces for this event, there may still be time to book an individual entry direct with the organisers. Alan Wells (The proposed AO for the East TSSC) reported that the second club meet at the Hawes in on 14th May was a success and a variety of Triumph cars turned up and everyone had a good time. I would urge anyone in the east area to join the meet each month and enjoy your fellow Triumphers company, car woes and Triumphs.

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

Michael

JUNE Items:
Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP on 7th June @ 7:30

SCOTLAND NORTH EAST SOMERSET . . . SOUTHERN



TSSC AREA NEWS

East Club Meet is at The Hawes Inn South Queensferry
EH30 9TA on **Monday 11th June** at 8pm

Breakfast Club Meet at the same venue on the **3rd
Sunday of the Month 17th June** 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/>

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SOMERSET

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Hi Folks, I hope you're all well and your cars the same. As I'm sure you all know we are really getting into the 2018 season now and this nice weather is certainly helping. By the time you read this we will have attended the Cliff Railway run at Lynton & Lynmouth. This is a great event with a great line-up of cars made up from three areas of the TSSC, Devon, north Devon and Somerset. I would strongly recommend that you keep an eye out for this one in 2019. We would also have had Pecorama and a meet at Grove Park at WSM.

A few Somerset members attended the Isle of White Triumph meet over the early May bank holiday. The weather was certainly with them this year so this added to a great time which was had by all.

We have some fantastic shows on the horizon that the Somerset area are making a great contribution to. The two biggest are **TriumFest at Shelsley Walsh** and of course **Le Mans**. It's not too late to get your tickets for TriumFest, just give our Angie a bell at HQ to get your tickets. I'm afraid Le Mans sold out a long time ago but I think Angie has a cancellation list so if you're interested please give her a bell to let her know.

We are getting very close now to our "West of England Gathering" at Southfork Caravan Park at Martock on the 2nd

Hi, our April meeting was at the Lairhilllock Inn, there was a good turn out of cars. We also had our first run of the year on Drive it Day which was held on the 22nd April, 120 cars of many different makes and models assembled at a misty Aberdeen Beach. The weather soon cleared and the sun came out as most of us drove to Aden Country Park, Mintlaw. On the day the weather was good with only a small shower early in the afternoon.

The events for this month are;
1st - 3rd June Triumph Summer Weekend, this year it is to Plockton with a day tour of Skye. I hope to report on this in next month's magazine.

3rd June Fraserburgh Rally.

10th Kildrummy Run, usually a good turn out of Triumphs.

14th June Triumph Cairn O'Mount Run which has been organised by Mike H of the TR register.

16th - 17th June Bon-Accord Steam & Vintage Rally at Castle Fraser.

23rd June Triumph Summer Run & BBQ, this has been organised by Lee & Lorna of the TR register.

24th June TRIUMPH DAY which this year will be held at the R W Thomson Rally at Stonehaven.

28th June Triumph Clubnight this month will be at the Ythanview, Methlick.

In the past some of 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>

My Spitfire is due to be taxed on the 1st June and is currently out of MOT. I have not submitted it in for an MOT as I have fuel leaking from one of the carb float chambers and have not had the time to do a carb rebuild as yet. I will see and report back on how I get on trying to tax the car and apply to be MOT exempt after the 20th May.

I have got the tax reminder but there is no mention on it about the new VHI class!

During the winter I upgraded the headlamps on my Stag and have done a report on how it was done, the document has been sent to Martin Marrison (TSSC Stag register) so hopefully there will be an article in the Courier in the coming months.

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/>

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.

Danny

SOUTHERN

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Hi everybody. Well here we are at the start of the show season. Barb and I decided to attend the Spring Vehicle Meet at Newbury despite the rain. We felt it better than sitting indoors. We played dodge the puddles and pot holes, some of the puddles being more like lakes. As you can imagine the attendance was poor. Never the less we were all parked on the hard standing around the large barn with all the traders inside plus a few cars. This show has been a washout for the last three years since it came to Newbury, we hope for better times next year.



and 3rd June. Hopefully you will have received this Courier before the Gathering so it will jog your memory to come and join us. Although this is mainly a Triumph event this year we have opened up the show to ALL classics. There is a winning rosette for all models of Triumph, furthest traveled, best "Non" Triumph and of course Best in Show. As last year I would like to thank Alan Woodier for his kind donation of the Best in Show winning trophy. As last year we have our own bar serving beer, lager, wine and cider all prices are set at a low price. Please come and join us and make our event even better than last year.

That's it folks,

Take care and do more with your Triumph

Martin



Southern Continues

The following week the show at Farnham Central car park was greeted with similar weather. I left home with the top down, after about half an hour it was getting damp so up went the hood. A good attendance despite the conditions. Met up with many friends for the first time this year. Club attendees consisted of Wendy and David, Mike and Karen and myself. We met up with Mickey and Julie, George and Mike from the Thames group. After Barb had finished her AGM at the Rural Life Centre, she picked up Val and made haste to the Queens Head and booked a table for lunch. I received a call from her at 12.45 saying lunch was at 1 o'clock. So as you might have guessed I was soon at the pub for a beer and lunch. Came back to the car park about 2 o'clock to find Mike and two other cars, all others having departed. Once again, hope for better things next year. Sunday 15th saw me meet up at Wendy's, her Spitfire ready for the off along with David in his TR6, newly resprayed. We journeyed to Tangmere for the Southern Classics meet. Met up with Peter, Neil and Paul. This event was certainly well attended, lots of auto jumble stalls and many interesting cars.

WAKE UP PAUL!

Most of you will know about the passing of David Laversuch, a loyal member of the club for many years. We fielded a procession of 6 cars along the A3 to Griggs Green in his memory. Our condolences to Pat, I do hope she will keep in contact.

Mike

Mike

Drive it day saw ten of our club cars meet up at the Seven Stars for a 10.30 am set off. Neil had devised a route for us all to take and eventually meet up with the Locksheath members in Romsey. The route had us criss crossing the east Hampshire countyside and all went fairly smoothly just a couple of little hiccups from my Vitesse but



nothing to worry about. We did meet up with a convoe of about six tractors that had the same idea as us. All went well until we reach Laverstock and the Vitesse lost power, backfired several times and ground to a halt. Mike G thought someone was shooting at him. After a gathering around the engine bay for about fifteen minutes I managed to start the car again, only to break down just outside Whitchurch. Having waved the reach of the convoy on Jackie and I decided to call it a day and try to get into Whitchurch where her brother lives. After several hours in the sunshine I eventually phoned for breakdown recovery and although the AA man had fiddled around in the engine bay found nothing wrong. I ragged the car up and down the old newbury road again, nothing. He signed me off. We did however make it three quarters of the way up the Cheesefoot head before breaking down again. After the AA man had fiddled we the rotor arm and said it had contamination on it, I changed it and we managed to get all the way home. If you want to know the other half of the run to Romsey. Ask Mike Goodling.

The following weekend was the New Forrest run, thank heavens I have a tin top Vitesse as although it didn't rain it was very cold. There was getting on for two hundred cars parked up in the Ringwood car park, sixty of them were Stags. Henry was having trouble with his borrowed stag which he managed to scronge a fan belt for, then had trouble with the ignition switch. After a couple of hours mean-

dering around the New Forrest avoiding cattle and donkeys aimlessly wandering over the roads and passing broken down stags we eventually reached Boldre where the Wessex area had laid on a super spread of sandwiches and cake. Big thanks to Wessex area.



Isle of Wight camping weekend. Robin and Ann Stead had asked Jackie and myself if we would like to join them in sharing a caravan for the Weekend. We caught the ferry from Southampton to East Cowes. Luckily met up with Andy Cook who has been to Appledurcombe many times so followed him instead of letting the satnav take us to the wrong part of the island. Met up with Ann and Robin in the bar for a few well earned pints. Saturday was set up with a full English breakie and later a run out to Haven Street steam railway. Having watched the falconry and had a spot of lunch we took to the trains and ended up in Wootton for some well deserved refreshments on a hot day.

Sunday, more full english and of to Ventnor and up and down the hairpin roads to meet at the cricket club for the BBQ. From there we went to Godshill and had a wander round. Back to the campsite to meet up with Mickey and Julie Hazell (Thames AO) the to the Pointer Inn for our evening meal.

Unfortunately all good things must come to an end and Monday saw us back on the ferry after sitting in the waiting area for the best part of an hour in sweltering sunshine. A small handful of us managed to make the roaming meet at the Golden Pheasant, but a very pleasant evening it was.

The regular meet at the Seven Stars had fourteen club cars in the car park. Unfortunately Henry's GT6 in very sick, it has a hole in the piston and other issues. But knowing Henry he'll probably have it up and running by the time you read this. Not you Paul, you'll probably be asleep by now

Up and Coming Events

- 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 0Q**
- 21st The Ripley event, Ripley Village green. 1pm to 5pm**
- August 3rd,4th,5th Stroud Vintage Rally**
- 5th White Dove Transports 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 SUFFOLK . . . SURREY



TSSC AREA NEWS

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Hi All. It seems to be more about weather reporting than a car club report of late as the weather is still poor with heavy rain again today and temperatures around 6 deg's, when are we going to get some spring-like days?

Drive it Day would have been all most abandoned if two of us had not been able to join another local car club at the last minute on their run. We started at Stone with clouds and threat of rain but I decided to risk starting with the hood down, we had our first stop and as it started with light rain on the way up went the hood whilst in the car park.

The other club had arranged lunch at a farm and craft shop which was fully booked, we had been fortunate to book a table at a local pub and had a very nice lunch there which was just a short distance along the road. Having had lunch we returned to the car and as the weather had brightened up, down went the hood again!

We set off on the route again and never spotted another car so we chose the shortened route and stopped off for coffee at a canal-side cafe just a few miles from home, around 30 cars started with me in the lone Triumph,

It's the first Drive it Day I didn't see any other classic cars on the road during the run.

Last months meeting saw the return of some members we had not seen for many months, so next month I hope numbers will be back up again.

Having checked the rear brake cylinder I had replaced seals in last year in readiness for Drive it day, I discovered a slight leak so a new cylinder was required, the nipple on the pipe was not going to turn as the nut was partly rounded, mole grips did shift it after much graunching.

The result meant a new pipe would be needed also, not one of the small local garages or parts shops who searched their old parts box's had any UNF nipples, thank goodness for eBay.

The run planned for Drive it Day will be provisionally be arranged for **Sunday 24th June**, subject to numbers who are available on that date.

I will be away on holiday for a couple of weeks in June so there is only **Trentham Gardens show** I hope to attend on the **17th June**.

A reminder that the **June meeting on the 27th** will be at the **Swan Inn Fradley Junction on the Trent & Mersey Canal**, make your own way there or meet at the **George & Dragon** at 7.00pm if you live near the Swan and you don't normally go to any of the meetings why not pop along and join us.

Just a reminder about events that club HQ organise all the work is done by just a small number of people if you can spare just a few hours at any of the events your help would be much appreciated.

Dates for your diary

14th July Barlaston open gardens just turn up

15th July British Iron Works pre-book

28-29th July TriumFest UK

Summer is on its way so I'm told by the weather gods.

BFN

Dave

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At last, the evenings are drawing out and despite the chill in the air, the Triumphs are emerging from hibernation. The 1st of May saw eight gracing the car park of the Sorrel Horse. First off 3 Heralds. Colin brought Andy Dann's convertible which he's storing for him at the moment during his house move. Mike's Estate came mid prep for its epic 4 country trip

next week, England, Wales, Ireland, Scotland, on his way to the Shetland Classic Show. While Lyall brought along his famed HerVItBondFire.

Brian (1) came in Lightning, the GT6 convertible, relishing in the fact he'd fixed the poor running. Despite thinking it was carbs, it turned out to be electrics. New distributor cap, rotor arm, plugs and coil and it's running better than ever on the rebuilt engine

Brian (2) brought his TR7. Purchased last year, this was its maiden voyage, having been taxed just that day. Popping the bonnet, revealed it's surprise, the inner wing signed by Harris Mann. Brian has taken to protecting this with a clear plastic sticker. A nice touch on a good solid looking car.

Lindsay arrived in his Vitesse 6 convertible. Finished last year it was the first time I'd seen it and it really is very fetching indeed. The 'Sopwith Camel' exhaust system I'd heard so much about (along with his neighbours probably), has thankfully been replaced with a standard system and Lindsay says it's transformed the car into a far more pleasant drive.

Chris came in the TR250 that he's finally sorted the smoking engine and poor running on. A rebuilt cylinder head and refreshed Andrew Turner carbs have fixed the issues, meaning this trip to the club night was the furthest the car had been since it's rebuilt was completed. A whole 18 miles!

Finally, I brought my MKII 2.5PI Estate, resplendent in garage dust and cat prints, having been tucked away unloved since before Christmas.

There's a few local events to mention that are taking place over the next few months.

Sunday 6th May : Ipswich to Felixstowe Run – A few of us are taking part and although not the longest event in the world, a good day out if the weathers nice, with about 500 cars on the seafront.

Thursday 5th July : Classics on the Green, Friston near Saxmundham. Just turn up from 3pm.

Thursday 12th July : Classics on the Park, Woolverstone (just outside Ipswich), 12pm to 5pm, once again just turn up.

Justin, despite arriving in a non-Triumph has assured us the clutch in the Stag is now fixed. Turns out it was stuck to the flywheel, but he's replaced the hydraulics, just in case. Good news indeed, let's hope we can see it when we **next meet on the 5th of June.**

Russell

SURREY

Tel. 07900 657176

Wow! Beat that, I don't think so. The IOW, what a great weekend, the weather did help a little as the expected freeze at night didn't materialise and the days were just the best. A slight deviation from the norm was being driven in Jeremy's missile. German missile that is with acceleration which puts my Spitfire to shame. Fortunately the handling was up to the job and we gripped the country lanes like an anchor. We ate well and the local hostelry at Bonchurch did us proud, breakfasts were also up to par and there were some good prints as well. Adam seemed to be ensconced in some Gin concoction which left him less coherent than usual, William just went for it with his pals but was still able to sort out a FUBAR accelerator and holey water pipe.

We did explore the Island but colleagues missed out the gardens and garlic farm. Actually just had chicken cooked in IOW garlic, you should be able to smell me through the paper. The beer festival at Haventree and the chuff chuffs were great, we just need more time. All journeys were fine although driving home on the M3 could have been a disaster due to blockage, but diverted through Winchester and flew home. Too hot



**SURREY . . . EAST SUSSEX
SWINDON . . . THAMES**

TSSC AREA NEWS

THAMES

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Surrey Continues

would be an understatement.
Writing this on my return from the SEM with Spitty that goes far better for a good tune, but needing a new trunion, thanks for that Will, good job. Karen got best saloon and actually best car on the day with the PL, jolly nice indeed. Good to see Con and Liz and the red (cannot remember name) which was apparently going wizz. Looking forward to meeting two new members at the Well House; we chatted by the Sunbeam. Let's hope the weather holds up and the next big outing is Le Mans. I am off to see the Rolling Stones to defeat any ideas of ageism, so on that happy note I'm off, hello Bob!
Cheers,

Cliff.

**EAST SUSSEX Tel. 01273 813691
e-mail: chris-gordon@live.co.uk**

Hi all. Tonight was a funny old meeting, myself and two others arrived early, only to find that the table normally reserved for us was occupied and so was pretty much every other table with people dining, so we relocated to the other bar, the only vacant space, unfortunately it was very loud so was very difficult to hold any normal conversation, so apologies to members who felt left out or couldn't hear us, hopefully it's a one off, and we will be back to our normal table next meeting.

Anyway onto normal business, several of us are off to Leatherhead, The S.E.M, hopefully the weather will be kind to us. I am off to the Lawns at Eastbourne this weekend, meeting up with Colin from the West Kent branch, the weather is supposed to be good, so looking forward to it.

Clive's Focus ST Spitfire seems to be going ok, it just passed its M.O.T. He has done a couple of track days recently, one at Castle Coombe and one at Silverstone which he thoroughly enjoyed. Still wont beat my standard 1500 Spitfire..... lol.

Anyway that's all and hope to see you all at the next meeting on **June 6th**.8p.m. Cheers for now

lar

**Forthcoming events
Cuckoo Fair 26TH 27TH 28TH May at Laughton
Bodium Castle 17th June**

**SWINDON Tel. 01672 514241
e-mail: guy@bondequipe.org
e-mail: spitfires@cadley.org
Meetings Cover Swindon/North Wilts area**

Welcome to Geoff who was able to join us at the Village Inn for our meeting in May, and very good to see Graham again together with Tim & Helen.

We've heard that some Triumph owners from another Triumph club may be joining us so we'll continue the Swindon meets through the summer in the hopes that attendance may improve with the (potentially) better weather and light evenings. So, if you were ever considering coming out to Liddington, do please do so on a meeting night as soon as possible.

Our next meeting will be on **Wednesday June 20th at The Village Inn, Liddington, SN4 0HE**

Guy & Sazie

Hi All. Welcome back to the ramblings of a stressed AO (3 days until SEM which will be a long distant memory when you read this). We have had some glorious sunny weather recently and we have been making the most of it with camping trips to Oxford Area camping weekend and the loW camping weekend which we have just got back from. But the start of the show season had snow and rain spoiling the early shows at Shalford & Farnham. Both our Triumphs are in good health and giving sterling service.

SOCIAL EVENINGS -

5th APRIL @ THE FAIRMILE INN, COBHAM.

It's a sunny, but still chilly trip in the Vitesse for Julie and I. But we soon warm up in the pub with a hearty meal and for me a pint of ale. Tonight we are blessed with the company of George B, Martin F, Richard E and a big warm welcome to Duncan C who owns a Vitesse Mk1, 2 litre convertible. It was a good night for Triumph's as we had Richard's GT6 Mk3, Martin's Mk2 2000 saloon, George's Vitesse Mk1 convertible and my Mk2 Vitesse in the car park. Martin's saloon was freshly back from having it's rear spring hangers replaced and new rear brake shoes, hoses and pipes and a fluid change. We had a great evening chatting about our Triumphs and whatever came to mind.

19th APRIL @ THE GEORGE INN, WRAYSBURY.

Another sunny evening and I am in the Herald 13/60. On the way I catch up with Richard in his Vitesse and we travel on to the pub with me following. Once there we meet up with John P, George B, Graeme C, Jay, Doug, Richard E, Eric W & Mike H. Most of us enjoy a meal there and talk was of our cars, George's crossword.

Triumph's in the car park were Richard's Vitesse Mk2 convertible, John's Vitesse Mk1, George's Vitesse Mk1. Our Herald 13/60 Saloon and out in the street Richard's GT6 Mk3. Triumph News was Eric now has his Spitfire Mk4 project home but has not keys for it yet. Richard's Vitesse has a new battery fitted. John's Vitesse has had nearly all of its brake pipes replaced and now has a fresh MoT, George's Vitesse also has a fresh MoT. Graeme's TR6 has had its rear diff mounts modified. Jay is planning to change his Spitfire bonnet for one pick up recently and still needs a coil. Doug has fitted a new gearbox tunnel. He's also got trouble with his starter motor and rear bulb holders and if that was not enough to worry about he has taken over East Berks AO's spot from Mark S. A busy evening but very enjoyable.

SHOWS & EVENTS

2nd APRIL . SHALFORD EASTER FAYER.

This was cancelled due to a water logged field.

8th APRIL. FARNHAM TOWN CENTER.

Julie is in the Herald following me in the Vitesse as we journey to Farnham. Once there we meet up with Mike G, Stag, David H, TR6, Wendy, Spitfire Mk3 from Southern Area & our George B in his Vitesse. There was another Stag, a TR3 & a Standard Flying 8, in with the other hundred classic's on show, the over cast morning didn't help with bringing the usual fine display normally put on and by the time the rains came late afternoon we soon dispersed. Still a great show to start off the show season.

20th/22nd APRIL OXFORD CAMPING WEEKEND.

With folding caravan hitched to the Vitesse and Julie in the Herald tagged on behind we venture in the sunshine on to Oxford Areas Spring Air & Classic Car camping weekend. We make our way to the M40 missing out the M25 thankfully. Once off the M40 we travel the quiet roads through the country side and villages to the Duke in Clifton. We drive through the pub courtyard and on to the campsite, where we were greeted by Tom & Nick. Our caravan did its party trick and

NORTH WALES



TSSC AREA NEWS

unfolded into our weekend home in the sunshine. Once set up we headed off to collect supplies before sampling the pubs ales and pimmis, as more campers set up the weekend homes. That evening we all enjoyed a meal in the pub and more drinks to follow as we talked to each other. Saturday Morning after a breakfast in the sun we set off, following a well planned route Gaydon motor Museum were we parked up outside on the lawn. once all were accounted for we headed in side to enjoy the exhibits.

After spending a good time there some of us went on to visit XM655 an Avro Vulcan Bomber B Mk2. here we were divided into groups of four and given a tour and talk about the bombers history by members that look after the bomber most of which served on them during the operation life time. It was a fascinating and highly enjoyable tour. At the time they were replacing one of the four engines. Once we had finished they let us park up our Triumph's for a photo shoot, before heading back to the Duke. That evening Julie and I enjoyed a Chinese take away before sampling some more ales and enjoying the company of our fellow campers. Sunday morning as always came to soon, but we had a leisurely breakfast before packing up our home for the weekend. Then we headed to the Bicester scramble to join the other on their TSSC stand for Drive it Day. The place was packed with classic's everywhere of every type you could wish for, we eventually made it on to the TSSC stand and enjoyed the day in the sunshine. Meeting friends all around the site & looking through the different workshops. Our trip home was trouble free and we would like to thank everyone at Oxford's camping weekend and its organisers for a fantastic time.

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

JUNE

2nd Triumph Car Day Ace Cafe

3rd London to Brighton Run

16th Brooklands Double twelve Brooklands

17th Hedsor Classic Car Show Hedsor

21st/25th 30th Peak Run Derwent Valley

22nd/24th Cornwall Camping weekend

Bodinnick Fowey

24th Hanworth classic Surrey Hanworth

JULY

1st Darling Buds of May Buss farm Nr Ashford

6th/8th Le Mans Classic France

8th MacMillan Classic Show Clandon

15th Uxbridge Autoshow Uxbridge

20th/22nd Silverstone Classic Silverstone

21st Ripley Event Ripley

22nd Retro jumble Brooklands

22nd Ash Chase Tongham

27th/29th TriumFest Shelsley Walsh

Mickey & Julie

NORTH WALES Tel. 01691 600215

www.wrexhammgandtriumph.co.uk

email: helenahill@btinternet.com

Hello, everybody. On Tuesday 3rd April forty-two gathered at the Trevor Arms for our meeting night. Richard and Helena listed many forthcoming events and shows, then Malcolm collected deposits from thirty members for the Drive-It Day tours and meals at Arley Hall. Once again Pete and Alison sorted another good raffle, which helps keep the funds boosted, thus creating no need for membership subscription. Another enjoyable evening.

Sunday 8th April was the April Fools Car Show at Whittington Castle ruins. This was our first time at this show which is a voluntary event. There was a wonderful assortment of cars covering motoring from the 1920's to modern times. We met up with some of our Triumph and Jaguar friends at the show, and the weather actually kept dry, which was a blessing.



The confirmation e-mail had only gone out the night before to confirm that the show was going ahead as the field they were going to use originally was waterlogged. However, alternative arrangements had been made, and most of the vehicles were on handstanding. We had a lovely lunch in one of the village pubs, so again another smashing day. A show we will be recommending for next year.

Saturday 14th April was the Wings & Wheels at Sleep. Several of our group met at Ellesmere, and from there we travelled in a small convoy to the airfield. Our group were there before many cars or visiting aircraft- probably most folk were later arriving due to the previous days being foggy and wet.

As the morning progressed cars and aircraft kept coming in, so there was a very good display, including a Daimler Limousine. This car is huge with a screen separating the driver from the passengers:- apparently the rear section is spacious and luxurious, but the driver is quite squashed and uncomfortable, this being a case of the typical "them and us" of the time. The cafe was heaving, but we still managed to get in and have a very good meal. When the sun came out it was so warm it felt wonderful and very welcome after such a long winter and some dreadful weather. Another enjoyable day in such great company.



Drive-It Day was Sunday 22nd April, and thirty of our Chester & Wrexham crowd met at the Stamford Bridge pub in quite heavy rain which didn't stop until about lunchtime. However, this did not spoil the day, and everyone enjoyed the tour of this impressive house and gardens. Only the centre part of the house is open to the public as the rest is apparently divided into flats. Lunch was held in a modern copy of an old barn, and after everybody had finished Alan Howarth was presented with a cake as it was his birthday. We had changed hats for Drive-It Day, and joined the Jaguar group for a trip to Penrhyn Castle, a country house in the form of a Norman castle. The building belongs to the National Trust, and has it's own railway museum. Another grand building steeped in history, and another great day out.

Sunday 29th April was the Cholmondeley Arms Breakfast Meet, and Kevin took his very smart Triumph 1500 TC along. Around fifty cars attended, ranging from classics to modern performance cars. Free bacon butties were handed out and drinks could be bought from the pub. Newly registered entrants were given a club mug and sticker. The weather stayed dry but cool. Altogether it was a nice relaxed, friendly meeting.

So, that is that for now. Don't forget that our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m. Come along and see us to have a good chat and a laugh.

Forthcoming events:-

June

2nd June:- Classics at the College, Ellesmere.

2nd - 3rd June:- Tatton Park.



**NORTH WALES . . . SOUTH WALES
WESSEX . . . WEST MIDLANDS . . . WEST YORKS**

TSSC AREA NEWS

North Wales Continues

- 5th June:- Monthly meeting 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:- Welsphool Transport Festival.**
- 26th June:- OFFAL.**
- 30th June - 1st July:- Vale Vintage Machinery Club, Pen-Y-Cefn.**
- 30th June - 1st July:- Llangollen Transport Festival.**
- 30th June:- Bader Braves, Sleaf Airfield.**
- July**
- 3rd July:- Monthly meeting Trevor Arms, Marford.**
- 8th July:- Caerwys.**
- 14th - 15th July:- Daresbury Show.**
- 15th July:- Wheels of Wem, Horseshoes Inn, Tilstock.**
- 15th July:- Ellesmere Classic Car Show.**
- 15th July:- British Ironworks Transport Rally.**
- 22nd July:- Wem Vehicles of Interest.**
- 29th July:- Audlem Festival of Transport.**
- 29th July:- Bodelwyddan.**
- 31st July:- OFFAL.**

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068
www.triumphwales.moonfruit.com
e-mail: alan.gourley@hotmail.com

**Drive It Day – Brecon and the Black Mountains
22nd April 2018**

With all the confidence (or not) in my handy work and a test drive of 27 feet in reverse I started my Spitfire 1500 complete with its new differential. I was well pleased with the result, having now got rid of the whine and the backlash. The car was now a different beast and I could let the clutch out being confident that there was not going to be a crunch and clatter of fractured differential gears. By the time I was on the A4232 I was confident the problem was behind me or not as long as the diff remained in place. I could now concentrate on enjoying the Spitfire 1500 for what it was intended, the smile had returned to my face! I was soon pulling up at our first meeting point at Nantgarw Golden Arches Café. Rob arrived in his immaculate Herald 13/60 convertible with recently added overdrive gearbox. Then we were joined by Bern in his perfect example of a well sorted TR4A with son Jack riding shotgun. After a quick coffee and catch up I lead the way towards Brecon as we were to meet any other members and their cars at The Storey Arms on the A470. As we pulled into the lay by the Belgian Army passed us in a convoy of lorries, apparently they were on hill manoeuvres to test their vehicles prior to the planned Belgian invasion of Switzerland as part of the ongoing Toblerone War. Tim and Gwyn soon joined us top down in their magnificent chocolate brown Spitfire 1500 which drew the attention of the Belgian Army as they passed. We were soon on our way to Brecon through the Spring daffodils and headed for the canal side car park at Brecon Theatre. Having parked up and secured the cars I headed into the centre of Brecon to our usual breakfast haunt The George Hotel for breakfast and a warm by their big log fire.

As the sun had appeared we decided to get the tops down for the next leg of our tour and left Brecon to head west towards Llandoverly. The drive was very picturesque and we were joined by many other classic cars on the road for Drive

It Day and many of the rather irresponsible motorcycle jockeys hell bent on meeting their manufacturer. Tim and Gwyn had to head home early so pulled off at Sennybridge to the delight of the Belgian Army who were still in hot pursuit in their lorries. We pulled up at Llandoverly Castle for a break and coffee and planned the next leg. We were heading for the Black Mountain Pass which for those who have not seen the early series of Top Gear was one of the favourite test roads in Britain. Get it on your bucket list as this road is made for Triumphs. For my sins as I had planned the route, I was leading and all sorts of possible failure scenarios were



going through my mind involving AA trucks etc. It was starting to mist a little which turns the A4069 into a potential dangerous challenge. Undaunted we carried on and the road and bends get gradually more challenging. I had to consider Rob in the Herald behind me so really pushing it was not an option in the conditions. Except for the famous hairpin where I have to admit I was going a bit too fast and the back end came out a bit when I was over indulgent with gas mark 7. It was a breeze for Bern as the grunt from the TR4A would take the hills easily. Unfortunately as we gained height the weather started to close in and the mist became more of an issue and we pulled over in one of the off road car parks to get our tops up again as it was getting a bit damp. We even got a coffee on the go and admired all the other classics going in the opposite direction into the mist. Thanks to common sense and the weather closing in we slowed things down and made our way back towards Neath and onwards to Merthyr Tydfil and home towards Cardiff. What a brilliant Drive It Day our AO planned I heard Jack say to Bern and Rob agreed. I definitely don't remember the Haynes manual recommending the A4069 to test your diff after reassembly! Personally I would recommend it!

Malvern Festival of Transport 8th April 2018

It was an early start again as I turned the key and the spit ripped into life much to the dismay of my neighbours at 0630am on a Sunday morning. I was soon making my way with diff whining to Cardiff gate to meet up with Bern's immaculate TR4A and Jack riding shotgun. Rob soon showed up in his Herald 13/60 convertible "with overdrive". We were soon en route and Sally Sat Nav was doing her thing. Bern assured me that the Department of Disruption had been warned off from closing the Newport tunnels by the Monmouth Mafia so we should have a clear run to the Raglan Services which we did with no issues for once. We were soon tucking into our bacon rolls and awaiting the arrival of Paul G and Dotty in their Vitesse Convertible. Right on time they cruised into the car park and after some quick good mornings we were off towards Malvern. I was leading and again listening to the diff having grumbling cogs syndrome. I was listening so intently that we were soon off the major route and on the scenic direct B roads route with proper hedges and cow smells. Sally Sat Nav was now having to earn her recharges and we were soon passing Much Markle (now renamed Megan by Royal Decree) and many other strange villages as we approached Malvern. As normal I missed the last vital turn and we ended up in the Malvern Toy Fair instead



of the Classic Car Show!

Having sorted out the correct entry gate we were soon directed into the parking area in the big tent, no we were not parked up in the circus or Bake Off, although it did smell like the elephants had been in residence the previous evening and had eaten a lot of cake which had not agreed with them. Paul and Doty soon had the kettles boiling and we were having a chat over morning coffee with added jungle aroma. Rob decided that he should valet his Herald so we all watched and counted the various bits that he missed with his polishing cloth. A tour of the exhibits was in order so Bern and Jack lead the way. The show was definitely a lot smaller than last year in terms of cars and traders. A few bargains were soon tracked down and Bern was legging it back to his boot with an almost new set of genuine Rostyle hub caps which he bought from a lady who was selling them as stainless salad bowls. Then the serenity of a well organised show was suddenly disrupted by Crazy George's impromptu judging of several immaculate Mk1 Capri's which he told the proud owners were not prepared properly. Luckily he had brought Liam G his minder with him to deal with any of the unpleasantness and hurt feelings of the by now protesting Ford owners. George and Liam G bade their farewells as they grabbed lunch and headed off as they were expected at Luton by 3pm to meet Elaine from her latest holiday; St Elaine has a lot of patience. The rest of the afternoon was fairly uneventful and we browsed the classics on display and rummaged around the stalls stocking up on all those little bits we had used up over the winter to keep our pride and joys on the road. We had one last coffee and were soon ready to mount up and get on the road back to towards Monmouth and south to Cardiff. I decided that before the next outing of my Spitfire I would have to change the differential as the noise was getting worse and the backlash was at a point where it could damage the gearbox as well. The run back was very pleasant as the traffic was in our favour. As we pulled off at our various turn offs I thought "what a great day out and what we lacked in numbers was more than made up with the quality of those who joined us for the trip to Malvern"

Al

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com

The Wessex New Forest Run went well, it is always a concern about the weather, all in all it was acceptable, it could of been a bit warmer! We had over 210 entrants with 180 plus on the day, the uncertainty about the weather did keep some away, plus a few mechanical fatalities, mainly in the Stag camp!! Donna & Co., did us proud with the refreshments!

If there is anything of interest to report on Basingstoke or Beaulieu auto-jumble, I will let you know next month!

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 us 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:-

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

Lymington 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 update to date information.

Next meeting will be at the **Tyrrells Ford, Thursday 28th June**

Martin

WEST MIDLANDS

Tel. 07505 110922

April's Sherman's Cross meeting was well attended with 11 members, even the odd Triumph appeared, we discussed Chris Hackney's GT6 offer heating problem but didn't come to any sound conclusion as he seems to have done everything possible. We discussed the up coming drive it day, with everyone looking forward to it.

Drive it day arrived, we met at Webb's garden centre junction 5, M5 there was a goody turnout 4 Triumph 2000/2.5's several Heralds, Spitfires, a couple of GT's and an Acclaim. Chris Hackney's GT6 blew a hose at the start, which was quickly repaired by an AA patrol. We had a visit from Sally Sheldon and her partner Brian in their 2000 estate who came to see us off.

My wife succeeded to get us lost right at the start, I gave up and used my map reading skills to catch up with everyone, passing TJ's remarkable Vitesse with yet another puncture, I think he bought some dodgy tubes. The first stop was at a country park, unfortunately the car park was very full of walkers and dog owners so we didn't spend too long. The next stop was at a garden centre, where most caught up, tea and cake was the order if the day, we had an hour to spend relaxing and taking in the plants.

We then headed off to our final destination, can pub in Bourne heath, near Bromsgrove called the Nailers arms and had a meal, very nice it was too, with an excellent carvery (always book, always in demand). Well done to Chris and Dave for all your work, maps and research which really paid off a good time had by all.

By the time you read this we will have another run designed by Shawn and Lynne Daniels, which I won't be able to attend due to family commitments but I will report on next month..

June 10th will see a major event a **Cosford air museum**, a celebration of the RAF's 100th anniversary it will be too late now to book your classic in but you can still go to the show, which will include a squadron of Spitfires (Triumphs not hairy planes) event organiser out very own Phil Tabberer. I am visiting the **TSSC Cornwall weekend in late June and then the 2000/2.5 week in Devon**. So it's all go for West Midlands area on the move. Regards

Chris

WEST YORKS

Tel. 07944 909823

www.tssc.org.uk/westyorks

Hi all. We had our first meeting at our new venue at the New Inn. I was very pleased when 18 members turned up and 6 had rang me to say they were all going away on holiday. I did have very good feedback about the new pub and a very good car park. The land lord put on unlimited tea and coffee for us all night then we had a big bowls of chips ETC and tea cakes to feed on.

We did have one new member Mr Bob Clark, he as a very, very good Spitfire that I hope to see again at some of our meetings and our events .

The Dalesrun for 2018 is all coming up very well as we have more booking coming in so far, up to press than we have had before at this time of the year and I thank you all.

We have just the lunch time stop to do for parking if any one wants **B&Bs please call me on 07944 909823**.

I am very sorry I could not go on the Drive it Day run as I did not feel fit to drive that week end. Runs, shows are planned for the rest of the year and one new one that we have not been to before, more info later on

Regards

Alan



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 Laning 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 £ _____ - _____



West of England "Gathering"

2nd & 3rd June 2018



TSSC Somerset Area's 2nd Own Event!

At Southfork Caravans, Martock, Somerset. TA12 6AE

Camping from

Friday 1st

£6 per person, per night

Show Entry

£5 per car

(Pay on the gate)

Free

Autojumble Pitches

"NO TRADERS"

Free

Show & Shine

TSSC Insurance Valuations - £15

For more information,

Contact Martin

07760 384236

e-mail. martin.hughes@btinternet.com



C

OME AND JOIN US AT OUR CAMPING AND CARAVANNING WEEKEND 2018



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



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

Neil 07530307371 triumph20002500stag@gmail.com

Dave 07770650802 davesmith.triumph@hotmail.co.uk

TSSC MANCHESTER PRESENTS
HAMMERED HOUSE OF HORRORS

Book your holiday away with the Manchester Area at our weekend retreat with our very own Monsters. Join us at "Castle Mancula" for fun, games and fabulous runs in the countryside.

Venue:
 Cotton Arms,
 Cholmondeley Road,
 Nantwich,
 Cheshire
 CW58HG

Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

For more details:
 Contact Anne Ash, email: anne1717@sky.com, or consult the Manchester Area facebook page

Cost:
 Just £30 for the weekend!
 31st Aug - 2nd Sept **We want to drink your blood!**



BSSC 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 Jct 10. M11
 Sat Navs use **CB22 4QR**

Discount entry Kiosks close at 2pm
Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations
SUNDAY September 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.



CORNWALL TRIUMPHS CHRISTMAS DINNER AND DANCE 2018

Saturday 8th December

Tregenna Castel Hotel

St Ives

7pm - 7.30pm

Dinner and Dance £29.50 per Person, Rooms from £75 for a standard double inland room with breakfast

Bookings now being taken via Carol Coventry, £10 deposit needed for the meal asap

Email: carol.63@hotmail.co.uk Ring 01726 824 523 / 07979464643 after 6pm

Please book your own room with the hotel direct on 01736 795254

We will be meeting at 12noon at The Firehouse Bar and Grill for lunch and a pint, followed by a stroll around St Ives for a bit of retail therapy or more sampling of the real ales. Then it's back to the hotel to dress to impress Party on and enjoy our Christmas Event .

