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THE COURIER NUMBER 457 JULY 2018 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 457 JULY 2018



TSSC



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THE July 2018

COURIER

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THIS ISSUE - 457

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Cover Shot



TSSC TRIUMPHFEST UK
SHELSLEY WALSH - BE THERE!
PICTURE FROM JANE ROWLEY

Courier Copy/Area news

Editor: Bernard Robinson

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Courier Copy By 8th of Each Month

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THE GET OUT

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

Privacy Notice: The data controller of personal data of members of the Triumph Sports Six Club is Triumph Sports Six Club Limited. Such personal data is processed in accordance with the Club's Data Protection Policy which details how the Club uses personal data. This Policy is available on the Clubs website and a copy can be obtained from the Club's Headquarters.



TSSC HQ Services

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

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

TSSC MEMBERSHIP & RENEWALS

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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COUNCIL OF MANAGEMENT **2018 meetings:**

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

GDPR and the TSSC

The EU General Data Protection Regulation came into force on 25th May 2018. It applies in the UK and forms the latest piece of legislation in the field of data protection, regulating the use of individuals' personal data.

In common with all classic car clubs, TSSC needs to make use of various items of personal data for the operation of the Club and is therefore subject to the requirements of GDPR. The Regulation is highly detailed but its requirements include obligations to keep individuals informed as to who is holding their personal data and the purposes for which it is being used together with obligations not to collect unnecessary personal data, to keep personal data only for so long as is necessary and to implement measures to keep it secure as well as obligations to enable individuals to access their data.

A further requirement of GDPR is that organisations processing personal data should be able to demonstrate that they have put in place measures to ensure compliance. COM have therefore decided upon the adoption by TSSC of a Data Protection Policy which sets out how the Club intends to comply with its GDPR obligations. This Policy seeks to identify the types of personal data which the Club needs for its operations, the basis on which that data is processed, the rights of individuals in relation to personal data held by the Club, the measures adopted by the Club for GDPR compliance and the periods for which data is retained. The aim is to ensure that personal data can be processed in accordance with the requirements of GDPR while at the same time permitting the Club to continue to operate and provide its services to members without additional bureaucracy.

In practice nothing will change. TSSC has always respected the confidentiality of individuals' personal data. It has never sold members personal data, has never used members personal data for purposes other than legitimate Club purposes and has measures in place to ensure that members personal data is secure. This will all continue and the adoption of a Data Protection Policy is in reality little more than documenting details of practices which the Club has always operated and will continue to operate.

Nevertheless COM believes that the adoption of this Policy will demonstrate the Club's intention to be GDPR compliant and members are encouraged to look at the Policy. It is available on the TSSC website and a copy can be obtained from HQ.

Hopefully this Policy will ensure that GDPR compliance will not be an issue for the Club going forward and we can now get back to simply enjoying our cars.



BY NEVILLE WRIGHT
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
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July 2018

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July 2018

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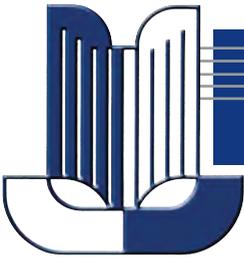
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NEWS REVIEW

Monthly News of a Triumph Nature

Membership Rate Increase 2018

As of the 1st September 2018 the membership rate of the Triumph Sports Six Club will raise £1 to £50 for non Direct Debit payments.

Direct Debit payments will stay the SAME at £44 making D/D even more of a saving to your membership.

Chris Gunny
TSARS Chairman

Don't be caught out!

Please see the before & after picture from **John Embley** - His Triumph Herald Convertible purchased in 1971 was immaculate



covering just 30k in 47 years.....

"Last Monday morning 11th June 2018, our wonderful car out for a ride in the summer sun, running well when she spluttered backfired and started to smoke from the bonnet. The fire brigade say it points to the fuel pipe, the last 2" to the carburettor being rubber probably perished, maybe unleaded fuel didn't help.

I used to be a member of the Sports Six Club but left after joining the BCD when I bought my Bentley.



I post this broken hearted as a warning to every reader..

...In response to this Horrific Sight the Club Shop has ordered in **NEW Gates Barricade Fuel Hose** which is also ethanol proof as well - check yours now.

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Accessory to the fact?

I've been having a great time recently being sidetracked; it's easy done these days and it has been said that if I ever jumped off the top of a high building, I'd divert off to look at something before I ever got near the ground. I like having an inquisitive mind although unfortunately it can be expensive, especially with on-line auction sites.

In any case, I was trying to find a part number in a Stanpart Herald spare-parts catalogue and made the mistake of reading right through to the end – not much of a story but at least I know all of the parts numbers now.

" Towards the very end there's a section entitled "Accessories and Special Orders" "

I decided to try to find out exactly what the parts were, and how they looked. Not as easy as it sounds, but I've trawled through my stock of show photos and garage shelves to see what I can find.

Leaving out the obvious upgrades – twin carburettors, up-rated shock absorbers or



Spot lamps

additional gauges there are quite a few little add-ons to make our cars more comfortable or user-friendly.

First on the list is a spotlamp – and note: only one. Cars of this era had one single spot lamp, and possibly a fog lamp on the other side. There's no mention of any fog lamp option for the

Herald here. In all probability it was a Lucas spotlamp, as fitted to this car, but many of our cars were fitted with the locally available accessories of the time by proud owners so a lot of the photographs available show aftermarket parts; fitted at the time, but not by Triumph. The white spot beam reached



Exterior Sun Visor

further into darkness than the headlights, and the orange fog lamp gave less glare in poor visibility, so one of each coped with most road conditions of the time and were individually switched, not linked to or controlled by the light circuits.

Reversing lights were available from the factory, which involved the fitment of a relevant gearbox extension with the operating cam that ensured it worked when required, and turned off when not in use.

I'm assuming these were the "suspended from the rear valence" type and not fitted through or screwed to the bootlid, as is sometimes still seen these days?

The next on the list is an 'exterior sun visor'. These were

head against the screen surround if you had no seatbelts fitted.

preferred area of matrix. If you didn't have one, a sheet of cardboard worked just as well,



A radiator blind is an accessory that has long vanished from the shelves, with the vastly superior cooling system fitted to modern cars making them redundant. Back in the day, though,

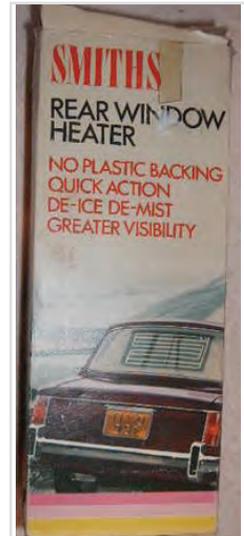
but then you had to brave the great outdoors again to remove it once the car had warmed sufficiently.

Visor



available at the time, somewhat popular, but still brutal looking by today's standards; they merely clamped on to the windscreen pillars. With names such as the 'Spartovisor' they were more use in keeping snow off the screen in winter than protecting the driver's eyes any more than the already-fitted interior visors. Incidentally the interior visors could also be upgraded from the flat pressed-card versions to luxury, padded models which helped cushion the impact of your

in very cold weather your engine was grateful for any heat, especially when starting, so if you could blank off part of your radiator and thereby keep the icy air at bay your system would warm up just that little bit more quickly, thereby enabling you to push the choke in earlier and save fuel. This was just a beefed-up roller blind on runners that, when wound or pulled up by a cable, extended upwards to cover your



A rear screen demister was





Roof racks in Desert

also available to order, being simply a stick-on element wired through to a dashboard switch. These were made by Lucas or Smiths and quite brutal by today's standards, with the thick elements covering quite an area of screen.

Roof racks were another accessory; not so common these days – except with cyclists - but back in the day it was common to see cars with the roof heavily piled with luggage, and also quite common to arrive at your destination to find that things had fallen off en route. I suppose in a 12/50 you could unpack whilst still in the car.... but for some reason boot racks are more popular with our cars these days. For some excellent photographs of Heralds with fully laden roof-racks, check out the photos from the 1958 Herald proto-type testing expedition to Tangiers (Turn Left for Tangiers) shown above.

You could have a cigarette lighter – I'm assuming the



Extinguisher

press-and-pop-out variety, and

versions. Most were made by Bradex and some were actually labelled "Stanpart."

Not only would they put the flames out, they'd clear a car in seconds leaving the passengers feeling very ill.

A locking petrol cap was another option; it may have been cheaper in those days but the loss of a tank of fuel still hurt. These days the original non-locking versions are often more expensive – rarity, perhaps?

A starting handle kit was also offered, possibly appealing more to the die-hards who wouldn't drive a car without one. Consisting of the handle, a hole for the front valence (factory-cut) with a cover plate, and a 'jaw' for the end of the crank into which the handle

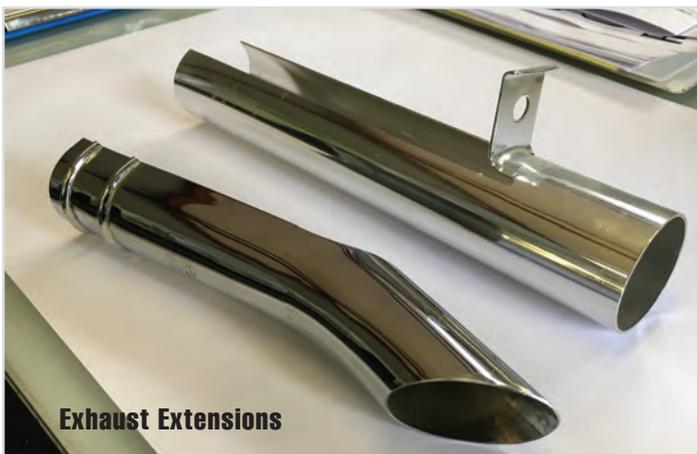


Starting Handle Kit

consequently a fire extinguisher was also an optional accessory and these were now starting to be filled with chlorobromomethane, superior to the earlier CTC-filled hand-pump

fitted. Very handy in case of a flat battery!

Many of the other accessories are self-explanatory – seat covers, wing mirrors, rubber bumpers, even a tail-pipe ex-



Exhaust Extensions

tension kit for the exhaust – that few inches stopped the paint on the rear valence being discoloured or fumes entering through poor boot seals. One that I must mention is a chrome badge bar, to advertise your own motoring clubs, your preferred breakdown association or your home location. Back in the early 1990s I remember seeing a lovely version at

Stafford, which was illuminated due to having Austin sidelight units added to either end. If you paid the £15 for it at that show I hope you got good use from it, as you should know that I've cried about not buying it ever since.

I still remember vividly going into Autoparts stores and finding the shelves full of aftermarket add-ons like these, but

sadly no more. Modern cars are too well-equipped, a large part of the DIY motoring market has long vanished, and with it a lot of the magic of car ownership and the individuality that came from saving your wages for the weekend purchases and then showing them off to your mates.

I'll leave you this month with a request for help - some Herald accessories listed in the manual have left me completely stumped. What on earth is an **"Altitude Control Assembly"**, or even a **"Radiator Film Block Assembly"**, not to mention a **"Door Restraint Device Assembly?"** Is the last one just a set of anti-burst catches? All information gladly received in the name of greater Herald understanding, and if you have one fitted – photos please!

Colin



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Greenwich Herald

I start this month with the very nice Valencia Blue 13/60 belonging to Jeff Lethbridge and family. I spotted it at the monthly meeting of the Mean Old Timers Classic Car and Motorcycle Club that is centred on Greenwich.

The meet takes place in Greenwich Market on the last Thursday evening of each month from April to October. It's quite a draw and sometimes we can't get all the cars in.

However, at the May meeting Jeff & Co were successful and I could get a good look at their car. Jeff has done a fair bit of work to bring it up to a very good standard and now wants to use it for car shows and social events. So I gave him information about the Club and about the local area (M25 East) and it was like a bullet from a gun – within a day he had made contact with M25 East and even joined in with their event 3 days later on the Sunday. He has also joined the TSSC itself and so I welcome him and hope he benefits from being a member of

“They are full-blown LED units that replace the whole lamp unit, not just the bulb”



Pic 1. Jeff Lethbridge's 13/60

this great club.

The car itself has been associated with the Club for several years. According to the 13/60 Register that I hold, it previously lived in the Sutton area, owned by



Pic.2. LED headlights.

member Ed Prothero. It has probably always been in the London area as it was originally registered in the North East London area.

Now take a look at those headlights. They are full-blown LED units that replace the whole lamp unit, not just the bulb. The centre row contains 5 LEDs for the dip beam and above and below are two rows of 4 LEDs for the main beam. At the top and bottom of the units are lower power LED strips for side lights. They were found on eBay and Jeff says that they are a useful modification. For the time being, though, I am going to stick with my H4 halogens as they are a great improvement over the original candles.

Carburettor Under Pressure

The inlet valve in the float chamber of the Stromberg carburettor is capable of working from about 1.5 psi (pounds per square inch) up to a maximum pressure of around 3.5 psi. If too much pressure is generated by the fuel pump then the valve won't be able to hold back the incoming fuel and a flood of petrol will result.

The other extreme is too little pressure which will result in the engine being starved of fuel at higher revs.

I am lucky, I suppose, that I still have an original AC fuel pump that is still behaving itself. I seem to remember overhauling it a few years ago with new diaphragm and valves and all still appears to be ok.

However, I have recently been helping a local friend/TSSC member whose carb was flooding relentlessly. It's actually a 1200 with a Solex unit but it has the same float valve as the 13/60 so the principle is exactly the same. After replacing the float valve, checking the float setting, condition etc. I could

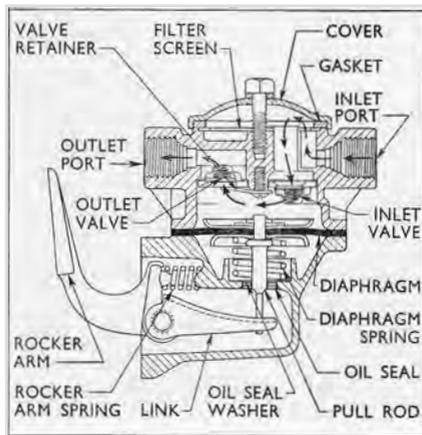


Pic.3. Draper Pump pressure and vacuum gauge

only conclude that the fuel pump pressure was too high. A quick check on various forums showed that the modern replacement pumps often exhibit this problem. Using a pressure gauge like the one shown in photo 3, I soon ascertained that

They have another function in diagnosing engine problems but that's not the subject of this particular article.

The diagram shown in Photo 4 (from a Ford 100E workshop manual) shows a mechanical pump in section and how it works. The unit is bolted to the outside of the engine and the rocker arm rubs up against an eccentric lobe on the camshaft making the arm go in and out.



Pic.4. Fuel pump diagram

the pump pressure was 5.5 psi – way too much. The gauge I used was the Draper DVG1, but similar devices are available from Gunson (G4103) and Sealey (CT952). They cost between about £14 and £20.

The arm is held against the cam lobe by a couple of rocker springs so that the contact is constant. When the rocker arm is pushed in towards the pump it pulls the diaphragm down against a spring. This action causes fuel to be sucked into the pump chamber via a one-way valve. When the arm moves back out it allows the diaphragm to go in an upward direction under the force of the diaphragm spring. Note that the arm does not

push the diaphragm up – this is important to understand. This action forces the fuel out of the chamber via another one-way valve towards the carburettor.

Now, if the carburettor float chamber is full, the float valve will be closed to prevent more fuel coming in. This resistance is felt by the fuel pump and the diaphragm spring shouldn't have the strength to force any more fuel out. So a kind of equilibrium is reached. If, however, the diaphragm spring is too strong then it can force the diaphragm up and force fuel into the already full carb.

To sum up the operation, the cam-operated rocker arm sucks

spring. It is 1.75 inches long but when fitted it is compressed to approximately 1 inch. To achieve this length the spring had to be loaded with about 3.5 pound of force.

Of course, it must be compressed further when the rocker arm operates. It compresses by a further 0.375 inches to 0.625 inches and this requires a total force of about 6 pounds. It is this spring force that is responsible for the fuel pressure and it is rather too



Pic.5. New and old types of spring

the fuel out of the tank and the diaphragm and spring blow it into the carb.

The simple cure that I found was to put a spring from an original pump into the modern one. The output pressure went down from 5.5 to 1.5 psi and the Solex seemed happy again. The difference in length can be seen in Photo 5 with the modern spring on the left.

I later performed some simple measurements on the new

high. The spring rate works out at about 5 pounds per inch so a weaker spring with a rate of about 3 to 4 pounds per inch would suffice if you can find one.

Another way around the problem would be to fit a pressure regulator between the pump and carb such as the Sytec Pro Flow (photo 6) or the slightly more expensive Malpassi Filter King (Photo 7) which both have an adjustable output from 1 to 5 psi.



Pic.6. Sytec Pro Flow

I've often seen these on 1500 Spitfires for some reason and they do seem to do the trick.

I hope that helps if you come across this problem. As Tom Jones said back in the sixties, "It's not unusual." And while



Pic.7. Malpassi Filter King

on the subject of the sixties, on 20th June I reached the 50th anniversary of passing my driving test. It was in an Austin 1100, with my main practice car being a Ford 100E Popular Deluxe (the one for which I still have the workshop manual mentioned above!).

I never throw anything away.

Phil

Get Nostalgic!

at

TRIUMFEST



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Number of Tickets required: Weekend Sat Sun

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ADDRESS

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Completely Bushed!

Just before I went to Spa last year I was trying to resolve an issue with a temperamental indicator stalk - some of you may recall I bought a left hand drive unit and flipped it over - but that's another story, anyway, after removing the steering wheel and indicator switch I noticed that there was a plastic/nylon fragment 'loose' at the top of the steering column! On investigation I could see that the 'bush' at the top of the column had broken and although the main body was still doing its job - supporting the top of the steering column - the top portion of the plastic bush had broken into two pieces. I read that changing this bush could be a difficult job, particularly removing the old bush, so seeing as it was still doing its intended job (to the greater extent) I decided to leave it until a more convenient time when I could change it.

Several months later my mind returned to the steering column bush, so I began to read and look for advice/suggestions on how to remove and refit the new bush. There were some horror stories, the main one involving hammering the bush down the shaft and leaving it in place then tapping the new one above it, his didn't seem to me either a good or appropriate solution. Other forums described removing the whole

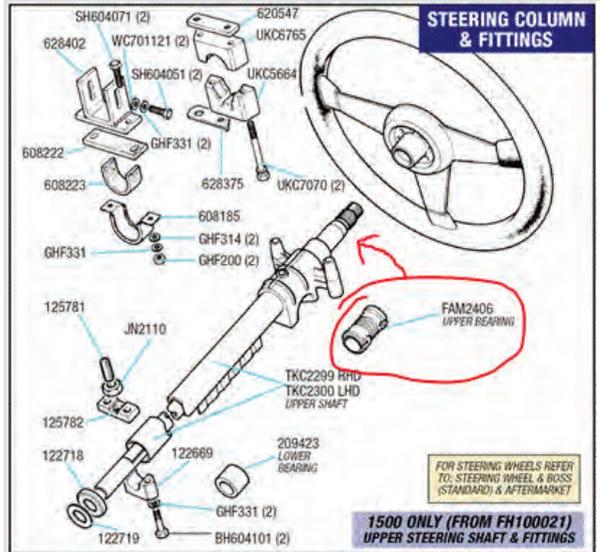
"To be honest none of the forums I read inspired or motivated me to change it, in fact the total opposite"

steering column and ignition lock and withdrawing the bush either whole or in fragments again by brute force and ignorance. To be honest none of the forums I read inspired or motivated me to change it, in fact the total opposite, I put off changing the bush for several more weeks hoping I would find a solution that was quick and easy without the need to

dismantle the steering rack.

One dark and not too cold night when the television programme choice consisted of celebrity cooks trying to re-start their career or a soap with yet another murder or car explosion I decided enough was enough and I was going to tackle the steering column bush - it had to be better than putting myself through that viewing list!

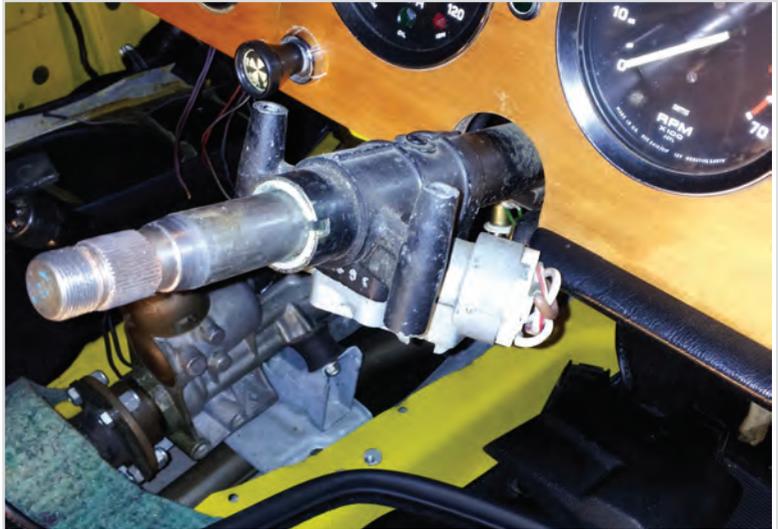
Steering wheel removed once more I went through my options; Firstly, knock the bush down! This didn't seem viable, it would - hit the ignition and cause all kinds of other issues, who thought of or tried that? It couldn't possibly work - could it? No! I pondered the next option, remove the complete col-



umn and use brute force and ignorance to withdraw it. Having pondered this for a few minutes I decided I'd rather pull out my own teeth with a pair of pliers – OK it wasn't a big or difficult job but it just seemed an awful lot of trouble when I could see the bush and there must be a simpler way - right? I could surely make a tool or 'thingamajig' that would do the job in two minutes flat? But as I picked away at the lodged bush with screw drivers and pliers I was coming to the conclusion that there was no easy option. In frustration I grabbed the top of the steering column (the top splined segment where the steering wheel locates) and shook it vigorously for a few seconds which had two effects. Firstly, I felt so much better for it, secondly the bush had gently crept a few millimetres up the shaft towards me. I looked and wondered, would it continue to do so if I did the same again? So once more I grabbed the steering column and moved it back and forth vigorously, and once more the bush worked its way upwards out of the column, after less than a minute the old bush popped out the top of the column. I held it in my hand in disbelief, elated and relieved, had no one else managed to remove it this way? Was it a 'fluke'? No way was I going to put it back in to try again! I grabbed the new bush and greased it inside and

out and pushed it onto the steering column shaft by hand. It went half way and jammed solid. It was way too tight to push any further down by hand.

There was nothing obstructing it, it was just tight and needed a more mechanical/robust method of pushing it down the remaining distance. There is a time when you must walk away and say OK it's gone better than I thought - so far - but now I need to make a 'tool' to finish the job off. I measured the diameters, internal and external and made the obligatory 'fag packet' sketch of what was required. I was going to make a tube and use the steering column/steering wheel nut to 'push the sleeve down its remaining length into its final resting position. When I arrived at work I decided to check the scrap metal bin for a suitable off-cut of tube or steel bar that would only require minor 'machining' to meet my needs. Whilst rummaging through the various metal 'off-cuts' I found two 1" iron pipe fittings, to my surprise it was almost exactly what was required. I just needed to get one piece turned down slightly then the two pieces butted end to end would do



Steering wheel removed once again

the job perfectly – I also found a washer that would spread the load under the steering wheel nut. That evening I dropped the two iron fittings and washer over the steering column onto the plastic bush and spun down the steering wheel nut. I applied a bit more grease for good measure and gradually wound on the nut. I needed the two fittings, one initially so I could still get the nut to start on the thread and then the second was added when the nut bottomed out. It was tight, but it slid down into position without too much issue. Job done.

I'm my own worst enemy for putting jobs off like this, I always look for some 'easier' way and most of the time the best way is the proper way, correctly and carefully to the manual. Although sometimes it shows a little lateral thinking and good luck can



saying that hasn't jinxed it!), watching some good classic racing and meeting some likeminded people – I hope to see you there.
Cheers,

Steve

The offending Column Bush



The Bush Replacement tool I made up

achieve the same result – just don't bank on it happening too often.
I'm looking forward to driving to Le Mans in a few weeks and will be in and around the TSSC camp. I'm looking forward to some good weather (I hope

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Another 1 Owner from New

Following on from my article last month featuring Cliff Cowtan's Spitfire 4 that he's owned from me, I heard from George Walker recently about another one-owner Spitfire, this time a Mk3 that he saw in Trowbridge. George had a nice chat with the owner, John Hanks about it and sent this info and photo of the car.

The following is from the write-up that John displays on the car at events:

"Odette, as she has come to be known, was purchased new by me on 2nd November 1967 from the Central Motor Institute, Palmers Green, London for the princely sum of £730 12s equating to £862 5s on the road. [Suzie note: items on the invoice show that the car was complete with hood, heater and seat belts from new, with tax, insurance, number plates and delivery raising the base cost.]

Having always had motor-bikes, on taking my car test I foolishly bragged to my mates I would buy a Spitfire if I passed. I did, they challenged me, and "Odette" had to be bought. The £800 was raised with a trip to the Bank Manager and a Mortgage Loan on a £2,500 house – how times have changed.

The car is in original condition with only normal servicing and perishables, hoses etc re-

placed. She has only covered a genuine 58,000 miles from new and although only used for summer pleasure, used to be a good workhorse carrying Driver, Wife, Baby and Dog on many trips, quite a tight squeeze.

The car was undersealed, taken as an extra on purchase, which has probably gone a long way to preserving the car's condition, £13 and 10 shillings well spent!!"

And now, for something a little different, with apologies for straying into Herald territory, but I thought it a good story.

David Humphreys kindly sent me a link to a Daily Mail story. <http://www.dailymail.co.uk/news/article-5664235/Beach-walker-42-stunned-Golden-Wonder-crisp-packet-1967.htm> (or for a shorter link <https://tinyurl.com/y8zf7v22>).

As I don't read the papers I



don't know if this was in the paper edition, if so many of you may have read it, but it was new to me.

The gist of the story was as follows: *"A beach walker was stunned after finding a packet of Golden Wonder crisps dat-*

"That's one heck of a winners' pot from a few packets of crisps!"



ing back to 1967 during a beach clean. ... The 50-year-old packet, which was priced at 4d, has a promotion to enter a competition to win a Triumph

estate car - a classic car of the time.'

Apparently there were 5 first prizes each winner receiving a Triumph Herald estate car, a Sprite Alpine caravan, a Fletcher Arrow speedboat, fishing tackle and a sun lounger and 4 chairs! That's one heck of a winners' pot from a few packets of crisps – doubt you'd get an equivalent set of prizes these days – far less 5 of them!

And a slightly closer link to my topic of choice – except that these are the Spitfires which fly – first a clock I found at a car boot sale recently, [And then a new £2 coin being released this



year, one of a series commemorating the centenary of the Royal Air Force, others includ-

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ing Vulcan and Lightning designs. And finally, we've just had a lovely weekend in the sun at a local Steam and Vintage show, Guy took his Landrover towing the caravan and I drove my 'Sybil', a real treat!

Suzie



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Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£46.00
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STAG

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GT6

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Dolomite 1300/1500 recon exch distributor	£47.50
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Set of Sprint H.T. leads	£59.50
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1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

SUSPENDED!

Hi folks, July is with us and it's time to get ready for the TriumFest on the 27/28/29 July.

This year its being held at Shelby Walsh during their annual Classic Nostalgia Show. Shelsley Walsh is a classic hill climb so there will be plenty to see and experience. The sights, sounds and smells of classic motor sport, don't miss it. Having used my TR7 to travel to last year's TriumFest this year it will be the Vitesse. In this way, I am spreading the usage over the two cars. Now moving on to this month's article in which **Roger Smith** tells us about the rebuild of his Vitesse 6 suspension and how he overcame the problems he encountered. So over to you Roger.

"Hello Dave, I have a 1964 Mk1 1600 Vitesse which was rebuilt onto a new chassis by a previous owner 18 years ago. The original running gear appears to have been "recycled" and now has shown signs of (severe) rubber bush deterioration in all of the suspension.

The car has always shown a tendency of "bandy legs" so to speak with the all round positive camber.

I bit the bullet and have stripped out all of the suspension, also the diff, as it was rather incontinent and had some backlash. Now being around £1300 lighter in the bank balance I had sourced shorter front springs

along with the adjustable coil mounts on AVO shock absorbers, and a 1 inch lowering block with adjustable AVO rear shocks.

Polybush supplied a full car set of comfort bushes, which are very flexible and fit easily (after much hard work with a length of studding & suitable sockets used as spacers to remove the old perished rubber bushes).

shakedown run to the Bicester Sunday scramble on Drive It day, my Son who had driven the car for me noticed some annoying rattles from the rear. I eventually traced the rattle to the rear dampers, which had come with their own poly-bushes and metal sleeves.

The rear (original) vertical links have solid fixed shoulder bolt type pins for the bottom



Pic.1. Before

All went well on the rebuild and after several experiments

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

with front spring tension I got the ride height sorted. After a

damper fixings. These pins had rusted over time, as the old dampers have a split rubber bush arrangement which allows water in and with the constant friction effect had rusted and flaked the metal so badly that the new steel AVO units were a very loose fit and even when tightened axially, could not take up the play at all, hence the clonking sounds!

I have recounted my experiences here, which may be useful to someone when rebuilding a Mk1 in this way. I



Pic.2. After

have included three pictures of my Vitesse. Picture 1 shows before the rebuild. Pictures 2 and 3 show after the rebuild.

Kind regards,"

Roger Smith.



Pic.3. After

Thanks, Roger for providing us all with very valuable insight into the likely difficulties we all could experience and how to overcome them when dealing with the Vitesse 6/Mk1 suspension. If any members would like to send me their own experience of working on or living with their Vitesse I will include them in this section of the Courier. I feel it is good to hear of others experiences with their classic and very unique cars.

That's me for this month, roll on TriumFest UK.

*Safe Driving & Keep Running
On All Six*

Dave

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Tim's Western Arrow

Back in the April 2014 Courier Tim Hill regaled us with a write up of his trip to Denmark, with a group of "main-stream" Triumphs (that's Heralds and Vitesses and such), in his Burlington Arrow. In my communications with Tim at the time I urged him to tell us about the mechanical make up of his Arrow, and now he has, after some mild strong arm persuasion from Darren Groves, the organiser of our North Devon Area:

Getting on for forty years ago an advert appeared in the pages of that august journal "The Exchange and Mart". It read, "For Sale 1943 Willys Jeep", it also contained the seldom seen adage today, "House purchase forces sales". At that time the Exchange & Mart was the equivalent of today's internet.

Having purchased said house it came with a decent single garage, but with my Jeep gone I had nothing to put in it. What to put inside this garage? Boxes of clothes/spare furniture? No, with little money to spend I was browsing the magazines in a notable high street newsagents when a kit car magazine caught my eye, It showed a fairly attractive 1930s style car that could be built using Triumph mechanicals, and the plans for the Burlington Arrow were an almost af-



fordable £12.50.

Languishing forlornly in a local garage yard was a sad looking Mk2 Bond Equipe with a six cylinder engine. It had been pulled off a Dartmoor farm after the owner died. The car was missing several external parts, like the boot lid and lights. The body parts that weren't crazed fibreglass were exceptionally rusty, i.e. rear floor, chassis, etc. I did some work for the garage proprietor and a swap was agreed upon.

I got it started and drove it the 200 yards home; mechanically it was sound.

I decided that a new chassis would be good start, which I could save up for, together

with the three fibreglass parts (radiator surround, headlight shells and scuttle), and in due

" At that time the Exchange & Mart was the equivalent of todays Internet!"

course a trip was made to Haydn Davis of Burlington Cars at Leamington Spa to collect the new chassis and various bits (This was not without complication, as Haydn had just sold the business). This was all done before the SVA complication, so a colour and body style change to the registration doc-

ument sorted the registration out and a passed MOT would make it road legal.

To describe the build would be only slightly less boring than watching paint dry, but several



mistakes were made for which I am still paying the price. An early error was that although the chassis was made for a MK2 Vitesse it was not made long enough to easily accommodate an engine which was 2

Club at the time.

South west readers may recall the fabulous (much fabled) scrap yard of Sam Harris on the edge of Dartmoor where you'd find rows of Triumph 2000s and

of course every car that in now considered a "Classic" and where exotic parts could be got for a couple of bob, or the decimal equivalent

I tend to rush into jobs and not always find the most engi-

compliment was from young Dan Chudleigh who said, "Well I suppose you could say it has a sort of patina".

The marine ply for the body tub was from a chap I did some work for, the side and rear lights came from my brother-in-law's collection of broken A55 pick-ups. This may give readers an idea of the construction method. Much later I fitted relays and modern blade fuses to replace the old stressed double original fuse box.

The wheels are TR4/5 72 spoke safety wheels that I bought from a local garage in a nearby village, the adaptors were probably the most expensive item in the original build. The fuel filler and seat frames were from a Spitfire returning to nature in a nearby field.

Except for the hood all the work was done at home including the upholstery using mother-in-law's old Singer. The seats now need redoing. Doors had to be made to facilitate entry and exit with the hood up.

Last year I had the head reworked for unleaded and the valve guides were lined. I have also fitted CV joint conversions to replace the rubber doughnuts, Metalastic ones were ok but replace-



cylinders longer!

Fitting the six cylinder into an Arrow was a regular discussion point in the Burlington Owners

needed or attractive way to finish a panel. I will never achieve a concours finish or anything close to it, and the biggest

ment units only last 4/5 years and are a proper fiddle to fit.

My wife and I have had over 30 years of inexpensive fun driving

around in this car, I drive it all year round, trying to avoid monsoon conditions. Regular readers of the specials column may recall our trip to Denmark in 2014. It is probably one of the few Burlington Arrows still in original hands. And it is an interesting variation at Triumph Sports Six Club events. Is it the only special in the south west of England? I must thank Dawn for her patience in losing me in the garage for so long and for putting up with me.

Tim Hill

Thanks Tim, worth waiting for, and I'm sure that the Herald and Spitfire owning active TSSC members down in the South West do love to see your car join in social events. Despite obvious camaraderie with the other production Triumphs Tim seems to be feeling the need for some local interaction with other kit cars and specials. I'm sure there are more Triumph specials based in the South West; I recall back in the early days of me writing on kits and specials noticing that Devon was coming up as home base for more Triumph-based kit car builders than any other UK county. I speculated that it might be due to natural radioactivity of the granite down there making people slightly mad!

As I write this piece I have just returned from a very



enjoyable weekend in the South West myself; I drove my recently restored Herald 1200 Estate down to the village of Osmington, near Weymouth, to stay with old friends **Chris and Liz Bird**. Chris used to live near me in Surrey and is the owner, and original builder of one of those other build-from-plans cars, the JC Midge. **Bea**, as the car is known, for obvious reasons, has featured a few times in my register column over the years, but the picture is new, taken in the lane just outside Chris and Liz's lovely

Dorset home.

Granted, Osmington is a little way from the deep South West of Devon and Cornwall; I make a plea here for any Devon or Cornwall based owners of Triumph kit cars or specials to make an extra effort to join in with the many events organised by our local groups down that way, and make sure you let Tim know you exist – you can contact me, or Darren at the North Devon Area, and we will put you in touch.

Trevor



J.C.Midge - 'Bea'



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

Re-united with First Owner

A great thing happened at the TSSC SEM event back in May. This story is also spookily related to my article from last month on tracing car details.

Robin Gulliver was the original owner from new of a GT6 Mk1 registration MAA181F, the car was 1st registered back in January 1968.

Fast forward 50 years to 2018 and Robin wanted to find out if the TSSC had any details of where the car is now so he contacted HQ by email.

As luck would have it the car was well known by the club as it's owned by **Jasper Bacon**, a former GT6 register secretary. The Club passed on Robin's email to Jasper and arrangements were duly made to meet up at this year's SEM at Leatherhead. When they met, there was obviously lot's of reminiscing from Robin about his fond memories of the car from back in the day when he was a young man!

There were also discussions about the car's history. Robin had sold the car on to his brother and it later was accident damaged and the history then gets a bit sketchy until the owner before Jasper, a lady in the Dorset area local to where Jasper lives. Jasper bought the car from a trader in Bradford Abbas, Dorset back in 1988 so has owned the car 30 out of it's 50 years. The car has only had 32



1968 GT6 Mk1 MAA181F with Robin Gulliver, original owner (L) and Jasper Bacon, current owner (R)

5 owners from new and between Robin and Jasper only 1 owner is unknown.

Here is a Picture of the two of them with the car at SEM.

50 years later, Robin still has a preference for white sports cars, his current car is the latest version of Mazda MX5 in white.

AGM award for me

Another good thing happened at SEM this year, at the AGM a few weeks previous some special TSSC awards were announced, one of which was awarded to your's truly for my services to the GT6 register. No doubt in response to the fact that I've now clocked up over 50 register article since I started as register secretary over 4 years ago.

As I wasn't able to attend the AGM the award was formally presented to me at SEM by Club Chairman Chris Gunby. Needless to say, I'm pretty chuffed to get some recognition for my efforts so thank you



Special Thank you Award

to all at the club who made a

decision to give me the award.

GT6s out and about

White Lion Breakfast meet

There were 4 GT6 MK3s including my own at the local Classic car Breakfast meet at White Lion Antiques Hartney Wintney at the end of April.

Bicester Scramble Drive it Day

Considering there were so many classic cars at Bicester Heritage on Drive it

day (I reckon over 1,000 easily). There were not that many GT6s. Apart from mine I only



**Andy Walton's MK2 GT6 at
Bicester Heritage
Drive it Day**



Andy's GT6 MK3



saw two others, Andy Walton's MK2 and a Blue MK3.

TSSC Isle of White Camping Weekend



Ollie's White GT6 MK3



**Brian Pringle's
Lightnin' McQueen**



Red GT6 MK3

Only 2 GT6s at the camping weekend this year, one well known GT6 based Mk3/Mk2 Hybrid convertible, Lightnin' McQueen owned by Brian from Essex won the Appuldurcombe choice trophy this year, pre-

sent by the owners of the campsite as the car they'd like to own.

I've actually been a previous winner of the same trophy with my GT6 back in 2011!

There was also this rather more

SEM 2018

As usual there were plenty of GT6s to look around at Thames' SEM this year



Nice Rear ends!



My GT6 with the Appuldurcombe choice trophy in 2011.



Chris Hollingsworth's Mark 3



Dick Twitchen's MK1

standard MK3 that I liked the look of (above)

New GT6 at the East Berks TSSC meet

There was a new GT6 at the TSSC East Berks meet in May, owned by Steve Lloyd who also owns a 2000 Saloon



Steve Lloyd's MK3

"Plenty of GT6s to look around at SEM this year"



Neil Fletcher's MK1



My GT6 just can't stay off the TV!

Following on from its appearance in Car SOS back in March this year, my GT6 seems have got into the habit of being a TV star. There was a feature on the BBC One Show on 15th May about the MOT exemptions that were coming into force for cars over 40 years old. The feature was filmed at the Bicester Heritage Centre on Drive it Day, as the camera panned a group of Triumphs there was my car. (Above 2 pics) Admittedly I was on the Club Triumph Stand that day rather than the TSSC but just as well otherwise my car would have missed out on its further stardom!

From the Archive's

Staying on the SEM theme, here is a collection of GT6 bonnets at the first SEM in 1984. This is from Leon Guyot's collection which is quite apt as Leon was the original organiser of SEM back then. Back then SEM was at Chessington Zoo or World of Adventures as it is now. I started going to SEM the following year, 1985, when it was still held at Chessington. This was well before I owned a GT6 and I attended in my Spitfire 1500.



**First ever SEM,
Chessington in
April 1984**



STAG

MARTIN MARRISON stag@tssc.org.uk

Stag MK1 Headlamp Upgrade

My appeals for Stories or Technical articles have finally born fruit. Scotland North East AO **Danny Stroud** has stepped up to the mark with this excellent upgrade article. Over to you Danny.

"Initially I did not set out to upgrade my headlamps it came as a result of stripping down and rebuilding my steering column, there is an other article on this."

" When I removed the headlamp dip switch I put the multi meter across all the terminals to see what each individual terminal / wire operated.

I noted that on the dip action a blue/red wire completed a circuit (blue/red wire is the Lucas denoted wire colour for dip beam). See Photo below as fitted to steering column.

I was surprised to note that on Full Beam switch setting only the blue/white wire (colour for full beam) completed the circuit and the blue/red contact was not energised.

This I found strange as on full beam setting the dipped lights are also on. Further investigation was needed.

Internet research has shown

that the MK1 Stag has the same Dip/Full beam switch as the Triumph 2000 Mk2. The Stag Mk2 has its own switch which has no blue/red wire although the contact is present. There is a forum post on upgrading the switch by adding an additional wire to the MK2 switch.

The reason that the dip beam lights remain on when on full beam is because the main power feed (blue wire) from the light selector switch to the dip switch has a spliced take off directly to the dipped beam lights. The blue/red cable from the dip switch terminates at the connector plug/block under the dash board and above the steering column.

To get the dipped feed to go

off when the full beam is selected this blue wire to the dipped lights needs to be cut and to power the dipped lights when the dip is selected a new wire needs to be connected from the blue wire to the blue red from the dip switch.

For this new wire I used a length of blue/red cable and joined them using spade connections. The other end had a spade connection which fitted in to the





multi connector block/plug from the dip/full beam/indicator switch. This connector block/plug connects t the corresponding one on the main loom, this has to be drilled to accept the new blue red wire as shown in the photos.

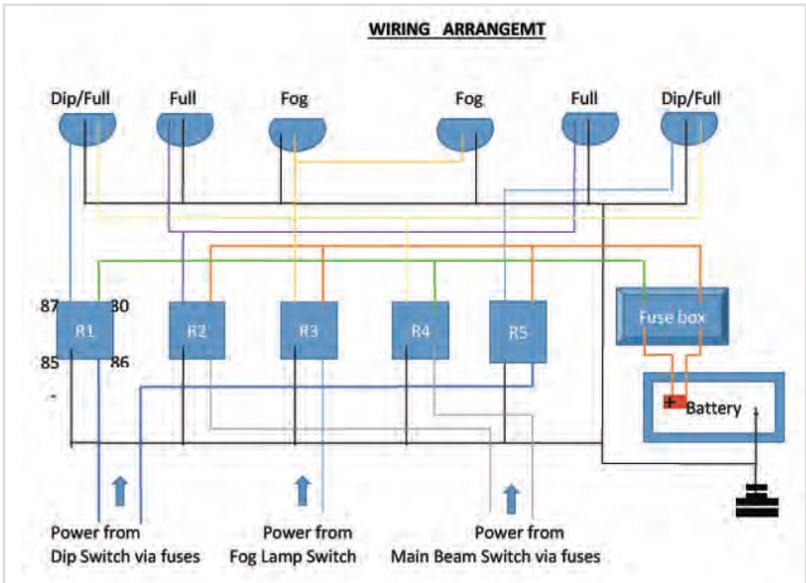
There are many ways described on various forums how to upgrade your head lights to four main beams, this what I decided to do.

My aim was to have four main beams and two dipped beams and to also reduce the load on the main light switch and the stalk dip/full beam switch. On the Mk1 Stag the fog lamp switch is part of the main lamp switch, when activated the main beam and dipped beam lamps are deactivated. Back in the day many cars were fitted

with the Lucas Square 8 lamps had a matched set comprising of one fog lamp on the off side and one spot lamp on the near

12 volt 30Amp relay with built-in fuse holder
 3. 5 x Automotive relay holder & mount with terminals
 4. 1 X Heavy duty blade fuse holder
 5. A selection of various terminal connectors and fuses
 Below is a wiring diagram for my set up, I have the relays powering:

- No1 relay, n/s dipped beam**
H4 headlamp
- No2 relay, both inboard**
H1 full beam headlamps
- No3 relay, both Lucas**
Sq8 lamps
- No4 relay, both outboard**
H4 full beam headlamps
- No5 relay, o/s dipped beam**
H4 headlamp

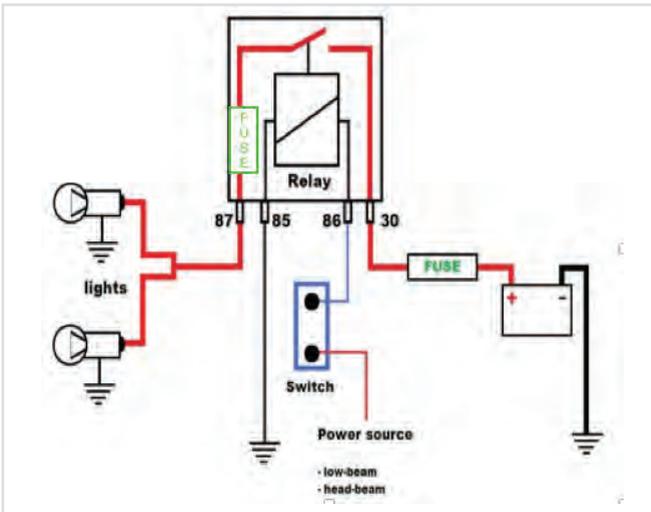


side, this is what I have fitted on my car.

To facilitate the upgrade, I ordered the following parts.

1. 2 X H4 headlamps with plugs to replace the existing dipped beam H1 lamps.
2. 5 x 4 Pin automotive type

The different wiring colours on the drawing above is only to make it easier to follow individual cables. The actual colours used are described later. The drawing (borrowed from elsewhere) following shows the relay setup.



The headlamp fuses in the main fuse (OE) box have been replaced with 5A fuses. Each relay has been fitted with a 15A fuse. The main feed from the battery is protected by 30A fuses.

The next photos show the final positioning of the relays on the



I feel that my set up gives a degree of fail safe if a relay or fuse fails, also having two feeds from the fuse box helps with redundancy.

When I fitted the lamps to the rims I found that the holes for the lamp lugs were not correctly located on the fixing rim as the new lamps are H4's and the old lamps were H1's, I had an original old Lucas lamp and bowl and the bowl needed slight modification to allow the lamp to seat correctly. I filed the slots for the lamp lugs on the rim a few mm anticlockwise from the original slots. This ensured that the horizontal line on the lamp lens was horizontal with the ground.

I fitted the the main feed fuse box on the offside inner wing next to the triangular access hole. The five relays were fitted to the nearside of the front panel and inside the engine compartment, the wiring feeds through the upper round lightning hole which was protected by a grommet.

A new extra loom arrangement was made up and was covered with black tape to



make it look more original.

The wiring colours I have used were;

Brown: Live feed from battery from new fuse box.

Blue/White: Full beam lamps switching and power.

Blue/Red: Dipped beam lamps switching and power.

Purple/Yellow: Fog lamps switching and power.

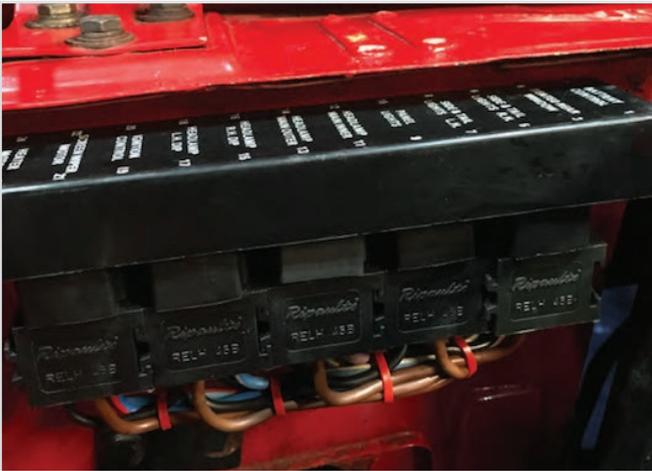
Black: Earth.

nearside of the front panel and the fuse box on the off side inner wing.

The cover from the original fuse box fits over the relays,

The one I have fitted comes from a Rover P6.

The new H4 bulb plugs came with blue, red & yellow wires



For the H4 bulb wiring
THE PINS (VIEWED FROM THE REAR)

Blue/ Red to Yellow

Black/earth to Red | — | Blue/White to Blue



" I would like to thank other enthusiasts that have gone before me with their descriptions of specific setups which has helped me develop mine"

I hope you find this information useful a lot of it has also been documented by other enthusiasts. If you need to ask me anything please email me at dannystroud@sky.com

Also have a look at all the other technical information on the Grampian Stags Website <http://www.grampianstags.net/>

Danny Stroud

Many thanks Danny, we look forward to your steering column article. **Dont Forget** if anybody else has an article on their car or its use then I would be more than happy to Publish it here

Martin



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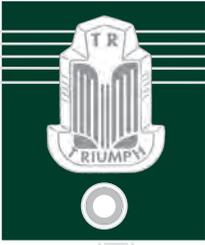
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MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Hubba, Hubba!

TR4A REAR HUB REBUILD (SAME AS TR5, TR6, STAG & TRIUMPH 2000 & 2500)

With the new MOT regulations coming into force in May 2018 and with the spectre of some MOT stations not being equipped/capable or even willing to test Classic Cars in the future I thought I would "test" the various options on offer from various Garages/repair shops, so after my TR4A sailed through its mot with no advisories I took it to Lazarus Cars for their 40 point Certificated safety check. The result was that the test detected too much play in the rear N/S wheel bearing. On the bright side it showed that there are ways of getting your Classic Car tested should modern MOT stations advance to a stage where they can't/won't test a Classic car. The down side was that I had to address the issue as although I make glib remarks about the condition of my TR (usually based on looking at pristine examples) I have always kept "the parts that matter" in as good a condition as quality parts availability allow. Some will say that re building the rear hubs is a 40



Removing Hub Nut

"Years ago when I was still in work I had had the foresight to have a hub puller made up to fit my TR and the Stag Saloon that I owned at the time"

specialist job (WALOC) but all you really need is a hub puller and a vice although a set of blind bearing pullers make life a lot easier.

Years ago when I was still in work I had had the foresight to have a hub puller made up to fit my TR and the Stag Saloon that I owned at the time, all I felt that I now needed was a

thin 2" AF spanner which I managed to create (the cheapest 2" AF spanner I could find was £60) by grinding a 50mm spanner (you can also make a "spanner" out of 1/4" or even 3/16" steel). I also didn't want to have the car off the road so I bought a pair of used hubs from someone who had replaced their hubs and drive shafts with up rated hubs and CV jointed shafts so that I could recondition them and then swap them for the ones on my car. Now a description of the work for those who may need to carry it out on their cars, reconditioning the bought used hubs before removing the old ones which I did a few weeks later -

With the hub assembly held by



Protective Cap in place

drilled holes (only needed the one in the end) in the hub puller to allow me to bolt a 3ft piece of angle iron. The hub puller was then re fitted to the drive flange. The angle iron when pulled in the opposite rotation of the power bar turning the hub puller bolt locked against the hub so that no strain was put on the yoke. I was able to hold the angle iron while tightening

the UJ yokes in a vice and after removing the nyloc nut and the washer that hold the hub onto the stub axle I put the protective "cap" on the end of the axle to protect the thread and placed my hub puller on the drive flange using nuts to bolt it to the wheel studs, I then realised that the amount of torque that would be needed to draw the flange off the keyed and tapered axle would very likely damage or distort the UJ yoke so I marked out the

the hub puller bolt and the flange soon parted from the axle with a loud "crack", **Hubtastic!** I said. The hub bearing housing was then lifted off to leave the inner bearing and collapsible spacer on the axle. It was straight forward then to remove the outer bearing races and seals from the hub using a parallel punch in the recesses machined in



ANGLE IRON



Hole in Drive Flange giving access

positions of the holes in the hub flange that give access to the nuts that hold the hub to the radius arm onto the hub puller then

draw the inner bearing off the axle and also the bearing off the wheel flange, then with the

the hub for this purpose. After using a pipe grip to remove the collapsible spacer I had to use a "blind" bearing puller to



Outer driveshaft removed



Inner bearing being drawn off Axle



Outer Bearing being drawn from Drive Flange



Component Parts of Wheel Hub

stoneguard and adjusting spacer removed the locking tabs on the 2 large float adjusting nuts (2inch AF) were flattened and the 2 nuts were removed. The whole assembly

was now down to its components parts.

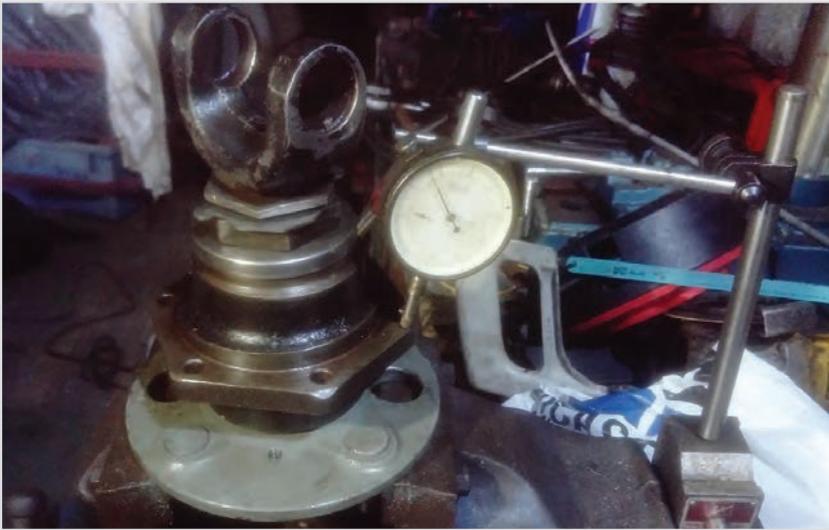
The new bearing outer races were then pressed into the hub using the old ones which I cut with a thin cutting disc to allow

them to "spring" and not get stuck in the hub and the new tapered bearing was installed using a large socket and vice to press the one bearing onto the drive flange. After cleaning up the threads on the axle and 2" AF nuts they were given a liberal coating of copper grease and along with a new locking washer were fitted to the axle with the adjusting spacer and stoneguard, the new bearing was then placed on the tapered axle and very gently tapped into place using a piece of steel pipe over the axle (as long as the pipe locates on the steel inner race and you ensure it is square you won't damage the bearing).

After giving all the bearings a good greasing a new col-



lapsible spacer was fitted and the hub was put in place. Next came the fitting of the key and the wheel flange which were then fixed in place with the



ENDFLOAT SET WITH DTI GAUGE

washer and a new nyloc nut.

The next stage takes a bit of patience as the end float has to be adjusted via the thicker 2" AF nut, unlike front wheel tapered bearings which you can tighten up then "back off" the adjusting nut, if you over tighten the rear hubs it means that the collapsible spacer must be replaced so the drive flange has to come back off. The best way to do this is to use a DTI (Dial Test Indicator) more commonly known as a clock gauge to obtain the correct end float of 0.003", but, some people are experienced enough to hold the assembly in a vice and lever the flange until there is minimal movement (any movement at the flange will be multiplied when the road wheel is fitted and pulled to feel that movement). With the other hub reconditioned fast forward to removing the old hubs and fitting the reconditioned ones -

Starting with the N/S rear, the car was jacked up and placed

on 2 axle stands and the road wheel removed, handbrake cable disconnected and brake drum removed. Using a 1/2" AF socket the 6 X 5/16" UNF Nyloc nuts that hold the hub to the radius arm were removed, the wheel flange has holes in it which allow access to these nuts. The tie wraps holding the gaiter onto the drive shaft were then snipped off and the collar which helps prevent the outer drive shaft from coming away from the inner shaft was unscrewed. The outer driveshaft can then be drawn out of the radius arm if you just move the brake shoe return springs out of the way slightly (unfortunately on Stag's, 2000's, 2500's & 2.5 Pl's the brake shoes and handbrake system have to be removed as it's a different set up), but as I wanted to clean up all the brake parts I removed the shoes at this point although I left the wheel cylinder attached to the brake back plate to save me from having to

bleed the brakes.

With the brakes all cleaned up using brake cleaning fluid I removed the brake shoe adjuster, stripped it down and used copper grease to reassemble it. After I removed the original hub from the outer driveshaft the reconditioned

hub assembly was fitted to it using a new Universal Joint. With the splines well greased the outer driveshaft along with its gaiter were carefully re-installed along with the brake components and adjusted accordingly. It was then the turn for the O/S.

With the reconditioned hubs fitted it was time for a test drive, the car went as smoothly as before (possibly smoother, but that may have been my imagination) and I know that these hubs will now last longer than me, so what to do with the spare hubs?

Well with time on my hands I stripped these down and fitted new bearings, seals etc so if anyone out there needs a pair and don't have the time or tools to recondition them perhaps we can do a deal, contact me if you are interested.

*Whether 6 cylinders or 4
a TR is more!*

Bern

TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Tyre Aging and Performance

The last time I used my TR8 was a year ago on a trip to the Spa Classic. On its return the car was parked, similar to previous years in a carcoon and left until the next trip beckoned. This has been going on for a while with a complete disregard to the tyres age. This year on the build up to our annual trip, this time to Laon, I noticed that I had quite a lot of vibrations coming into the car. As I used the car more the vibrations reduced but were still apparent. On the hotter days the vibrations were again less.

I know I have plenty of tread on the tyres and the tyres were new at some point just before I brought the car back in, wait for a minute, over 13 years ago. So what is happening?

Over time the suppleness of the rubber reduces so that by around 7 to 8 years old the ageing effect on the rubber will have reduced the flexibility of the rubber to something that begins to have characteristics similar to that of wood with consequent adverse effects on handling and ride. For most classic car enthusiasts doing modest annual mileages this will inevitably mean the tyres age well before they wear out. For many it will feel wrong to throw away tyres which appear to have plenty of tread remaining but with a high performance car which has a



suspension package from an earlier age, good dry and wet grip and braking performance are essential together with supple rubber for a comfortable

tyre walls also age and fine cracks can develop in tyres over 10 or 12 years old.

How can I tell how old my tyres are?

The tyre sidewall markings have an elongated circle within which is the date of manufacture – week number and year. The E4 marking is an ECE type approval mark which demonstrates the tyre has been tested as high quality by the European

“with a complete disregard to the tyres age.”

ride. But the age effect does not only affect the tread, the



Side Wall Cracking



Regulatory Authorities. All tyres for use in the USA have the DOT code as required by the US Department of Transport (DOT). It specifies the company, factory, mould, batch, and date of production - 2 digits for the week of the year plus 2 digits for the year; or 2 digits for the month of the year plus

of the car is not on them. This might not be easy to spot with the naked eye.

The balance of the wheel then becomes out and you end up with unbalanced wheels that cause the vibration.

The Law

The only law regarding tyres is the minimum depth of 1.6mm



Tyre Savers

1 digit for the year for tyres made prior to 2000. So in the example above the 0508 indicates that tyre was made in the fifth week of 2008.

So why do I have vibrations?

Leaving the car in one place allows the tyre to deform with the weight of the car. As the tyre ages the rubber compound begins to get less supple meaning that the tyre will deform and stay slightly deformed even when the weight

for cars. Tyres are considered to be "New" and fit for retail up to 5 years. On this note if you are purchasing tyres that seem cheap check the date of manufacture, as some garages will try and get rid of their older stock that they cannot use. The tyres look brand new but have started to

deteriorate from the inside.

Sometimes to stop the flat spotting of the tyres aftermarket tyre savers can be purchased. Another method is to replace your wheels with a second set for storage that you do not use. One

thing I would not recommend is raising the vehicle up and leaving the suspension in droop. This puts strain on the bushes as they are tightened when the vehicle is on the ground and if left



Flat spot

at full extension causes twisting of the bush.

On that note new tyres for me!

Paul



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Hinges and catches
Lubricate all catches and hinges with oil or an aerosol grease. Note: new hinges.

You will need
Trioflex car jack or 2 x 25-ton jack. An approved car jacking set, conventional long bar, 10mm hex key, 10mm hex key extension, grease gun or oil can.

Suspension dampers
The correct oil for the car is 10W/40 motor oil with a 4000-psi oil seal. Reassembly and setting at 4000-psi seal.

Tires
Check the tread depth, wear and condition of the tires. The correct tire for the car is 130/70HR15.

Triumph GT6

Keep your six-cylinder GT performing at its best

What's it like to work on?
The front engine is a special six-cylinder unit. The front suspension and steering are very different from those of a modern car. The front suspension and steering components are also different. The correct tools are required for servicing tasks.

Parts and support
Parts supply is very good indeed. The GT6 has a large number of parts available from the high volume of parts interchangeability between other six-cylinder and small capacity Triumph models. A highly competitive market means that prices are low. Club, specialist, and related support is extremely healthy.

Suspension evolution
The MC universal swing system from the Road and Spitfire. The 1966 MG got a new front suspension system with coil-over shock absorbers and the very best 1973 coil-over got a new swing spring rear shock absorber arrangement using spring rear shock absorber arrangement. The 1973 coil-over got a new coil-over shock absorber arrangement. The 1973 coil-over got a new coil-over shock absorber arrangement.

Universal joints
Check the universal joints for play and squeaking. If they have grease, they are Road and Spitfire. The drive shafts of MC and MG models have universal joints.

Bedtime reading
The original Triumph GT6 and Minor 2.0. The original Triumph GT6 and Minor 2.0. The original Triumph GT6 and Minor 2.0. The original Triumph GT6 and Minor 2.0.

Thanks to the
Steve Henson and Matt George. Steve Henson and Matt George. Steve Henson and Matt George.

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1 Front suspension
Check the front suspension for wear and tear. The front suspension is a special six-cylinder unit. The front suspension and steering are very different from those of a modern car. The front suspension and steering components are also different. The correct tools are required for servicing tasks.

2 Check transoms
Check the transoms for wear and tear. The transoms are a special six-cylinder unit. The transoms and steering are very different from those of a modern car. The transoms and steering components are also different. The correct tools are required for servicing tasks.

3 Wheel bearings
Check the wheel bearings for wear and tear. The wheel bearings are a special six-cylinder unit. The wheel bearings and steering are very different from those of a modern car. The wheel bearings and steering components are also different. The correct tools are required for servicing tasks.

4 Lubricate transoms
Lubricate the transoms with oil. The transoms are a special six-cylinder unit. The transoms and steering are very different from those of a modern car. The transoms and steering components are also different. The correct tools are required for servicing tasks.

5 Steering
Check the steering for wear and tear. The steering is a special six-cylinder unit. The steering and steering are very different from those of a modern car. The steering and steering components are also different. The correct tools are required for servicing tasks.

6 Front disc brakes
Check the front disc brakes for wear and tear. The front disc brakes are a special six-cylinder unit. The front disc brakes and steering are very different from those of a modern car. The front disc brakes and steering components are also different. The correct tools are required for servicing tasks.

June 2018 issue... We race a 2CV and Minor to Paris, **Kim Henson** explains how to keep your GT6 in fine fettle and **Matt George** begins to build up his new TR6 engine in *Staff Car Sagas*.



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The Vincents from Truro tell us the story of their 1971 Spitfire MkIV.

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Busy Month July!

July – all ready for TriumFest at Shelsey Walsh?

– From our end, we not yet have not booked but will hopefully have done so by the time this comes out, just trying to sort out a dog sitter for Lily – why is it that this Country is so H & S mad – we can take her to Classic Le Mans but not to anything involving moving cars over here – it is easier just to say NO DOGS than to have a sensible policy – anyway that's that gripe over!

I have been working – intermittently – on my 2+2 GMT 723B, and might be getting to a conclusion – ie an MOT and a few other bits fettled. You may recall that I had trouble getting it to run correctly – it's much better now that I have changed the carbs, it is idling a lot better but still needs tuning.

One problem I had last year was an intermittent overdrive. I decided that it was time to investigate and found that, although power was getting to the solenoid, the solenoid was not operating. OK, I thought, replace the solenoid, which I did – cursing the bottom fixing screw which is difficult to access (although on my car, as it uses a non-standard rear mounting bracket, it is a bit easier than with the correct bracket where you need to lift the rear of the gearbox to get to the screw).

So, having fitted the replacement solenoid and feeling

smug I turned on the ignition, put the car in fourth and flicked the switch – still no movement on the solenoid; checked there was power to the solenoid with a test lamp again – yes it lights up. Then I wondered, were there enough volts?; connected the feed wire directly to the battery and a satisfying clunk from the solenoid. OK, not enough volts getting through – the relay was therefore faulty. I looked in the shed – or stores emporium – and I had a similar relay but not quite the same – the mounts are on the rear rather than the side, and two

Now I just need the MOT so that I can take it for a drive to find out if this was what was causing the intermittent problems last year or just another one which had occurred over the winter – time will tell. Update today - failed MoT due to sticking rear brakes which were fine a month ago when it first went in for its test! I suppose I will get there eventually.

Moving on to better things, I was very pleased the other day to receive a copy of Paul Grogan's book – Sharp's Commercials and Bond Cars Ltd, subtitled "An illustrated guide to production totals, the differ-

Sharp's Commercials and Bond Cars Limited



By Paul Grogan

An illustrated guide to the production totals, the different vehicle types, their various modifications and other such information relating to the products from January 1949 to May 1974

of the spade terminals are smaller – anyway with a little fettling it was fitted and the solenoid was then going in with a thump.

ent vehicle types, their various modifications and other such information relating to the products from January 1949 to May 1974". This book has been



can be obtained directly from Paul at the following

paul@theclassicmoulton.co.uk or from any good bookshop, the ISBN is 978-0-9543265-5-5.

Next, and I think finally for this month, a 2 Litre Mk II Coupe is available. It has been stored outside for some time – but it is free. The bonnet at least looks to be quite good. I hope there is someone out there ready for



"A Challenging Restoration"

a challenging restoration – if so please contact me and I can put you in touch with the owner – the car is near Maidstone.

Guy

30 years in the making and has a vast amount of information regarding all things Bond – a

goldmine for Bond anoraks! Yes, well worth obtaining and a very useful reference tool – it



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South of England Meet

Hope this edition of the Courier finds you and yours well. My immediate family and I have been sharing a cough/cold bug which has effected some of the shows we wanted to go to! As you may or may not know, Harry is my middle son who has taken over the writing for the South Bucks area as Dan the AO is rather busy with other projects. As Harry and I attended most of the shows together, he has first-hand experience. He is 15 and considering journalism as a career. I always believe experience is the key to most things, so with the agreement and support from Dan, Harry is giving it a go! Third generation Swanson writing about the TSSC.



While he is not writing, training on car cleaning!

Anyway, I digress! Soon after we came back from the IOW weekend, it was time for the run to Leatherhead for the South of England meet. Harry



and I set off and met up with Simon and Tracey (from the local South Bucks area) and their sausage stealing dog in their TR6. (some say strange

tween Simon and Tracey, they found the last deckchair at one of the events on the IOW. It caused a great deal of entertainment as several people



things happen. The dog steals a sausage, but be-

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

came along to try and make it work, given the deckchair must be the most complex of designs ever for a chair. After a while, it was decided it had been made incorrectly!!) We made a good run down the M25 with lots of traffic looking at us. The weather had been



wet on the Saturday, but the Sunday was dry and the sun was

and AO for Thames. Just a few big saloons, but still, great to see the ones that had turned up. There was a highly modified car which looked like an awful lot of time and money had been applied. I went back to the car a few times, but couldn't find the owner. Please, if you are the owner, let me

some details!

Nice to see a Mk1 200 estate

car which was really basically 'as new' again, a car with a lot of time and money and attention to original detail had been applied. I believe Karen from the Surrey area owns it. Martin car was there plus a 2500pi with the injection system still fitted and running! Superb

to see they do exist! If you have one, again, images and story please. Simon, Tracey, Harry and myself were sat chatting when Micky asked if we could offer to be judges for the competition. I was hesitant as

my working life has me looking at car paintwork on a daily basis, so what I can pick out, many people wouldn't see, but I don't like annoying anyone with their pride and joy. Micky assured us it was about what we thought 'overall, and what car would you like to take home; idea. (It was that, or both Simon and I are somewhat XXL !!! So, off we went to the GT6 area and did what we needed. Then the big award of car of the show was to be decided. After some discussions, it was heading to the slightly unusual scenario that the MK1 estate car was in contention. I stayed quiet at this point as didn't want to be seen as trying to push the vote to the Big Saloon group!! Anyway, I didn't need to as all voted for it, and car of the show went to the MK1 Estate car!!

Many congrats!!

As I said earlier, Martin kindly put together a great report into big saloon ownership.

Thanks Martin.

It's been 3 years since the purchase of my 2000 and I thought I put a few words together sharing family life with a big saloon. I wrote an article describing the search and purchase of this car for the courier in 2015 and for those of you who missed the



making a bid to be seen as we arrived. The entrance was a little boggy, but as we met George from the Thames area, it was great to see so many Triumphs there already.

Greeting us to our correct space was young Eddie with Dad **Martin**, who has kindly written an article about his big saloon which you will read soon. I met Martin at the IOW a couple of years ago, which is quite bizarre as it turned out he lives around 45 mins from me! I believe I must have bored Martin with requests, as I have asked him more than once!! (Thanks, it is much appreciated!!!) We lined up under the instruction from Micky the organiser of the show



epic (well it was for me) story I shall summarise in the bullet points below.

- Spitfire owner for 17 years (yes, I don't look old enough) turns family man.

- 3 people don't go into just 2 seats.

- After several camping trips with the TSSC in two cars, lovely wife agrees to having another Triumph in our lives and the 2000 fits the bill perfectly.

- Finding a 2000 that is solid and usable proves tricky.

- Patience pays off

- Trip from London to South Wales on the train to collect the car with best mate is a brilliant day

- Everybody loves the car especially two-year-old son.

I wrote a second article for the Courier after our first big camp away to Triumphfest at Donington Park telling the fun we had and the mobile repairs carried out to the windscreen wipers whilst camping. But what happens after the honeymoon period of new car ownership wears off, what's it like to live with as second everyday car? And can you really leave it out on the drive? What happens when things go wrong?

Let's find out.

When the car was bought I planned to use it for going to work most days (7 miles from home). For five months the 2000 delivered perfect service and only through the need to catch a train did the everyday use slip. On the commute to work I'd get at

least one wave, thumbs up, or even shout out in appreciation on the daily drive. The same

can be said for most classic cars but when you use the car regularly it almost feels more special, everyone is your friend. Except the people who must assume that because you are in an old car you are travelling at 20mph so it's safe to pull out of the side road!

The 2000 handles modern traffic conditions and roads without difficulty. Very simple things I learned quickly was that on really cold days the engine takes time to really heat up and clear the screen so always leave more time in the morning before setting off (almost impossible with children). On warm days the vinyl seats and steering wheel can reach temperatures comparable to the surface of the sun!

I'd always planned to only spend money on the car as a preventative maintenance measure and when things go wrong. Cosmetics were not so much of an issue, but I wasn't going to

over a period of a month the wood was removed and transformed to a better than new condition. Not bad for a man in his late eighties.

A second surprise gift this time from my Dad found me removing the front bumper to add new front Lucas spot and fog lamps. Whilst off I cleaned out all the rust from inside the bumper and treated it with Bilt Hamber Hydrate 80 formula then coated it with their zinc rich primer.

With the bumper cleaned up I installed two angle brackets and mounted the lights and re-fitted this to the car.

As 2016 began I decided to give the oil a change and realised as I did this it was the first time I had need to jack the car up!

Whilst carrying out the usual checks before a long trip or time away (Isle of Wight Triumph Weekend), I decided to



turn down the offer from my grandfather to refurbish the flaky wooden door capping so

replace all four tyres, not due to the treads but I couldn't tell the age and I could see cracks ap-



pearing on the side wall. Remembering some of my Dad's



first words of advice he offered me on car ownership "never scrimp on tyres or brakes, they keep you on the road and stop you when in trouble" a set of Kumho Solus KH17 185/70 were ordered and fitted locally. Our first IOW weekend with the 2000 this time staying in a static caravan was brilliant and even better than the previous year. We managed to follow George in his white Vitesse half way to the ferry terminal, this triggered a now 3-year-old Eddie to call out from the back seat "Where's George?" every time he disappeared out of sight. This became the phrase of the weekend. When travelling back

up the A3 on the way home I'm sure I could feel the car vibrat-

ing when driving at 65mph. Could this be my first issue? Reading various internet forums, I then concluded the prop shaft lay at fault. I jacked the car up and could feel play in the spline. I also noticed a split out on the drive shaft (not he picked up in the recent MOT pass), I

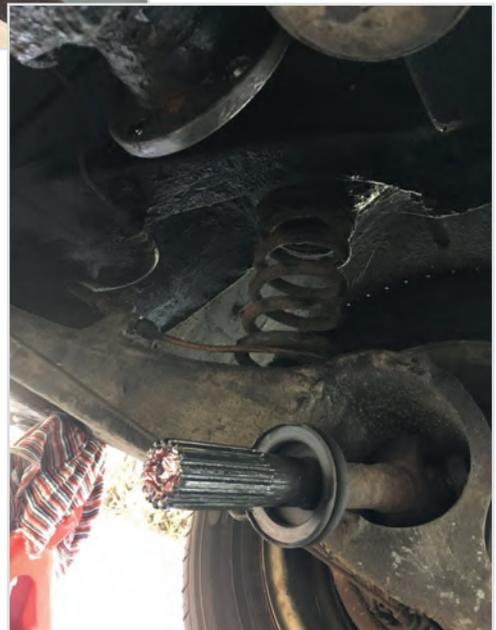
ordered both the replacement prop and gaitor from Chris Witor. Unfortunately, the website said in stock but the replacement prop took 8 weeks to arrive. This did limit my use of the 2000 whilst I waited, not wanting this to cause any further problems. I was pleased when this did turn up that the change was very straight forward and easily achievable when young Eddie has gone to bed in

the evening. The following month I swapped the split gaitor and again I was relieved that this was a very straight forward swap.

More from Martin next month. Anyway, hope you had a good and maybe some inspiration about putting pen to paper or fingers to keyboard, about your car, and what your ownership. Please do send them to me.

Take care,

Carl





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Devon Invasion-Isle of Wight

by Sue Franklin - Devon Area Organiser

Huge thanks as always to Tracy and Elaine for organising a superb weekend on the Isle of Wight this year.

The early Bank holiday weekend is now an annual pilgrimage for Devon TSSC members and this year we were aiming to take 9 Triumphs and over 20 people. Come the day, our Stag made it a mile and a half from home before deciding that she did not want to go, and Richard's GT6 made it to Bridport before going home on a transporter. However, the other 7 made it, not totally without incident, as Dave's TR6 not only decided she'd rather run with petrol in her tank, but also had a little incident with the indicators. Notwithstanding all that, we still ended up with the right number of people, albeit with a couple more moderns in the mix.

The island was at its best, with temperatures in the mid 20s all weekend, and it was tops off all the way. A stroke of genius was arranging the convoy to the Ale Festival at Havenstreet, though it did lead to one or two Triumphs remaining safe at Ap-puldurcombe whilst the occupants made their way by



bus, train and steam train! We all enjoyed the entertainment in the evenings too, with Chloe taking up the dry Weetabix challenge and Anna eating (I think) at least 9 marshmallows. Jane (one of our 3) and Anna were magic at the wordsearch, and the rest of us were mediocre. Dave was our balloon man, and Ian showed his

" It is a wonderful opportunity to catch up with Triumph friends from all over the country and of course to make new friends."



skill at the Appuldurcombe Steeplechase.

We discovered a (free) classic bus museum at Ryde, where

the island.

For those who have not yet attended this great event, we've been going for around 13 years

now and each time brings a different experience.

It is a wonderful opportunity to catch up with Triumph friends from all over the country and of course to make new friends.

It would not happen without a lot of hard work we know, and I'm sure that all would join us in expressing huge appreciation to the wonderful organising team on the Island.



the volunteers were delighted to have a load of Triumphs appear. Well presented, interesting exhibits and well worth a visit sometime.

The journey home was not without incident either with Dave's car deciding to be carried home. We were all delighted to see Sam's Mk1 Spitfire make the journey there (and back). Sam has been working on this total resto since he was 14, and the car was MOT'd the week before the trip to the island. Still a work in progress but a very special car. One of the highlights was seeing 3 Mk1s together.

One of the best weekends we can recall, and we have already made our provisional bookings for next year which will be the 30th weekend of Triumphs on



West of England Gathering

by Martin Hughes - Somerset Area Organiser

The weather was fantastic for this years West of England Gathering, well on the Saturday & Sunday. This is our second year of running the event and we have picked up a few more improvements for 2019, Pencil in the date for next years Gathering Folks, 1st & 2nd June 2019. Saturday and Sunday we had perfect weather, clear skies and plenty of sunshine. Can I just say a MASSIVE thank you to some of the Avon, Devon and Somerset members who gave me so much of their time with rigging and de rigger of our shelters. Susan Ford, Sue Quick, Angie Williams, Sue Franklin, Steve Ford, Lee Quick, Chris Williams, Harry Every and Alan and Shirley Woodier. Thank you so much guys you helped to make the weekend a success. Saturday we assembled to take a trip to a local village fete, We had twenty cars leave Southfork for the fete, a very impressive sight to see twenty Triumphs all leave in



convoy. when I say fete this is a massive understatement as Once at the fete we all assembled and outweighed all the



they had a biplane aerial display, helicopters and falconry display to name just a few. other car marques by rather a lot, lol. We arrived back at the park at different times to chill





out and enjoy the sunshine. We opened the bar and folks started to enjoy the beer, wine, larger, soft drinks tea and coffee. Well done to Chloé Chignell and Sam Treleven from Devon who is our new Queen and King of teas. Alan Woodier brought his music and we all enjoyed the tunes, thanks Alan. Sunday was our show day and we had thirty eight Triumphs on the show filed.

Many thanks to all of those who took part and helped with this years Gathering.

Please add us to your diary for 2019 folks

The winners of each class were,

- Best Herald** = Sue Franklin,
- Best Vitesse** = Austin and Jane Foxwell,
- Best Spitfire** = Nigel Kenneison,
- Best small saloon** = John from Caldicot.
- Best Large saloon** = Pete Grant,
- Best TR** = Adrian Harris,
- Best kit/special** = Tina Goldsmith
Hamish-Wilson,
- Best GT6**, Mike Titchen,
- Best Stag** = Sue Franklin,
- Furthest Travelled** (179 miles) = Marian Smith,
- Best "Non Triumph"** = Karen McCabe.
- BEST IN SHOW** = Jerry Woodward,
1200 Coupe



Twiddling Day - 2

by Peter Lewis - Herts & Beds Area Organiser

We picked Sunday 20th May to run our 2nd twiddle and tutorial day

This was organised and run by Pete Lewis and Ray Peet from Herts and Beds area. We had around 20 members bring cars with a variety of problems, luckily we had a sunny day and worked around





the cars under HQ's Marquee
In no particular order - we started with Marks Spitfire 1500 which refused to idle, lower than 1200 rpm, despite best efforts at solving this ...we didn't!

Then tappets and timing and how to use a meter and a strobe and winky light were used, you cant strobe static at 1200rpm so small pea bulb was an ideal solution to show static

timing (ie in gear and push and shove car till the bulb awakens. Tappets seem a recurring problem so we used a noisy Vitesse (was it Bob's or Stewart's Vitesse 6) to get things to quieten down and how to use the 13 rule.

Grant's Spitfire 3 had some fuel surging but worst was to come, the water pump was Kna..... end of life, with a clatter to match! We worked on the hic ups and jerks, again more tappets with the rule of 9 and timing issues sorted but the pump beat the system.

Tracking questions came about and we demonstrated the two sticks and tape measure, a side slip gauge which appealed to many and John Davies had his laser measure! But the sunshine over ruled the laser, also good to show was the effect of getting the static ride height correct by adding rent a crowd to load the car up.

Followed by general discussions and a quick introduction into just what synchromesh has to do to when you change gear!

Less carburettor and more tappets, John showed what piston stops can do to help cam tim-



Full Car Park of Triumphs - Lovely!

ing and more, many thanks. Sorry I have a list of names but didn't cross check what or who we worked on but an enjoyable day

Bern and Angie did us proud with a very welcome BBQ and refreshments. A good enjoyable day out, the next Day will probably be after I have finished with all our Triumphs at [Duxford All Triumphs and Classics Day Sept 9th, 2018](#).

So watch this space....



North Coast 500 Tour - Part 1

by Andrew D - Cambridge Area

It's a cold, damp and miserable midwinter day, I am at a TSSC club meet and Toby has suggested a Tour of Scotland.

It sounds like a great idea but it's a very long way in my Spitfire. After a bit of encouragement, I have been convinced to join the rather unfortunately named "Crash Test Dummies" group going to Scotland on an estimated 1600-mile tour. Currently my MK3 Spitfire has so much vibration at over 45 MPH its undrivable!

A few months of very bad weather mean little progress is made on the Spitfire, eventually the weather cheers up and I can replace the U/Js in the prop shaft. I refitted the shaft and much to my surprise (given the previous year I had tried lot of other solutions) the vibration is gone. The shaft does not need rebalancing. Fluids were changed, joints oiled and greased, more comfortable seats fitted and the stereo upgraded, then test drives ensued – Unfortunately I could not get

the car such that I could drive it with the roof up; the fumes were making me dizzy. Unable to resolve this in the remaining time, I had to abandon the Spitfire and take my trusty Toyota Celica but at least I could still take part.

Toby organized a road book, Satnav files, accommodation, group T Shirts and even stickers for the cars so the route and trip was well prepared.

Blyth just off the A1 at 9:30 for the drive up to Inverness. Some of the group stayed overnight at a local hotel the rest of us got up early and drove up that

"It was suggested I join the "Crash Test Dummies" 1600 mile Tour of Scotland"



Day 1

The plan is to meet up at Jayne's Place, a trucker's café in

morning. Fortunately, the A1 was OK and we all managed to arrive at a reasonable time.



A hearty breakfast was purchased and despite a slight slip up in which I managed to empty an entire pot of pepper onto my breakfast when the top came off, causing some friendly Pepper Pig ribbing (they replaced my breakfast) we all had a good start to the day. The line up of cars was as follows:- Toby in his Hurricane, equipped with Zetec engine for ludicrous speed, Tim in his TR5 which is fairly highly tuned, al-

some work. Mike in his multi-point injection Herald who had



though detuned from its original engine shredding specification. Rob in his Triumph Vitesse which was on a bit of a shakedown following

driven on ahead the previous evening, also on a bit of a shakedown following the fitting of the injection system. Then comes the non-Triumph

contingent of three MX5s, the Triumph of choice as someone rather sarcastically put it and my stand-in Celica (I was also going to take my Girlfriends MX5 but it turned out it had not been serviced.)

We set off in surprising full sun the weather having massively improved over the previous week. We never planned to go as a convoy, so the group split up somewhat as we joined the A1. I stayed back with Rob and Adam (one of the MX5s). As we were driving somewhere near Newcastle Rob started slowing significantly; he kept going for as

long as he could but eventually stopped at the side of the A1. Having let the car cool down, we suggested Adam went on ahead and I stayed back with Rob to see if he could keep going at a lower speed. This worked for a few more miles but eventually he came to a stop again. As we were only about a mile from some services, he nursed it there and we pulled in to see if we

could fix it. We were able to purchase some likely fixes in the services, Redex, black tape etc. But despite a suspicion it was some form of fuel starvation and the usual checks on ignition points, we were unable to find a solution. At this point a very nice TR6 pulled in and Rob had a bit of a discussion with them, they suggested a local garage. We set off to see if it could be fixed. The garage could not fix it on the spot so Rob decided to leave it and ride shotgun in the Celica.

The garage owner promised to look at it and hopefully have a fix for the following Monday when we returned.

Clearly by this time the others were significantly ahead. So we ploughed up the A1 not taking the detour to the Angel of the North that the rest of the group had made, hoping to meet up with them for lunch. After a great drive up the A68 we met the group in Jedburgh for lunch outside at a local pub, in the now blazing sunshine. Mike also rejoined the group at this point and after a good lunch we set off for Inverness.

My satnav (from 2006) got itself quite lost around Edinburgh as the road systems had changed so much. It was trying to take us to the closed old Forth road bridge.

I had used it as you can load routes into it which Toby had provided however I should have either bought a new one or at the very least updated the maps. Having found the new bridge, waited in a not insignificant queue, we were on our way again.

The M9/A90/A9 has some lovely views and some lovely roads however it so heavily cov-

ered with traffic cameras and average speed cameras, that it can be quite a stressful drive even at below the speed limit. We reached Inverness Fairways Travelodge with no further incidents, parked the cars up outside and waited for Toby and Tim who for some reason had ended up behind us.

Not completely clear on how this happened but I think Tim's car uses so much fuel that an extra stop was required and possibly a detour to some interesting roads followed.

Day2

We awoke to bright sunshine and travelled to a local Tesco's for a fuel fill up and breakfast at the attached Dobbies. Turned

to become a bit more changeable but was mostly sunshine. We continued to follow the A9, the traffic enforcement cameras thinning out as we got further north. I can't quite remember where but it did start to pour down and the soft tops went up especially when we were forced to stop for traffic (as the rain then doesn't blow over the top). The roads improved into fast twisty A-roads with minimal traffic. A rather stunning view over an estuary is lodged in my mind as we had to wait at traffic lights for a bridge. This stop gave me time to view the scenery. We were also held up for some road-works which was operating a convoy system at



out Dobbies didn't open till 9:00am so we filled the cars up first. Dobbies proved another good breakfast, although the risk of coronaries with all the fried food was rising.

I suggested to Rob that he might like to jump ship to one of the Triumphs, as it was after all supposed to be a Triumph tour and he found a seat in Tim's car. We headed out with the plan to meet up at the Seaview Hotel John O'Groats for Lunch. The weather started

15mph. I later commented that even the average town center still managed 30 without problems, however I was informed that one of the workers managed to walk into one of the cars so presumably 15mph really was required!

More coast line scenery and lovely twisty fast sweeping roads were tackled as we drove on to the top of Scotland. The weather was very changeable so I guess the soft top cars had to choose between lots of

stops, keeping the roof up or just getting moist. As I was driving through a lovely open moor section with twisting roads, I noticed ahead a reminder to keep it sensible as a hot hatch had been pulled over by a unmarked police car. We met up at the Seaview Hotel, famous for its breakfast stop on the RBRR, and had a very nice lunch. We were served by one of the Chefs who told us that they were a bit low staffed; I guess it was very early in the season.

Full with lunch, we completed the 500 yards or so to the Tourist most northing point of

up as a satnav (having learnt my lesson with the 2006 unit) the others left. This left me to my own devices and I detoured to the small costal road driving through some beautiful tiny and presumably extremely cold and weather beaten villages along the coast. This part of Scotland along the coast is made up of hilly rocky countryside with heathland around it. The roads were fabulous and almost empty, it became single track in many places with wildly undulating roads and sharp corners around the features of the land. The road surface is surprisingly good with few pot

heath fire. This area had clearly received no rain for days. Fortunately the fire itself was clear of the road and I continued on through the increasingly stunning scenery. In one especially twisty section I met up with a biker on a big BMW Trials bike; he chose to follow me though the twisty bits, he had the advantage on the straight sections (few and far between) due to the bikes massive acceleration but I proved four wheels are much more sure footed than two in the tight bends and despite me having to slow considerably over blind crests he seemed happy to let me take



the British mainland. We were able to drive the cars up to the sign post and take photos. As other touring groups then realized this was a possibility, a bit of a queue formed, and after a good photo session we felt we should probably let the other groups have a go.

We visited the inevitable souvenir shop and as instructed by my part Scottish girlfriend, who was very grumpy as she couldn't come due to being a teacher (no in-term holidays), I purchased two types of Scottish tablet.

I was slightly delayed by this in getting back to the car and whilst I was setting my Phone

holes and a grippy surface with only occasional gravelly bits. I made good progress and enjoyed every twist and turn. I was grinning purely to myself as the distinct feeling was that there was not a soul for miles and miles, but the roads were that good I had no choice but to beam away on my own. The weather continued to be changeable with bouts of bright sunshine followed by down pours which made for fabulous scenery.

I clearly remember driving through pouring rain, full speed wipers, with smoke on the horizon. Once I arrived at the smoke it turned out to be a

'point'.

I reached Durness our stop for the night and the biker waved goodbye as I pulled in to a car park. Due to some form of selective blindness I drove past the accommodation three times – it's not even like the area is built up. I eventually stopped and waited to see when the others would turn up as I was clearly first here, a little odd as I had left last. When the others arrived I discovered I had missed a detour to 'Hurricane Rock' (Due to the Phone satnav which did not have the full route). This is where our illustrious Area Organiser Tom (or Red Leader as he is affec-



tionately known) had crashed Toby's Spitfire into a rock on a Round Britain Reliability Run (RBRR) many years ago; he'd been unable to join us for family health reasons. The rock rather fortunately stopped them from ending up in Loch Navar but did bend the car's suspension quite significantly. This was apparently a very very lovely drive round the loch; I am rather sad I missed it however on my own I would have had no chance of identifying the particular rock, among the many thousands of options.

We booked in at the Lazy Crofter Bunk House and discovered that five of us were in a dorm with four bunk beds. Toby had craftily booked a single room and some of the others were up the road in a B&B. Still the beds were clean and fortunately for me it turns out no-one snores, as this would have definitely have kept me awake.

I was shattered and after a meal at the local pub I slept soundly, I understand some of the others did not find the

shared accommodation as easy and didn't sleep well. Possibly an economy too far; I would probably go for a single room or the B&B in future.

Day 3

The following morning was bright and sunny if a little cold early in the day. Some of the group walked down to the coast early in the morning, the photos looked lovely but I got



up a little late for this. Tim set up his professional drone and flew out over the area capturing some lovely aerial shots. After a bit of negotiation and filling in of breakfast forms the previous evening, we had another Full English breakfast at the B&B. The owner had been a little surprised to be catering for an extra 6 from his single kitchen. Still he did a

sterling job and we all ate well.

We set out as rather more of a convoy on this day and covered some of the best driving roads I have ever experienced. The weather was fabulous; the roads were simply outstanding. We had a great drive with Toby out front able to deploy ludic-

crous speed when the roads made it possible. I doubt we exceeded the speed limit much if at all but the narrow twisty roads flowing up and down over the mountainous and powerful Scottish countryside made the driving magnificently intense and rewarding. Following in the wake of Toby and Tim meant hoovering up a wave of unburnt fuel straight into the

car. From the distinctly glorious smell I think both of them probably need to back off from their current level of richness, Toby especially, however it didn't seem to hold them back. Being in a modern I was able to switch to internal air recycle but the others were not so lucky. We stopped briefly to have a break next to a curved bridge and had an interesting conversa-



tion with a retired bridge engineer (and his long suffering wife) about the bridge and others he had worked on. We also took a group photo with our commemorative blue T-Shirts.

The outstanding driving continued, as the road remained well-surfaced, grippy and challenging. The drops off to the sides and the rocks, which often came very close to the roads, made choosing an appropriate line through the corners deliciously challenging. Adam behind me told me that on occasions my rear wing had come perilously close to some of the rocks, due to my rather aggressive racing line choices. Perhaps I was enjoying myself a little too much. I had in fact noticed another in one of my mirrors, so had backed off a little and taken slightly more conservative lines for the remainder of the route.

Toby crested one blind hill in his Hurricane at suitably Hurricane speeds whilst leading to discover a single track bridge ahead with a yellow Renault already fully in it. He deployed the anchors and stopped with no incident, other than a rather annoyed local and an enormous black number 64

eleven (11) on the road! We must have stopped at Ullapool for lunch although I actually don't remember much about the meal because I was still savoring the morning's drive.

I ended up leading out of Ullapool and the roads, whilst good, were much more busy, two way roads and we got caught up in traffic, which was all rather slow and very difficult to overtake. We turned off onto the less used route which Toby had already judiciously planned. I had hoped the slow traffic would not be using this direction, unfortunately they also turned off. We stopped to give ourselves some room and drove on in clear roads at least for a while enabling us to enjoy the route a bit more. At one point we stopped as Toby's car

was losing power and whilst stopped noticed that his passenger seatbelt was also loose. Adam leapt in to fix it and Toby seemed happy for him to have a go; it was quite tricky to get the bolts back in and tighten them up as there was not much room. Soon with some loaned tools, appearing from all directions, the bolt was tight again. The car seemed to have smoothed out so we drove on. Toby reported that whatever the problem, it cleared itself, so presumably a small fuel blockage or something similar.

Driving on we ended up behind a rather dull yellow BMW Mini, who despite there being many passing places and signs saying please let cars past, drove at 30mph or slower and would not move over. In the



end Tim stopped behind us and Mike and I turned round to go back. He said he was fed up of the Mini and also noted that Toby had disappeared from behind and wanted to wait for him to catch up.

Eventually Adam who had been further back caught us up, saying Toby was having trouble with his steering. Adam had also noticed that he had a quite severe rim dent following a large pot hole and a bulge in the side of the tire. We agreed that he should go on slowly ahead and we would meet him at Applecross later.

We went back to see what was happening to Toby. He was at the side of the road having traveled a further few hundred yards and stopped in a passing place. The steering was very loose. Once again jacks, chocks and tools appear from all directions. The front of the car was jacked up on the suspect side and it immediately became clear the wheel bearing had



thinking, the hub cap was taken off to disclose grease full of shiny bits of bearing. Looking around we were in the middle of nowhere, there was a small loch off to one side and hills all around; a single road in



collapsed as the wheel was very loose. Just to check it wasn't just a loose bearing, wishful

and out. Fortunately phone signals seem to be good across this part of Scotland at least

these days and whilst there were a few spots where there was no signal, most areas were covered on our trip. Toby had enough signal for a voice call and his passenger James was even able to get data services. Toby called the recovery services then true to his original word, told us it was "Top Gear" rules and we should go on and 'leave him for dead' to be recovered. James stayed with him and

we dug out a various selection of snacks to keep them going.....

"It was "Top Gear" Rules and and we should go on, so we left him for dead"

Part 2 Next Issue

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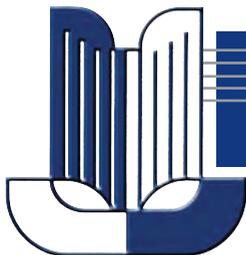
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TSSC OFFICERS

Triumph Sports Six Club

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

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HERALD 1360

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GT6 Mk/ II/ III

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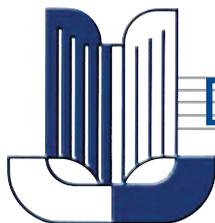
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June 2018

AREA NEWS

AREA

Directory • News • Events

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at

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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>The Woodman</i> - Goathurst Common - IDLE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	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	Martin Hughes: 07760 384236 <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 . . SOUTH BUCKS

TSSC AREA NEWS

AREA LIAISON OFFICERS
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Tel. 07976 163006



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.

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

IMPORTANT NOTE
to ALL: If I don't reply
to your email
I Haven't received It!!
Bernard Ed.

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

A lovely weekend at the Wiltshire Agricultural Preservation Group Steam and Vintage Rally at Rainscombe Park on the 9 & 10 June. It was nice to see Roy from the Newbury Area there with his TR3.

Our May area meeting was I am afraid a bit short and sweet from our point of view - I had double booked myself with a Parish Council meeting which ran on and by the time we got to the Plough they had closed their kitchens and as Suzie was starving (and in fairness my tummy was also rumbling), we had 1/2 an hour with the assembled company and then went home via the Chippy!

We understand that the reason why we had not seen Ed recently was due to him breaking his arm - hopefully this is now on the mend and we will see him at the next meeting.

Next meetings:

Thursday 12th July - Regular meet at The Plough, Grateley, SP11 8JR

14th - 15th July - Durrington Show - shame we won't be here for that, seeing that it's now a 2 day show, but we'll be away on holiday. We understand that there is a

boot sale & autojumble on Saturday and the normal show on Sunday.
26th - 29th July - TriumFest UK at Shelsley Walsh

Guy & Suzie

AVON Tel.01454 313768/07816 952524
email: avon@tssc.org.uk

Not a lot to report this month and no major breakdowns to report either.

At this month's meeting there were quite a few of the regulars missing, still for a small group such as ours is it was good to see all of those who did attend. Although a past member, Bill Davies and his son from Calne turned up in his sons Herald Coupe, let's hope that we see more of them in the future.

This past month has been pretty good for getting out and about with the two main shows Castle Coombe & The Berkley Car Show well attended.

Forth coming events for July are:-

- 1st. Caerphilly Motoring Festival.
- 7th. Thornbury Carnival.
- 7-8th.Heddington & Stockley Steam Rally.
- 7-8th Powderham Classic Car Show.
- 14th. Stow Motor Show.
- 14-15th. Atwell Wilson Show in Calne, Wiltshire.
- 15th. 750 Motor Club @ Newark Park. Gloucestershire.
- 15th. DurringtonCar Show. Salisbury.
- 17th Cotswold Gathering.
- 21st-22nd Somerset Steam and Country show. Langport.
- 28th-29th TriumpFest. UK Shelsley Walsh

Obviously we can only go to so many events but this programme gives the members of the Avon group a varied selection to pick from, venues both near and far.

A number of us attended the TSSC rally at Martock at the beginning of June.

On the Saturday we took a drive to the village of "CORFE" in the Blackdown Hills to attend and give support to their annual fete and car show that was being held there, lovely area and the weather was perfect. Unfortunately I could only attend for on the Saturday, but those who spent the whole weekend there said that they enjoyed themselves and looked forward to attending again next year.

Well done to all of the organisers.

Safe Driving

Dave

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

Hello all hope you are well. I have not been to too many shows this past month due to weather or illnesses but we did go to S.E.M in convoy with Simon in his TR6. When we got there was a very good turn out and we were asked to judge the GT6'S so we did and it turned out quite well, there were a quite a few clean ones there. We also had a class winner in the form of Ken's pristine Herald.

Club night was Wednesday 16th which I could not make it too because I was ill so this is all secondary information) with Paul and Liz with bonnie the dog/sheep, Simon was there in the TR6 with his mate Paul who also has a TR6 with a BMW 6 cylinder engine and Carl (my dad) was there in the 2000. The 20th was the Chiltern Hill show (which I could not attend due to illness) and the Pinewood nurseries which we just stayed home for.

Now the shows for July are:

Sunday 1ST July Classics at the Metropolitan Police



SOUTH BUCKS CAMBRIDGE . . . CHESHIRE

TSSC AREA NEWS

South Bucks Continues

Sports Club in Watford, Herts WD23 2TR. 10pm to 5pm
7th Datchet Village Fet,e Churchmead school SL3 9BE
Or also on the 7th West Wycombe summer fayre and car show on the National Trust site in West Wycombe.

Sunday 8th Rally of Giant's Blenheim Palace, Woodstock, Oxfordshire OX20 1PP.

Saturday 14th Langley Carnival, Langley memorial ground, Slough from 10am to 4pm.

Saturday 14th Chorleywood classic and supercar show, the Youth Football Club WD3 5SL for 10am till 4pm

Wednesday 18th is the Club night in the Harte and Magpie provisionally. It's from 8pm

Sunday 29th is the Pinewood Nurseries show which starts at 10am.

Harry



mets, gloves and race suits and climbing into their 40mph karts and attempting to lap each other on their 700m course. Fifteen minutes hasn't seemed like such hard work for a long time and we probably all

awoke as sore and stiff the next morning as I ded. Tim was crowned King of Karts after outstripping us all by two seconds a lap, every lap and then we all retired to the Plough for a beer, a burger and a chinwag afterwards.

Next month we meet away from the Plough again, this time at the **Golden Ball in Boxworth**. This lovely pub is down the road off the A14 at Cambridge Services, the next junction to Bar Hill. We will be there at **8pm on Monday 2nd July** for a meet up with the local Triumph Motor Cycle Owners Club section to compare Beautiful Triumph Engineering on two wheels and four.

The following month we're back at the **Plough on August the 6th** from 8pm as normal

Tom

CAMBRIDGE Tel. 07795 436149
e-mail: cambridge@tssc.org.uk

CHESHIRE Tel. 07779 878125
www.tssc.org.uk
e-mail: cheshire@tssc.org.uk

Instead of meeting at the trusty Plough in Fen Ditton straight away, in June we decided we would have a go at off-road driving first. We all met up at Wildtracks just north of Newmarket a couple of hours earlier than normal to drive their Land Rover Discoveries after their purpose built off-road track.



We were ably assisted by an off-road instructor in each car, together with three very willing victims of his tortuous route through the hills, troughs, ditches, blind summits, lakes, bridges and sharp treacherous corners. We set off round the course, initially taking it slow and getting the feel for the high-torque-low-speed nature of the task and then separated to tackle different parts of the course.



One minute we could only see sky, the next we could only see ground, then sky, ground, sky, ground, muddy bit, enormous hill! Each of us got half an hour behind the wheel and we took it in turns. Despite feeling like we might, a few times, with our instructor's calm yet firm words we never did end up rolling them, although Toby did make a good effort of repeatedly stalling and rolling back to the bottom of the tallest steepest hill with the suspiciously intentional looking divot just before the top

which effectively halved traction at that critical point.



After finishing the off road course we had to have a bazz round on the go-kart track. Five minutes later we were kitted up in hel-

Here's an example of why we should continue taking 'our' cars to the MOT station. In recent days, the Managing Director took the GT6 for its MOT. It has covered a small mileage since its previous MOT, which usually suggests there should be no new problems. However the tester pointed out that the offside front trunnion had a noticeable amount of play (between the thread and the brass part). Consequently the GT6 now has trunnionless front suspension. One is also tempted to observe that modern cars don't seem to use trunnions in their suspensions.

Once again the weather elf bribery system has worked correctly. Both days at Capesthorne were warm and sunny, with a little bit of breeze. Back in May 2012 there was a huge queue on the A34 to get in, but the queue does not seem to happen any more. Whether that's less people attending or better queue management I can't say. Sunday saw a large quantity of Stags and two Vitesses (amongst other Triumphs), while Monday didn't seem to attract as many visitors.

And so to Tatton. Saturday was a bit cool and there was a sort of misty drizzle in the middle of the day, which made it a bit cooler and certainly deposited water on us. There weren't that many people (exhibitors or punters) and some were speculating about the policies of the new organisers. I went in the passenger seat of the Cast Iron World GT6, and we had a good day. Bolton and its environs were very well represented. Sunday was a different story. A clear blue sky on the way there, warm sun and some clouds during the rest of the day. Adrian couldn't make it, and I was invited to join the Manchester Area (thanks Mark) which provided a very different and most enjoyable day. There were loads of people, so I guess all the traders and organisers were happy as well.

Our meeting day has been blessed with quite pleasant weather, although a bit of cloud appeared in the late afternoon. Six Triumphs gathered at the C&P, one of which was a 3-tone Herald 13/60 convertible belonging to Jack Trotman, who hasn't been seen for some time. Jack made an excuse (something about a birthday, I think) but the rest of us proceeded to the Swettenham Arms (avoiding a suicidal cyclist at the Regency roundabout and a similar bird at some point – said bird didn't take any notice of my horn) where another Triumph had already travelled. It is notable

CORNWALL . . . COVENTRY

that three of the Triumphs contained the normal TSSC members and their respective wives, who seemed to enjoy themselves at the Swettenham.

Events in July include the second run out of the year on the 5th, the Wilmslow Show on the 8th (where is my ticket? Ah, it's just arrived!), Silverstone Classic on the 20th – 22nd, Capesthorpe on the 22nd,

TriumphFest on the 28th and 29th, and Bodelwyddan Castle on the 29th.

Our next meeting is on **Thursday 5th July at the Cock and Pheasant**. Second run out of the year, so 7:30 for 8. If we follow tradition, the run out will be via Kerridge, Langley, Wildboardclough, and North Rode to the Flower Pot in Macclesfield.

Henry

CORNWALL

Tel. 07979 464643

e-mail: carol.63@hotmail.co.uk

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

Well its been very busy down here in Cornwall, with lovely Sunday Car runs, Vintage Rallies, Trialing and drives abroad for some, which I am looking forward to hearing all about their adventures. My car has been going well and so enjoying driving in the lovely weather we are having, may long it remain. I have some news from Adrian who took part in the Lands End Trial in April.

As some of you may know I am into car trials having campaigned a TR7 for a few years until the dreaded tin worm got it. So when the opportunity came to buy a trials car I had helped to develop over 23 year period I couldn't turn it down. Regretfully it isn't a Triumph but it did leave the factory fitted with a 1500cc Spitfire engine!

Good Friday evening was the start time for us so we could expect to finish sometime late Saturday afternoon. We drove to the start at Plusha on the A30, was scrutineered, signed on and then set off in what was quite decent weather. However as we drove further north it was a different story, the hills around Okehampton were covered in snow and as we got near Bridgewater it was raining hard with deep standing water in places, at one time so deep an Austin 7 in front of us submerged his rear lights under water! The rugby club at Bridgewater was our first control and compulsory 1 hour break which was very welcome.

At our due time we set off to the first section which I cleared. This was especially pleasing as I have messed this up in previous years. Next was the drive over Exmoor in atrocious conditions of sleet, rain, snow, and fog. This was a trial in itself causing 50% of the motorcycle entry to retire. I felt really sorry for them being cold and wet through. We battled on through the night with no fails on any night sections, eventually meeting the dawn at Widemouth Bay time control. Shortly after this control was the well know section of Crackington which we attacked with gusto. Unfortunately as we approached the top a halfshaft let go and that was that for us! We had been hoping to get to the next time control where Mike Crews was officiating but it was a recovery truck home for us instead. An excellent event however and now we know what spares to carry! there's always next year. Our attempt on Crackington can be seen on youtube, Lands End Trial 2018 Crackington-Car 105 Arkley

<https://www.youtube.com/watch?v=wpumrhn9z2w>

If you fancy an event like this but don't think you have a suitable car you're wrong! Your classic Triumph is ideal to compete in Class R, an event using most of the same route but no off road sections, instead incorporating 6 sealed surface sections and a couple of timed "special test" with keeping to set times at various controls being paramount. A friend of mine competed in this class this year and had a great time. Why don't you?



TSSC AREA NEWS

Wow Adrian sounds great fun thanks for this news, so much to do with your Triumphs, rather than have them in a garage, I say get out about and use them, if trialing is not for you then join in with others on a run out, or showing your beautiful cars at a local show, so many going on in Cornwall every weekend now until late September.

Going to kept this a short report this month, planning the Cornwall Camping Weekend more in next months edition. Happy and Safe Motoring Everyone

Carol

Up coming Events:

July

- Fri 6th - Sun 8th Padstow Vintage Rally , Powderham Classic Car Show, Le Mans**
- Thursday 12th Club Night**
- Sat 14th - Sun 15th Penhallow Vintage Rally**
- Sunday 15th Wadebridge Wheels**
- Sat 21st - Sun 22nd Sticker Vintage Show**
- Fri 27th - Sun 29th Boconnoc Steam Rally, TriumphFest, St Buryan Vintage Rally**

August

- Sunday 5th Mount Edgecombe Car Show**
- Thursday 9th Club Night**
- Saturday 11th Carnhell Green Vintage Show**
- Fri 17th - Sun 19th Stithians Vintage Show**

September

- Fri 7th - Sun 9th Lanlivery Steam Rally , Swanage festival Car, Trains and folk**
- Thursday 13th Club Night**
- Fri 21st - Sun 23rd St Mawgan Steam Rally**

COVENTRY

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May started with a trip to Rushden on Sunday 6th, not the Cavalcade which was cancelled due to waterlogged fields but to the alternative show they organised at the Railway Museum Rushden. We took our granddaughter Sophie with us and met up with Roger & Dot when we got there. It was a reasonable effort with about 40 classic vehicles on show but not a lot to do, we enjoyed our first egg and bacon butty of the year and the weather was lovely we had the hood down on the XR3i Cabriolet all day, still better than sitting at home all day and on the journey home we saw the fly over of the Spitfire, Hurricane and Lancaster Bomber.

Both Heart of England meetings at Bulkington had a turnout of approximately 35 vehicles and the meeting of the 22nd the weather was very good so a little bit disappointing considering, still give it time and hopefully a few more will start attending. We had some nice fish & chips from round the corner and the beer was only £2.50 a pint. There was a dozen or so of our group there so a good noggin and a natter was had. Some of the Heart of England guys tied up the rear car park and if the club sort out the ground at the back and lay a lawn it could be a great venue.



Sunday 13th it was off to Wroxall Abbey for the Pre 1940 Triumph Club Picnic day, the weather was kind to us again and it gave us the chance to air out the event shelter, there



COVENTRY . . . DEVON

TSSC AREA NEWS

Coventry Continues

was 10 of us in our group and we added a bit of class with our Dagenham Dust Bin and 2 Mazda's on show. Joking aside there was a terrific turnout of approximately 120



Triumphs, well done Martin and co.

Sunday 20th was the Dalos Day Run organised once again by Steve & Sharon, there were 12 of us in 6 classic cars, the weather was great and once again an excellent route and venue for lunch, the Dog at Nether Whitacre, well done Steve & Sharon again for a great day out in great cars and great company.



The Barn Restaurant meeting on Sunday 27th was another lovely hot sunny day, about 30 vehicles were on display on the field by the side and we were able to sit on the tables in the shade of the parasols where we joined Rikk & Jeanette for a couple of bevies, on that point the Barn Restaurant are now brewing their own ales which are excellent and the food looked good as well.

On Sunday 3rd June it was the Coventry Motofest, Phil met up with Paul & Joan GT6, Chris TR7, Mike & Sam with kids Herald Saloon at the Alvis retail park to travel into broadgate in convoy, we managed to get a prime spot right in front of Primark which was nicely shaded, we were joined later by Paul Thornton in his Herald Convertible. The day started with a trip to Wetherspoons for one of their terrific value for money breakfasts. There was a lot more going on this year than previous years so we think the event is going in the right direction, the city centre was packed and there was a lot of interest in the cars.

For our monthly meeting at the Bull and Butcher on Tuesday 5th of June we had a lovely night weather wise so we were able to display our cars in the field behind the pub, there was 10 cars on display and 22 people for the meeting. 10 of us had an excellent meal in the restaurant before having the meeting outside by the cars. A special welcome goes to Clive & Estelle who turned up in their TR8 to join us, they live close by and had seen us arrive in our cars so they decided to join in.

Sunday 24th Dalos Day Run planned by Keith & Trish we will meet again in the layby on the A444 at 12.15pm ready to leave at 12.30pm must know numbers by Wednesday 20th.

Bulkington Carnival on Sunday 1st July we will all go straight to the Rec be there for 11.00am.

Cotswold Revival Show we have now got enough to book a stand so will need monies (£5.00) next meeting.

Ann the landlady approached me tonight with the suggestion of us displaying our cars in the front car park next meeting so more people could see them, to which Phil agreed to if it wasn't too much of a problem for her, it's not a definite yet but be aware as you arrive next month.

Phil & Lyn

**Forthcoming Events :-
Sunday July 1st Bulkington Carnival. Go straight to**

the Rec, must be there by 11.00am.

Tuesday July 3rd Our monthly meeting at the Bull & Butcher Corley Moor 7.30pm.

If you want to join us for a meal in the restaurant beforehand be there for 6.30pm.

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

Tuesday July 10th HoE meet at Bulkington from 6.30pm

Saturday 14th July Rainsbrook Valley Railway Picnic Day Meet at BP Service Station on A45 Coventry just South of Toll Bar Island at 1.00pm.

The more the merrier everyone welcome.

Sunday July 22nd Dapos (Drive and Picnic on Sunday) Day Run. Destination Pitsford Reservoir meeting place to be confirmed there will be a parking fee.

W/E July 27/28/29th Triumphfest Shelsey Walsh see Courier for details.

Sunday August 12th Mary Ann Evans Classic Festival Jessica.Atkinson@geh.nhs.uk Tel 024 7686 5436

Saturday/Sunday September 1st & 2nd Shackerstone Family Festival We are only going on the Sunday.

Saturday September 8th Corborough Revival Day. Details to follow.

Sunday September 23rd Kettering Vintage Rally, Cranford www.ketteringvintagerally.com

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

DEVON

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or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

For the last 12 or so years Devon has travelled to the Isle of Wight for the gathering there and this year we planned to take 9 Triumphs. Fate intervened, and our Stag decided within a mile of home not to travel so far afield, and Richard & Irene's GT6 made it as far as Bridport. Nevertheless, by Saturday, we had 7 Triumphs on the Island, and over 20 people. Tracy & Elaine had this year ordered the weather, and we basked in high temperatures all weekend. High point for us was



Sam's Mk1 Spitfire, a rebuild project since he was 14, MOT'd the week before, travelling there and back without problem. For us it was the car of the weekend and it was a treat to see it sitting alongside Jane Rowley's Mk1 and another too. Great weather, food, company and cars – heaven.

The following weekend, again in lovely weather, we had a contingent at Killerton House show, amongst over 500 cars. A good selection of cars, with 3 Spitfire 1500s, Peter's Mk3, our 13/60 convertible and Jackie's estate, Dave's Mk3 GT6 and family Bewick in the Vitesse. Nigel as always was on the lookout for recruits, and handed out info to a 14 year old (another Sam!) who is looking for a project Spitfire to do himself ready for his 18th.

May Club night saw a good turnout of cars at the Claycutters. Peter brought his Spitfire along again and he took the opportunity to get Nigel to value her. Mainly Spitfires on the night, along with Dan's trusty Acclaim. Dave brought the now mend-

DEVON NORTH



TSSC AREA NEWS

November.

With the thought that we are now past the Summer Solstice and the days are shortening, now is the time to get your cars out and enjoy them to the full.

DEVON DIARY

Thursday 5 July North Devon Meeting at the Crealock Arms, Littleham

7 and 8 July Area Display at Powderham Show

Wednesday 18 July Club Night at the Claycutters Arms TQ13 0EY

28 and 29 July TSSC National Show – Shelsley Walsh Hill Climb

Sue & John

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

Date: Thursday 7th June

Venue: Crealock Arms, Littleham. EX39 5HN.

The warmer weather helped bring out a few more people for the June meeting. I was a little late getting there this month, so as I pulled into the car park I could see a nice selection of cars already parked up, including Ann and Bob Meller who had arrived just before me.

Those already there included three of our friends from the South in Mike & Irene Hadley and Nigel Kenneison. Alan & Janet 'two puddings' Brace, Malcolm Huxtable, Geoff and Dawn Wheeler with two friends. Just when we thought everyone had arrived, Andy Luckhurst turned up closely followed by two local TR Register members. Then two unfamiliar faces in new TSSC member and Spitfire 1500 owner Lee Williams from nearby Westward Ho! and long time Spitfire 1500 owner (and hopefully soon to be TSSC member) Darren Crome, so all in all a very healthy turn out.

Ann & Bob's Stag has had some issue in recent months and had to have a replacement cylinder head and camshaft, so particularly good to see all three of them there. Mike had sold me some 4 pot calipers recently to fit to my Herald, I took ownership without agreeing a price, so there was some serious haggling going on between us, but we're still friends and my wallet was a bit lighter.

Geoff and Dawn Wheeler had just returned from yet another holiday, they have more holidays than Janet has deserts, but good to see them both back after a bit of a break. We were all keen to see Andy arrive and get an update on his TR4 rebuild. Last time we saw him he had a stuck clutch and we were trying to convince him not to remove the gearbox, but curiosity and thoroughness got the better of him so it did come out, new clutch fitted and it's waiting to go back in. His revised deadline of Powderham this year is looking decidedly shaky, but you never know he may surprise us all.

It was really great to see two new attendees. Lee Williams has only owned his Spitfire 1500 for a couple of weeks and has only just joined the TSSC.

Looks like he has bought himself a really lovely example and with him living in nearby



Westward Ho! we hope to see more of Lee and his car. Another first time visitor was Darren Crome, not a TSSC member yet, but Nigel was giving him the hard sell so we hope he'll join soon. Darren has had his Spitfire 1500 for

ed TR6, and it turned out to be a minor wiring problem. More problems for us the following weekend, when the Herald was ignominiously AA'd home from Pecorama. Turned out that the Lumination electronic ignition module had packed up within a year, so back to plugs & points and all fixed. Pecorama Show was another gathering of the clans, with Triumphs, (and several Area Organisers) from Devon, Dorset, Leicestershire, Somerset and South Wales. A huge variety of cars on display, from the lovely GT6's of Chas and Dave, through most models to the Stags of Peter G and Julia. Some lovely cars there apart from ours of course. A nice Mayflower which we see from time to time, and a really good TR7 from Bristol way.

Several Devon members travelled up to Martock for the 2nd West of England Gathering, centred on the lovely Southfork



Caravan Site. We travelled up early on Friday and the afternoon brought torrential rain which we were pleased not to drive through, unlike Sam & Chloe in the Mk1 Spitfire sans back window! My Herald doubled as evening transport for us and Maurice & Mary to the very nice Brewers Arms in South Petherton on both evenings before returning to enjoy the chat etc onsite. Martin had arranged for us again to visit the Corfe Village Show near Taunton and our cars made a good display there, attracting a lot of attention in baking sunshine. Sunday was the day of the Show n' Shine and saw all cars displayed to perfection, before judging. Devon cars brought away many of the 'spoils', my Herald 'Best Herald', our Stag 'Best Stag!', Nigel's Floozie 'Best Spitfire' and Karen & Ian's lovely Ambulance was 'Best non Triumph'. Martin has already earmarked 1 & 2 June next year for the 3rd Gathering, so mark your diaries now.

COMING UP IN DEVON

Our main event of the year of course is the **Powderham weekend – 7/8 July**, and we have over 40 cars entered in all, with over a dozen camping for the weekend. Even if your car is not on the stand, do come down and have a chat with us and meet some fellow members. Nigel will be available to do Club valuations on the Sunday, so do contact him to book your car in to be looked at.

Our intention is to have that must have 2019 Triumph calendar available for sale at Powderham, at a very reasonable price. There will again be loads of Triumphs pictured and your car may well be one of them.

There are so many shows on now, we can be doing something every weekend, and some midweek shows. Remember the calendar of events on the Devon website lists a lot of these together with contacts.

Of course, the end of **July** is the **Club's National event at Shelsley Walsh Hill Climb near Worcester**. TSSC main day is the Saturday, there is camping available and the theme will be Formula 1 Through the Ages.

We are very much looking forward to this event, as it is not every year that the National is within such easy reach of us in the far west. Hope to see you there.

The first weekend in August is Mt Edgcumbe Show, Torbay Steam at Paignton and the lovely West Somerset Railway show at Bishops Lydiard – plenty to choose from and all to be entered as individuals.

Future dates for your diaries are a lovely sounding run round **West Devon on 9 September** (not our usual first Sunday date), our **Treasure Hunt (Observational Run!) on 7 October** and a run in the pipeline for the beginning of

Devon North Continues

over 20 years, originally his wife's daily driver, but in recent years has been garaged but now very much back on the road. The meeting came to an end, so I jumped into the Herald only to discover no headlights, just sidelights and it was dark... the 12 mile drive home, on roads with no street lights was, shall we say, challenging.

A couple of weeks prior to our Club Night the North Devon area held its second run to the Lynton & Lynmouth Cliff Railway. When we done the first run back in September last year it was a great event, but it rained all day, but this time the weather could not have been any better. The forecast had been great all week, but that doesn't always mean it will be on the day, however we were greeted with blue skies and no lack of early summer warmth.



Following the same route as last year we started at Venn Green in Milton Damerel, stopping at Bideford, Blackmoor Gate and Valley of the Rocks. As an addition to last year Ashley & Rob suggested that the cars go in convoy down to Lynmouth, past the Cliff Railway Station there before heading back up the hill to Lynton to park along the pedestrian area that leads up to the Lynton station.

We had another great turn out, lining the walkway with 22 Triumphs that were generating plenty of interest with the passing public. All those attending made use of their free Cliff Railway pass to ensure they got to see both Lynton & Lynmouth. Even Nigel travelled on the railway this time after opting out earlier in the year. Might have something to do with being inside one of the carriages this time rather than sitting in a 40 year old convertible strapped to an open platform....

As before the event was well supported by our good friends in the South Devon and the Somerset areas, so thank you to those guys and everyone else who contributed to a great day. Last but not least, a big thank you to Rob Shaddick and Ashley Clarke from the Lynton & Lynmouth Cliff Railway for making it all happen.

That's it for another month.

Date of next meeting: Thursday 5th July 2018

Darren

ESSEX

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Our yearly trip to the Isle of Wight, meeting up early were Mike and Marian, Steve and Janet and us, Brian and Jean had gone on an even earlier ferry. Stuart with Jack and poppy meeting us at the coffee stop in a faster modern car. Poor Bronwen couldn't come as she now works weekends in the garden centre issues of being a manager.

In the blink of an eye with a good journey down we were eating sandwiches on the ferry. The children were very excited. The site as beautiful as ever and we had our usual caravan. Tina and chewy with mum met us in the carpark they are our Somerset nomads. Great to meet up hugs and kisses all round. Off for food shopping and ice creams at craves in ventnor lovely. Meeting up in the bar in the evening for noggin and natter. Great to see so many old friends. Next

morning off to the steam railway the children loved that and again in the evening for some music, dancing and laughs.

After eating out down the steamer of course. The following day off to ventnor cricket club we filled the carpark and had an excellent BBQ. We left a bit early to head out to shanklin seafont for crazy pirate golf and a play on the beach. Sound night was fun and games with a quiz, we won a couple but not overall. Well don Janet M for winning the eating of cream crackers in the quickest time. Brian and Jean won the apple-durcombe cup as chosen by the owners of the site, a win for Essex, third time with two others in the past.

All to soon, Monday came, it was goodbye to tina and chewy plus Stuart and children. Some headed out to the hare and hounds but it's not very child friendly so 18 of us went to the chequers up at rookley. We waved goodbye to stu and kids and then headed out to Yarmouth for a coffee on the pier and our goodbyes to tina and chewy. On the way back the rest of our holiday started with a meal at the horse and groom, as we were staying the week. We wet up with others in the evenings mostly as we were all doing our own thing during the day. We met up with Angie and Graham on Wednesday for a catch up meal. There is never enough time in a week. The spit played up on the way home, the alternator was on its way out. A quick call to Graham and he had one on route from Southampton. We had Trip into godshill where we swapped batteries with Mike and a bit later on thanks to Graham we were up and running. We had a trip to the steamer in the evening and a trip to the slots. The cars all did well except for our alternator, never mind.

The following Sunday two days later we had club, a lot of chat about how we have all rebooked for next year the 30th birthday and why not, we've been going for years now fantastic weekend and weeks hols.

We have been to denden vale to the vine yard in the spit having been meaning to go for a long time we made it. Classics and wine. We passed Mike and Marian on their way to little totham Marian's report to follow. The vineyard had a little tour, and BBQ with also a nice tea rooms, it was quiet and peaceful in the sunshine. We purchased some pink fizz ready for the wedding anniversary in July.

Little totham, a few of us went again toothed little totham show. Mike and Marian had coffee with Brian and Jean before setting off to the show and meeting the others there. Allan and Janet passed them on a scouting mission to the vineyard.

Totham is a small classic show. Raising money for charity, the to bolt finished before 2 pm as it sold out. There were about 50-70 cars several triumphs a stag, a 2.5 2 tr6s A few spits and vitesse. The show again was great success and Mike and mRians neighbours who have two classics came later in the day to see what the show was like. They stayed a couple of hours chatting. Everyone enjoyed themselves eating burgers and sausages homemade bread pudding and icecreams from the van just behind.

Thanks for the report Marian.

The next day a few of us met up for the Enfield pagent. We made good time we later on saw Stewart with Rosie and had a laugh. We had the usual coffees and a long walk around the auto jumble, plenty of vintage this year too, kept the girls happy.

We have had issues with the toldeo she was supposed to be going to the gTherin the first weekend in June, but fuel problems, starter motor and battery problems have out pay to that. So I put her away and we managed to borrow a tent from Tina so we were going in the spit. We then got a call from Mike that his spit had ceased its brake on way home from Enfield. Mike brought brake over and we had to do a quick return on it ready for the following Friday's gathering. Once it was back on we were all ready to go on Friday. We were all up and running.

Somerset the gathering camping weekend. We met Mike and Marian at 5.30am Thurrock services. We had decided to have breakfast just on the A303. We made good time but the

HERTS & BEDS . . . ISLE OF WIGHT



TSSC AREA NEWS

little chef was now a Starbucks a bit disappointing but we managed. We had another coffee stop and made good time arriving before Tina, chewey and mum just. They had one of the two caravans, Tina handed over our tent and we quickly got it up with basic instructions. Mike and sue rang to say they were on their way and to save a space next to us, which we did. Robin arrived and pitched up next to us on the other side. Tina and Janet headed out to pick up the special, on the way back they got caught in a storm and the down-pour was so rapid they arrived back soaked. The car was very wet inside. Mike and Marian had headed out to their B and B but we're back. The rain stopped S quickly as it started not much help to the very wet girls. Later on that evening we had a nice hot curry at the caravan, followed by drinks, and then more drinks at the gazebo on the field. Kelly and frank arrived a bit later on, so all of Essex and Somerset nomads were together. The next morning it was off to corfe Fayre, some went elsewhere but we headed out to the Fayre. When we came to leave early we had a jobs worth who didn't want us to leave, we left and headed out to Haynes to use our free passes that's them earned their keep. Maybe a trip to beaulieu in September and really get our monies worth. Anyway back to the caravan for the evening, we had been told there would be good or at least BBQ for us to use but there wasn't any, problem solved by having an indoor BBQ in the caravan. Later on back down to the gazebo for more drinks and nattering.

Sunday was show and shine, a few of us headed back to Hayes for the breakfast meet but we were back in time for the show. The raffle prizes went well, everyone eon something, some more than others. Tina won 1st for the special, Mike T won 1st for the gt6 and Mike and Marian won furthest travelled at 179 miles each way, only 9 miles more than us. We left about 2pm and again with a couple of stops were home for tea (7pm) well local Indian anyway. A fantastic time was had by all, well done to all the winners. 3 more winners for Essex.

No birthdays in July.

Up and coming, 1st Maldon, 8th Club day usual time usual place, 14th Hodderston (Allan on own Janet off with wrens so there are some spare application forms), 22nd local, show in Stanford at Corringham Fayre,

Allan & Janet.

Report on West of England Gathering

We started the day off on Friday hitching up the GT6 to the back of the campervan, weather was good and we set off at the round 12 o'clock, as we got further down towards Somerset the weather began change, we went past Stonehenge very slowly, as people always like to look over that way, then when we were near the Campsite the heavens opened up. On arrival the rain had ceased so we went forward in setting up the campervan and unhitching the GT6. Mick parked the GT6 for me, he has always liked GT6's. We had a really nice meal with Mike and Marian and then drove back to the campsite to meet a few people who had arrived. Had a drink & chat with Janet & Allan. Saturday morning the Sun came out and was shining really bright we decided to drive over to Haynes car museum to look at all their exhibits and at the same time have a cream tea, naughty but nice.

After spending some time at Haynes museum we went over to the Clarks Village and looked around all the shops, Sue bought some shoes. Some people went out on a convoy to a local fete. We then headed back to the campsite to join in with the evening chat and drinks. Sunday morning quite a few the cars went off to the Haynes breakfast meet, after this to return to the campsite for the Sunday car show and shine. The raffle was called and I was lucky to win a Triumph cushion a nice addition to the car then came the calling of the presentation of the rosettes and trophy. Mick and Marian got the rosette for the longest distance travelled and I was lucky to get the best GT6 of the weekend.

Two o'clock the show all came to an end and everyone start-

ed to say their goodbyes and farewells, myself, Chewy & Tina got the GT6 hitched up to the back of the campervan and we then set off for home. On getting home I put the GT6 to bed and tidied up the campervan after a very enjoyable weekend.

Thank you to Somerset Area for a great weekend.

Mike Titchen

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Hi folks, Fawley Hill Steam Trust outing May 12th managed 35 members and 17 cars , what great day out , I got voted to take the footplate ride, this is up a 1 in 13 gradient and boy does she work hard, brilliant day out, easy no rules, go do what you want no restrictions on rides we all had a brilliant day out, a must do again, thanks to Malcolm for organising this.

Our first weekend away, we had Pete, Jill, Valerie, Geof, Hazel, John, Christine this took 7 of us and 3 cars to a 2 night stop at the Old Coach House Motel in North Kyme and there followed a tour of Bateman's Brewery, and a run to Skegness, we avoided the miles of chip shops and after a quick check of the Donkeys we had a seriously daft time at the Crazy golf, that was a real hoot. Thanks to Geof and Hazel for organising this and Hazel for taking on the lead on navigation and acquiring the the post as Pot Hole Hazel, interesting routes but must have the worst county roads we have had to endure, some enormous Pot holes and appalling surfaces, I thought we had it bad, but Lincs takes the prize!

Ray, Barry and I went to HQ on May 20th for our annual Twiddle Day, this went well, well attended, hope we imparted some clues, it was a good chatty day out with a lot of tapets and twiddling through out the day.

All Triumph Day at Duxford is on September 9th, must get on with pushing this, local emails will soon be out begging for volunteers.

All event information is out on local e-mails. Let me know if you would like to be added to our list of what drives and outings we organise, regards

Pete

and the Herts & Beds Team

ISLE OF WIGHT Tel. 07842 249591
e-mail: tssciow@hotmail.com
www.facebook.com/groups/786750551371248/

What perfect Triumph weather we have been having. We all met up at the Ventnor Winter Gardens for brunch with a great view over the sea, very enjoyable once Dave and Sue had sorted their petrol problem thanks to Derek, Pinky and Martin. We are also planning our Friday night visit to Wight pizza in Freshwater bay which is always a pleasure.

Now the dust has settled and we have caught up after the Triumph Weekend, we would like to congratulate Mr Pringle on winning Cherry's choice for car of the show, the Lightning McQueen Spitfire that goes to lot of show so you may have seen it about. Lots of areas won prizes at the silly games night and a huge well done to the M25 East Area for winning the Appuldurcombe Steeplechase.

This month's brunch run is on **Sunday 22nd July** and our annual barbecue is on **Saturday 18th August at Sandown Airport**, more details to follow.

Look forward to seeing you soon, maybe even in Le Mans. Happy motoring.

Elaine & Tracy



**WEST KENT . . . LANCASHIRE
LINCOLNSHIRE . . . M25 EAST**

TSSC AREA NEWS

WEST KENT

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www.tssc-westkent.org



Oops we did it again. Paul Adams and Colin Hugh both West Kenters picked up the Spitfire trophies at Leatherhead. Paul got best this year after getting reserve last year just beaten by Chris Tickner. With me the year before grabbing best Spit, this is becoming a good run. The cracking show so big thanks to Mickey for all the hard work.

Meetings this month were a bit thin. Did get 6 at the Mare and welcome to David with a very clean green Vitesse. Annoyingly the terrible weather meant no classics. The Castle however different story. 6 again, but all with our cars. So 4 Spitfires, a Herald, and my Dolly. Sat outside in the shelter till dark, perfect club night. 2 breakfast meetings this month, first at Botley Hill, great to see Kens TR4 running a dream, and Cliff Darby from Surrey. Second was at the Woodman at Ide Hill where I was joined by Colin, Ken, Annie, and Jim. Now big news, we are on the move again. So pleased were we with the Woodman that an instant decision was made, so the move will be in July. I do hope that brings back the few who were disappointed with the Mare. It should have worked but didn't. Full address, **The Woodman, Goathurst Common, Ide Hill, TN14 6BU**. It's near Sevenoaks so not that far from our old meet in Hildenborough, and so much better for South London. That's the Tuesday, Wednesday is still the Castle. So dates!

- June 26th meeting at the Moody Mare,
- June 27th meeting at the Castle Inn
- June 28th Classic and Curry night,
- July 25th Meeting at the Castle Inn
- July 26th Classic and Curry night,
- July 31st First meet at the Woodman

That's all folks.

Colin

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Hello All.

18th-20th May - North Yorkshire Triumph Weekend. For the past thirty odd years this event was held at Runswick bay and to be honest that's what has attracted us back for the past five years, but having lost the camping venue the organisers had to move or end the event. So, the new venue was the Fox Inn at Roxby (3 miles away from Runswick) high on the north Yorkshire moors the 360° view is impressive especially in the glorious weather that we had for the whole weekend. It was the same format though, meet and greet Friday, a boy/girl duet act in the marquee and drinks.....Saturday a

run out (this year in two convoys) lunch at the Lion on top of the moors and a five piece band Saturday night in the marquee. Finally an informal concours show on Sunday. All in all a good weekend and with some 'minor' improvements well worth a visit next year.

Tue 29th May - monthly meeting, and as planned an early run out before the meeting time. Surprisingly seven cars turned up for that, with two people sending apologies as they were elsewhere. The run was just a swift half hour drive around the area with yours truly leading trying not to get lost as nobody had co-drivers to read the map. So that was May...gone.

July dates of interest are:-

- 1st July - Leighton hall (Carnforth) Mark Woodward
- 10th July - Camberra club multi marquee night - MG club
- 15th July - Newby Hall show - Newby Hall & Gardens
- 22nd July - Lytham Hall (St Annes) Mark Woodward
- 27th - 29th July - Triumphfest - Shelsley Walsh - TSSC HQ
- 29th July - Ripon Classic gathering - Ripon racecourse - Ripon old cars

That's all.....

Kevin

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Apologies for the lack of news recently, but we have had a long period with many of our cars off the road and events being missed - hopefully this situation will be changing in the next few weeks.

We're still meeting monthly in Lincoln and everyone is welcome. All our events are posted on Facebook (/LincolnshireTriumphs) and Twitter (LincTriumphs) these are also available via www.lincolnshiretriumphs.co.uk for those that do not use social media. Hopefully we'll see you at a meeting or event soon. Cheers,

Simon

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Hi you lot, blimey we're in July already. Time does go quickly when you're busy having fun. And what blooming fun we've had over the last couple of months. Our big trip to the Isle of Wight couldn't have gone better, 17 of us in 9 cars (no ringers here lol) and not a cloud in the sky all weekend. People were saying it was the best weather they've ever had for the event,



so, we chose the right year to go. Our hosts, the Isle of Wight Area put on a great weekend.

There were some epic runs out, especially on the coast road to and from The Needles and some scary moments on the chair lift at the needles ha ha.

We did pretty good in the bar games with Barry winning the cellotape unwrapping round and Matt winning the donkey racing. Unfortunately Chris and Kevin didn't fair too well in the balloon blowing and marshmallow eating rounds ha ha.

MANCHESTER



TSSC AREA NEWS

Brian and Jean did really well with 'Lightning' winning Car of the Show, well done them and another M25 East Trophy !!

The best bit though thanks to all you lot was the surprise evening you put on for Myself and Donnas 25th Anniversary. Caravans were secretly decorated, eats were all prepared and lots of Prosecco appeared. It certainly took us by surprise. Now I know why a few of you came back to the caravans early ha ha. Centrepiece to the evening was the cake. Another one of Lesley's specials and of course it lived up to expectations, chocolate sponge, blooming lovely !

The weather made it even better, enabling all this to happen while sitting in the sun outside on the grass. Once again, thanks you lot, we couldn't have spent it with a better bunch! It was a fantastic weekend rounded off with a visit to Osborne House before catching our ferry home. Oh, I forgot to mention the Caesar Salad ha ha ha ha.

And so onto the next event - The SEM. We hoped to get a few of our area at this one for our special award and boy you didn't disappoint. 3 couples decided to camp on the Saturday night so two Dandy's were given their first outing of the year and Russell and Michelle were out for the first time in their newly acquired trailer tent. There wasn't too many heated exchanges as they worked out how to put it up, honest ha ha. Camp was up and cars were covered just in time for the rain, which lasted for the rest of the evening. Not that it mattered as it was time for the pub, followed by Mick and Julies quiz (at which we were useless). The evening was rounded off back at Russell and Michelle's for drinks and nibbles. Nice Olives Russell !! The rest of the gang arrived on Sunday morning just in time for our annual trip to the local cafe. I think the cafe owner was a bit shell shocked when 16 of us walked in, still, he earned a few quid that morning. The SEM was, as usual rammed with all sorts of Triumphs, no doubt helped by the gorgeous weather. A new car for our area turned up, much to everyone's surprise. Paul Spitfire has secretly gone out and bought himself a TR6. A very nice one too in French Blue. So, does that mean we've gone to change his name from Paul Spitfire to Paul TR6 ha ha. Meanwhile, Del Boy Malc was hawking a whole box of unwanted tools, all laid out behind his car. The prices were ridiculously low but alas no sales. That was until he put a 'FREE'



Roll on the next one. Cheers

John.

July Events -
Sunday 1st - Maldon Classic Car Show
Friday 6th - Monday 9th - Le Mans Classic
Sunday 8th - Orsett Vintage and Classic Show
Friday 13th - Sunday 15th - Whitstable Show + Camping
Thursday 19th - Monday 23rd - Silverstone Classic
Friday 27th - Sunday 29th - Triumphfest - Shelsley Walsh
Sunday 29th - Ingatestone Hall Classic Show

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Hi everybody. We had a good turn out at our June meeting and welcomed new member Jeff in his beautiful Vitesse mk2 saloon and had another four Triumphs in the car park, as it was a lovely evening we all sat outside for a good chin wag and a nosey around the cars.

Show season is now in full swing, we've attended the Chipping Steam Fair which was a great event and will be in our diary for next year. Had 8 cars on our stand on both sat & sun for the Tatton Park classic car show in Knutsford. First time showing for Andy & Bobs Vitesse 6 convertible, also our Spitfire made its first appearance following its restoration, still along way off show standard though so we parked it at the back of the stand. Was good to finally drive it to the show and back home.

We also attended a monthly Sunday meet at Barton Aerodrome organised by the Veterans Garage, no need to book just turn up, a good selection of cars and the meet is getting more popular month by month. It was the first showing of our Benidorm or Bust car, Captain Pugwash's Black Pig pirate ship, with Captain Pugwash, Master Bates, Seaman Staines and Rodger the Cabin Boy. We with another four members of the club in the Three Little pigs car are travelling 1400 miles to Benidorm, in fact I am typing this news article as we travel on our first leg of the journey down to Dover for the Ferry.

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 yourselves 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



sign up and then they went like hot cakes lol. Once again we did pretty well in the raffle with Chris, Lesley and Donna all winning a bit of loot.

Then came the moment



we'd all been waiting for - prizegiving. Firstly, Paul Spitfire, sorry, TR6 bagged runner up in the TR category and collected a nice trophy. Last but by no means least we were all called up to collect our Area of the Year award. Accompanied by much cheering and champagne cork popping. A nice certificate and trophy, well pleased with that! So, there you go, 2 cracking shows (amongst others) we've done so far.



**NORFOLK . . . NORTH EAST
NORTHANTS . . . NORTHERN IRELAND**

TSSC AREA NEWS

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Hi all, my apologies for the absence of monthly notes for May or June but lack of content for May and somehow Bern at HQ not getting the mail for June were the causes.

At the May meet we decided to alter the format of the monthly meets as the attendees usually have a fair distance to travel therefore until the nights start drawing in we shall be changing the format of the meets as follows:-

July meet will be held on Friday 13th on the annual Fish and Chip run to Cromer. Meet up at the Easton Lay By at 18:00. **August meet will be held on Friday 10th August on the Annual Broads Run to The Maltsters at Ranworth.** Meet at Tesco's, Blue Boar Lane Norwich at 17:30 for the run or just meet us at Ranworth.

September meet will be a run up to the Norfolk Coast possibly meeting at Sherringham on 3rd September (THE FIRST MONDAY OF THE MONTH).

Members have been busy enjoying and ironing out the bugs presented after their winter lay-ups.

Dominic Horner has sorted the rough running on Kate's 13/60 convertible or at least John at Anglian Triumphs Services has with a rebuild of the carb and a much needed tune-up and his Spit is back on the road. Nigel Wright has sorted his gearbox problems found on the way to the channel crossing whilst on his way to Spa luckily this side of the channel and is looking forward to a trip to northern Spain.

Colin Cole has sorted his Spit and it's running nicely and was subject to the first Insurance Valuation that I have carried out at the last meet. Don't forget this important service is always available from the club at just £15 for two years peace of mind. Paul & Christina enjoyed a European tour with their vintage caravan in tow on the back of Paul's 2lt Herald, all achieved without any problems. By the time you read this Paul & Christina will be Man & Wife so from all at TSSC Norfolk huge congratulations are in order.

Geoff Cleall's Herald will no doubt be the subject of yet another improvement and I look forward to hearing all about it at the next meet.

Unfortunately Toby Cowper blew something up in his Hurricane - No not another engine but a standard diff this time. I have been asked to assist with the installation of it's replacement when it arrives and as it's of the limited and slippery variety it should be an improvement on the previous one. As the guy at TRGB said 'I'm surprised that it has lasted this long with a Zetec up front'. Obviously nothing to do with the spirited way it was driven then.

Alas there has been no movement on my cars as they are still awaiting engine and gearbox replacements. Although I have taken 8 months unpaid leave I am fast beginning to understand the saying 'I don't know where I found the time to go to work', as it applies equally in my case with far too much to do and not enough time to do it.

Hopefully see lots of you at **Le Mans and Shelsey Walsh** if not the Fish and Chip run is always a good evening and the **Fish and Chips at Cromer are lovely.**

See you all soon.

Mike.

IMPORTANT NOTE

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

Not a great deal on the news front this month, Brian has eventually got his Stag back from the body shop, all nicely painted in British Racing Green paint, all he has to do now is replace all the chrome trim and the interior, best of luck with that, he has even lashed out and bought a new set of wheels, let's hope the engine will start.

If you are reading this before the **1st July** and are going to the MG Northumbria show I will not be attending this year as I will be En-route to **Le-Mans** on that day. Emma has agreed to coordinate at that event as my stand in will also be away on that day.

I will apologise in advance as I doubt if I will be able to submit a report in next months magazine, as we wont get back from France until after the deadline.

Keep an eye on your E mails as it was propose to have a run out in the middle of July, probably around the 20th for those not going to Silverstone. Possibly fish and chips somewhere on the coast.

There are no events planned for August as quite a few are away on holiday.

If you haven't booked in to the **Whitley Bay show** you will need to do that before the **end of August.**

Have a great summer and I will see you at the August TSSC meeting.

Geoff

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After all the planning our Northants camping weekend appears to have been a success judging by the feedback we have received. The weekend followed our usual format at a new venue in Bedfordshire which we will probably use again next year. I have been asked to do a write up on it for this issue so look out for that for more details.

Earls Barton car and Bike meet had a good turnout this month and the weather really makes a difference to this event. They seem to be adding an extra date to each month which fortunately does not clash with our club night.

Our May club night saw a couple of new faces as well as the return of a few regulars, as I have said before you are all welcome and we are always pleased to meet you.

Our July meeting will be on Wednesday 11 at 8:30 at Overstone Manor, Sywell.

Cheers

Nigel

NORTHERN IRELAND
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What a busy time we've had lately. On 12th May we had our Totally Triumph show at Wallace Park, Lisburn in conjunction with the Carnival Parade. Thirty Triumphs there with one coming from as far away as Diss in Norfolk and another from Portroe, Co Tipperary. What a display there was for all to see and a big thank you to all who attended. Like all shows there are several people who work in the background to make it a success. A big thank you to Alan (F) and Laurence for liaising with the council, Alan (H) for the entries and Alasdair for

NORTHERN IRELAND



TSSC AREA NEWS

assisting Laurence with the all-important judging on the day. I apologise if I have missed anyone.

All shows have a focal point and we are no different. Whilst there was a lot to see and do within the park we had our own focal point – Chic and Iain with their large stock of Triumph related parts and their all-important knowledge. Again, Chic relieved me of a considerable amount of money. I paid for the addition of an overdrive system, and related parts, for Simon's Spitfire. Thanks to them too for their continued support to our local show. Judging this year was in the capable hands of Laurence and Alasdair and it went well. Best Sports car award went to Alan (For) in his TR3 (Photo 1 here) with Philip (A) winning the best family saloon class and then the Norman Edmond Trophy for the Best Modified to Gary (M) in his Spitfire 1500. (Photo 2 here) The easiest task was the Furthest Travelled and this went to Mike (H) all the way from Norfolk. The Car of the Show was closely fought affair with Colin (L) com-



ing a close Runner Up in his GT6 Mk1 to the overall winner Howard (McM) in his



very nice TR8. (Photos 3 and 4 here)

After the class awards everyone received their Finishers Award and I'm glad to say that everyone, including Alan (F), thought that they were of a sufficiently high standard. I would like to see the situation at the show where I run out of finishers awards and perhaps that could be done if each member attending brings along to the show another Triumph owner and car who hasn't been the previous year. There is plenty of scope when you think of the members who weren't there this year and could come along in 2019. So, the gauntlet it has been thrown down to you all and hopefully the challenge accepted!



The end of May saw thirteen of us taking part in the May Bank holiday weekend run. This year we headed for the Sligo and surrounding area with six cars in total using part of the Wild Atlantic Way as our route. John and Billy were in the Spitfire with the customary wig, and ukulele as entertainment, Alan (H) and Maureen in the Herald Convertible and Alan (F) and Pam in the Vitesse. Valerie and Ernie (F) were accompanied by newcomers Oscar and Ruth in a SUV, after a little Mot misunderstanding. Simon took time off to come in his Spitfire giving me the opportunity to get the roof down as Heather travelled with him for part of the way. We met at Sprucefield being quite formal this year as every car got a briefing folder for the weekend in case anyone missed a turn. A quick burst down the motorway on the Sunday morning to Dungannon, then the A4 to Ballygawley and Enniskillen without any incidents. Here we took the A46 road along the west-

ern side of Lower Lough Erne with its magnificent views before entering the ROI and then, bypassing Ballyshannon, we took the N15 to our lunch stop at the Salty Fox in Bundoran. Lovely lunch in a lovely café that was enjoyed by all, several sitting outside. Would call again if in the area. Suitably refreshed we headed for Mullanagmore Head that was "bunded" with cars, all to do with the warm weather. Nice run round the Head and a good view of Classiebawn Castle before returning to the N15. With a lot still to see it was a quick shift to our next stop at Drumcliffe to visit Drumcliffe Parish church, the nearby grave of W B Yeats as well as the craft shop. If you are ever in the Sligo area these are a must visit. Next stop was a run to see the nearby waterfall next to the shores of Glencar Lough. Very popular place on a Sunday in good weather. Having previously had a romantic walk to the waterfall with Heather as part of our recce of the area a few months previously I declined this time and remained in the car park to "guard" our roof down classics. To drive to our hotel, Yeats Country Hotel at Rosses Point, we travelled there via the viewing point above Glencar Lough on the N16 with Copes Mountain behind us. I must say that this is truly a magnificent view of the whole area as it expands in front of you with the odd tight turn as you drive along the route then across country for a well-deserved rest and shower after check in. After a good meal we were royally entertained by songbird Billy and his ukulele playing, and singing, accompanist John (G). After a good night's rest and an adequate breakfast, we set off on the Monday morning to visit nearby Parke's Castle on the shores of Lough Gill. This is a restored plantation castle of the early 17th century, once the home of Robert Parke and his family. The Courtyard grounds contain evidence of an earlier 16th century Tower House structure once owned by Sir Brian O'Rourke who subsequently was executed in 1591. The Castle has been previously restored using Irish oak and traditional craftsmanship and parts are being refurbished again. (Photo five here)



Visiting over we made our way round the lough to the Dromahair, Ballintogher and Drummacool areas, passing the shores of Loughs Arrow and Key before arriving at Boyle for lunch at the tea rooms in the grounds of King House. Good meal here and very helpful staff to the extent that we booked lunch for our homework journey on the Tuesday and a visit to the centre too. After lunch we set off along the R294 to Tobercurry before taking the minor roads to Cloonacool and Coolaney to join up with the N59 and N4 to Sligo and then along the coastal road to Rosses Point. A nice run and some very good views along the way. Another good meal, a rest, a walk – for some and then to bed. Tuesday morning saw the usual preparations for leaving and then into Sligo for retail therapy. I think Alan (H) had the right idea – get a newspaper, a cup of coffee and sit down! Heather wasn't too bad on the euros this time, although I was a little worried when I saw Pam carrying a bag for her! Next stop was Boyle after a straight run down the N4 to have our lunch at King House. After lunch most of us visited King House Centre that is a beautifully restored Georgian mansion with almost 300 years of history. First built in 1730 as the seat of the King family, the house later became a military barracks and recruiting depot for the famous Irish regiment of the British army, The Connaught Rangers. At the end of the Civil War in 1923 the barracks passed into the control of the Irish Free State Army.



NORTHERN IRELAND NOTTS . . . OXFORD . . . PETERBOROUGH

TSSC AREA NEWS

Northern Ireland Continues

Following many years as a merchant store, King House was saved from demolition in the late 1980's and restored to its former Georgian style by Roscommon Council. A very interesting visit with the many rooms housing exhibitions, including the McAleese collection donated by the former President of Ireland. (Photo six here)

Time was now pressing on so once again we joined the N4 to Carrick-on-Shannon before heading North East through Ballinamore, Derrylin, and Lisnaskea to Maguiresbridge. Once again on the A4 we made our way to Dungannon to the restaurant at the service area where several of us had a meal to celebrate the 66th, I think, birthday of Alan (F). Meal over and a quick skite down the motorway to Moira where there was a parting of the ways to our respective homes. A very good May holiday run, even if I do say so myself, and enjoyed by all in attendance.



Well that's it for this month as I fear that I have used too many words from the allocated word quota. I finish with a few details of what is happening in the weeks ahead. **Sat 30th June meet at the home of Colin (L)** am to have your car checked etc and make use of his newly installed lift.

Remember our **Wed 4th July commences 8pm Carrick Castle to the Rhinka** for ice cream then to Brian (S) for tea and tray bakes.

Douglas,

and on the Notts Triumph Sports Six Website. (FACEBOOK Notts TSSC)
Hope to see you at one of our meetings.
Cheers

Nigel and Di,

OXFORD Tom Tel. 07972 039532 Tom email: impo64@yahoo.co.uk

Oxford Area June meeting. On a beautiful warm June evening we had our monthly meet at our usual venue. They were a bit busy so we had to sit outside but it was fortunately very pleasant as the sun gradually sunk towards the horizon. I had a lift in a TR7 as mine was still in the workshop having suspension repairs which were turning out more difficult than envisaged.

We had 15 members round the two tables and I think 6 classics, a TR7, two Vitesses, one GT6' one Spitfire and a Jaguar XJS. Apologies if I missed anyone's car. We were joined by a returning member and hopefully he felt welcome and included.

We had an excellent evening and topics ranged far and wide. It is not often the words Super Snipe and pigs bottom farm come up in a conversation. The problems of electric vehicles was also discussed. The meeting finally broke up around 9.30 for a pleasant twilight drive home, I hope for all. As usual photos on our Facebook page.

Tom and Nick

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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. At 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 bar Mansfield.

July 18th. August 15th. September 19th October 17th. November 21st December 19th

Here is a list of local classic car shows:

**2nd July Gurkas kitchen at Glaisdale Drive Bilborough
3rd July Derwent Valley chippy run out to Matlock.**

We are off to Le Mans in France

15th July Clumber park classic car show

20th July Silverstone classic car weekend

28th July TriumFest UK at Shelsley Walsh

3rd August Sunshine Rally Leicestershire

6th August Gurkha kitchen

12th August Ilkeston classic car show ring the event.

19th August Lincolnshire poachers at Doddington Hall.

Check out also on their website and Facebook page. Griffins Head and MFN which are on Tuesday or Wednesday evenings.

Also Horse and Groom in Linby.

Still wizzing around events, had a lovely chippy run to Charlie's restaurant in Matlock then hit the arcades with little John classics in our Acclaim. Enjoyed Wollaton park and having had a breakfast carverey at Holly tree lane farm in Strelley, all you can eat brekkie at discount price. Nom nom., Look on our notts Facebook page for up dates on events

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

The June Club night provided another wonderful summers evening standing, admiring and discussing most things Triumph – and then the chance to sit with some liquid refreshment on the patio. But at the top of the car park was a wonderful old – and very original – Type 35B Bugatti. Please contact



Steve Abbot if the Type is wrong! The way it appeared in the car park – and also the way it left

– it is obviously some considerable beast to tame.

A nice selection of vehicles were in the car park. Sorry I didn't get all the cars in the photo. It was good to see Michelle, Tina and Ken join us again.



Two dozen folks turned up and Paul Laycock had sent in his apologies. Three people didn't stay for the food and raffle. Paul gave us a very amusing 'Tail of the Day' which was centred around a rat and a hulk of a man who was one of the contractors who were doing some work on his drains whilst renovation work is carried out at his home.

Colin reported on the Northants recent camping weekend and the enjoyable trip to the Jordans cereal manufacturer. He outlined the preparations and timings for the intrepid adventurers forthcoming trip to **Le Mans on the first full**

SCOTLAND NORTH EAST



TSSC AREA NEWS

weekend in July and also highlighted the forthcoming TSSC Sunshine Rally camping weekend on the **3rd, 4th and 5th of August at Greatham** which of course is fairly close to us. The **September 9th TSSC Duxford Day** is also not too far away.

In May I ventured across to the Greatham Community Centre classic car meet and met up with Chris Gunby and his mint Courier van. This meet up happens the **3rd Thursday of the month during May, June, July, August and September**. Peter Howard was also there in his very nice Vitesse Mark II with sparkling chrome wire wheels and it's top down. It was attracting many admiring glances. I had taken the GT6 on another shakedown run. Two thirds of the way there a red light came up on the dash board. Panic stations – do I continue or turn round and crawl home. No I carried on as it was only about another 6 miles! I've often heard it said it's very exciting taking a classic out on a trip - but it's far more interesting trying to get them back home again safely. Fortunately at the meet and lifted the bonnet and checked the wires on the back of the alternator, etc and finding everything appeared to be intact, I checked the positioning of the red light on the dash (with my glasses on, as one can read the writing better!!) – and lo and behold it was the demister switch I had inadvertently knocked on. Phew!

I took the car to the Bourne Classic Car Show and I had a quite a bit of interest in the car and also chatted with a few potential visitors to the Monday Club night and possible Membership. The visiting cards were quite helpful to break the ice with people sat in their deckchairs. It was also good to meet up with Chris Pick and his nice Herald 13/60 - and a guy who was moving to the Isle of White who has a very interesting website – vitessesteve.co.uk . Thanks Steve.

Hope this hit's your doormat before the **Baston Car & Bike Show on the 1st of July** and if you haven't made us aware you are turning up in your Triumph to go on the stand please ring me direct to see if we can fit you in. Hope you've managed to pre-book your place – pre-booking ends on **1st of July - for the 25th BMC/BL Annual Rally & Spares Day on Sunday the 5th of August at Ferry Meadows**. Please let us know so that we can all be together - as we had agreed this is to be a recruiting event for us as an Area.

The 'Marshall' for our cars at this and the **Stamford Car Show on the Sunday the 26th of August** is Steve Abbott - and to be together for both we have to meet and travel together as a posse.

I had some education from Chris Gunby on an evening during early June with regards to TSSC Members car valuations for the insurance panel. A very interesting evening and as he wishes both Paul and myself to become 'Official TSSC valuers'. I must admit I took the experience with a fair degree of trepidation. I hope that I will be able to help some people in the future - but must also am aware that some people may be disappointed and others elated.

An idea that was thrown into the ring at the club night is a **Barbeque on the August 13th Club Night**. This was well received and Matt (the Publican) is now looking to the practicalities of this and to how much it would cost and how many people we will need for it to be viable. If you were not at the Club night and the idea of having a Beer (non-alcoholic is available!) and a Burger, please let me know by the 13th of July. We could also open this up to other Areas – but we would need numbers confirming.

Our **34th Birthday comes up in October** and we have a very special speaker booked for the **8th of October** meeting. We no doubt will be treated to a very exuberant talk and display – wait for it ladies – of Scalextric (vehicles, track and accessories) and possibly it's forerunner. That will be 71 years of history and changes and hiked up values in the vehicles, track and equipment!! The speaker – the very special Doug Kendall.

Paul put together a very comprehensive list of forthcoming events in last month's Courier, so please take some activity notes from there.

There were too few bodies interested in the Triumph Motor Cycle Factory trip organised for November so Paul and I decided that we would pull the plug on that for the time being – especially if I was having to 'cough up the cash'.

Well folks, our **7th Club night of the year is on Monday the 9th of July at the Five Horseshoes at Barholm, Stamford, PE9 4RA** around 8.00pm and we look forward to welcoming TSSC Members – old, new and prospective alike. Come and join in with the raffle to fund the food and a natter and that regular friendly exchange of experiences – and some pretty good advice in the bargain too!

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

Doug

SCOTLAND NORTH EAST

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

Hi. As I write this, in early June, we are just back from our very successful GTC summer run to Plockton and Skye. Ten of us and our Triumphs, 6 Stags, a TR2, 2 TR3As and a TR4A met at the Old Fire Station Cafe in Tomintoul from there we met one more

in their TR6 at our fuel stop in Inverness. After fuelling we set off in convoy for the lovely Victorian spa town of Strathpeffer in Ross &



Cromarty where we stopped for lunch. Another couple in their modern VW joined us there. Our drive to Plockton was superb, with the day being very warm more like Spain than Scotland, on the way we made a couple of stops at view points for photo shoots. It was at one of these stops overlooking Strome Ferry and Loch Carron that an Austrian tour bus stopped, some of the tourists were more interested in taking photos of the collection of 11 Triumphs than they were of the scenery. Arrival at Plockton was in the late afternoon – beer o'clock, where we sat out in the beer garden taking in the stunning views over the sea loch.

The next day we toured Skye with stops in Portree, Kilmuir and Dunvegan, the weather again was great although there was some sea fog at the north of the island which prevented us from getting views of the Outer Hebrides. After our lunch stop at Dunvegan the group split up with choice of doing your own thing such as visiting Dunvegan Castle, Fairy Pools or Talisker distillery and then back to the beer garden. On the Sunday we headed for home with the 6 Stags driving via Pitlochry and Glenshee. The total mileage I recorded for the trip was 566 miles.

In May we had our Great North Run where we visited the Glenfiddich distillery for lunch, it was an other day of great weather.

The events for this month in our area are;
1st July, Autofest at the Grampian Transport Museum.
7th - 8th July Glams Extravaganza.

Our club nights;

12th July Muggarthaugh Hotel, Muir of Fowls

26th July Boat inn Aboyne

Currently we are well into our longest spell of fine summer



SCOTLAND NORTH EAST SOMERSET

TSSC AREA NEWS

Scot North East Continues

open topped weather I can remember, I hope it continues, and it is still here when I get the Spitty back on the road. I managed to re-licence it for the 1st of June and also declared VHI (i think) to allow it to be MOT exempt. I have rebuilt the carbs but the car is still not running great, next step is to replace the coil and adjust the timing which was changed when I fitted an electronic ignition module last year which did not work.

BTW, sorry I could not make Triumph Day this year as I was away on holiday.

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 are posted on the Grampian Triumphs Facebook page.

The photo shows Stags in the Highland town of Tomintoul. That is all folks.

Danny

SCOTLAND CENTRAL

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By the time this edition of the courier will have landed on your doormat the solstice will be past and the nights will start to draw in. I can hear you thinking " for goodness sake Michael!" but it is not all doom and gloom, I always use this time each year as a trigger to remind me to get out in the car and do more with my Triumph before the good weather has come and gone and we are left thinking, ah well there is always next year. As mentioned last month we had a fantastic kick start to the season with the Drive it weekend to The Fat Lamb and then a great day in the Isle of Cumbrae at the Millport Rally. The Hamilton and Erskine rallies are off the calendar for this year anyway, however we still have a full season for this year but at a much nicer pace. The end of June saw an attendance of 10 cars at the Moffat Rally in Dumfries and Galloway, personally this is a show I have attended for around 20 years and its cause is a great one to support. 5 cars took advantage and spent the whole weekend in the village while the remaining 5 cars attended on the Sunday. This Rally is one of the few locally that has a good selection of auto jumble and trade stands. Last year we received 6 tickets from the organisers and with some grovelling I managed to secure an extra 4 for this year, fingers crossed I can use my powers of persuasion to secure more for next year. OK more of my grovelling skills rather than my persuasion skills. **Glamis Rally** is being organised by Dave Fray, the event takes place on the **7th and 8th July** and this will be a first for TSSC Scotland. Unfortunately, 3 of us will not be able to attend as we will be in another country supping the local vino while indulging in all that Classic Le Mans

has to offer. After that Mark and Jackie are spending another week in France while I roam some of Europe covering several mountain passes. Let's hope the weather in Mainland Europe is the same as the weather we have been having in Scotland in June.

There was a plea from a production company who is shooting a film in Scotland and wanted 2 cars identical for the shoot, where on earth could you find 2 identical cars of a particular colour and classics, TSSC Scotland of course, Colin and Andy kindly offered their cars up for the occasion. We are not quite sure the nature of the film but let's not let on to the boys that it is being filmed at Knockhill! If the film is a success then I am sure it can only add value to the cars and raise the profile of the Triumph Marquee. The East Coast meeting was yet again reasonably attended and a few from the west joined in to support the early months of the area, thanks goes to Alan Wells for taking up the mantle for this area and we will continue to support you and the area.

Alyson is the new Young Person's co-ordinator for the whole of the TSSC and I am sure we all wish her well in the role and will give her our support. If you have any ideas or are young enough to assist Alyson in what young people are looking for in the TSSC then let her know, I think I have just missed the cut off age. Car activities in the area have been light this month with the exception of Alyson's cars engine popping it's clogs, I have not heard of any other major activities. I have been paranoid trying to get the Spitford ready for the 3-week tour including Le Mans, however there is only so much you can do and prepare for. On the positive side I have tons of space in the car now that I am not filling it with camping paraphilia.

As everyone is probably now aware of the new MOT exemptions it sparked an Area Organisers nationwide TSSC discussion on the social media platform. The main question being there may be the odd member who will not get their car MOT'd knowing that it would not be pass. This led to the question "how does the club stand on this?" I am sure by now you will have read the article in the earlier page of the courier on the official TSSC stance. However, all our area members should ensure that their car is road worthy in order for the insurance at the events to be valid.

Well this will be my last area report and I will be handing the task over to Colin, don't get too excited yet, this is only for July as I will be in Le Mans on that day.

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

Michael

July Items: Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP on 5th July @ 7:30 East Club Meet is at The Hawes Inn South Queensferry EH30 9TA on Monday 9th July at 8pm Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 15th July at 10:30am. Come along and sample good company and breakfast.

Visit our web site and checkout the year's events at WWW.TSSC-Scotland.ORG

Please join in our social banter at:

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

SOMERSET

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Hi Folks, I hope you are all well and your cars the same.

As you all know we held our second "West of England Gathering on the 2nd & 3rd June at Southford caravan park at Martock. I got there on the Thursday to start getting the gazebos up and all the other various bits and bobs. It was rather wet on the Thursday and Friday but our luck changed on the Saturday and Sunday as the sun came out and it was

SOUTHERN NORTH STAFFS



TSSC AREA NEWS

really hot. We all went to Corfe village fete on the Sunday, if ever you fancy a local event then this is the place to go. Sunday, show day.

We had thirty eight Triumphs on display with a great range of models. We were supported at the Gathering by members from TSSC Avon, TSSC Devon, TSSC Essex and of course Somerset. You will see that I have written a full report, a list of winners and some pictures in the Show report section of the Courier.

There is another exciting show in the pipeline and if this becomes a reality then it will be taking place in September. I plan to visit the proposed venue soon to see if we can make this a reality. Those of you that are long time members of the TSSC will remember a show of this kind taking place in Norfolk, thats a clue!!!!!!

Shows we have coming up,
Friday 6th to Sunday 8th July, Classic Le Mans
Saturday 7th & Sunday 8th July, Powderham
Sunday 8th, Grove Park WSM
Friday 20th till Sunday the 22nd, Silverstone Classics
Sunday 22nd, Torbay Old Wheels Club,
Paighton Green
Saturday 28th till Sunday 29th, TSSC TriumFest UK -
Classic Nostalgia- Shelsley Walsh

That's it Folks,
 Take care, drive safe and "do more with your Triumph"

Martin

SOUTHERN

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

Hi all, sorry to say that Mike's carrier pigeon might have been shot on the way to Vanessa, so no write yup from him. Dave Moore and myself had a good run up to Leatherhead at the beginning of May. There we met up with friends from other areas and our own area. Mike dragged Dave and myself up to the Running horse for the customary drink . The Southern area romped home with a clutch of prizes at the end of the day. Peter harper got best TR. Neil Fletcher got best GT6 and Dave Moore got runner up and Mike Goolding had best Stag.



The following weekend Wendy had requested a few club cars at the Fernhurst Revels, the village fete and May Queen coronation. We had seven cars in our line up , not quite as many as the Alfa Romeo's. There were around forty cars and some tractors there. The fete was lovely so we may have to book this event in as a regular as long as it does not clash with anything else.



The roaming meeting for May was at the George and Falcon at Warnford. A select few spent a cosy evening together in the corner of the pub as there were not that many customers

there anyway , which reminded us of one of the reasons we left there as a regular meeting place .

The regular meet at the Seven Stars was a bit odd. The pub was closed to customers because of some sort of incident in the morning and staff training . We also found out that Claire the landlady had left and a tempory manager was in place. The good thing to come about this was as we had not been informed of the closure we all got a free drink for the inconvenience. Eighteen club cars on the night what a great turn out. We even had some toffs turn up from the Queens garden party.

Talking of turn out numbers, at the regular meet in August Mike will be inviting the MG's along for the evening , so could we please have as many club cars as possible out that night.

Up and coming events
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 Sports show , Kingsley Sports
ground , Bordon, GU35 9PD
7th regular meet, Seven Stars GU32 3PG
16th Roaming meet Pub with no name GU32 1DA
25th Gloucester City Classic and retro Festival
27th Wisborough Green
September 4th regular meet, Seven Stars GU32 3PG
20th Roaming meet, The Bat and Ball, Hambledon
PO8 0UB
28th, 29th, 30th. Kingsfold
October 2nd regular meet, Seven Stars GU32 3PG
21 Sunday Lunch meet , The Hunters Inn SO32 3PG
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

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Hi At last a change in the weather after what seems one of the longest winters, the better weather means I can now also work on the bodywork of the car outside.

I think I mentioned in an earlier report about the cold weather preventing progress on the painting of my car and that it could become to warm, well it happened I was trying to spray the boot but it was so hot you couldn't touch it not ideal for spraying cellulose.

Having said that my spraying is getting worse, not better plus dust and flies don't help and I seem to be getting white spots from somewhere???

After searching around the overfull garage I found the drivers door and decided to take it to a local body shop to see if they had tools to pull out a bow in the side of the door. They said they could try and push it out a bit but would mainly fill it, which they said I could do myself, not that helpful.

I started removing the paint from the door and found some filler in another area hiding a dent and then some holes in the lower part of the door and in the bottom so much more work than I hoped.

I'm off on holiday for a couple of weeks so the summer is racing on again.

I provisionally gave a date for the run that was planned for

North Staffs Continues

Drive it Day of 24th June, this clashes with a local Beer and Classic car festival which was run for the first time last year and was a success so its on again this year 23rd 24th June with June 24th for the cars.

I was away last year when this event took place so didn't attend, as it was popular I thought it could be worth checking out, so another date for the **Drive it Day run is possibly July 8th, or 19th Aug** ill keep you posted.

A couple of us attended the Pre 1940's Triumph cars Hog Roast at Wroxall Abbey which was a lovely day with some very fine prewar cars on show with support from a good range of more modern Triumphs, with lots of Stags attending.

Another good turnout of classics on the bank holiday at Smallwood Transport festival, with much better weather than last year which was cold and ended with light rain.

I'm pleased that the Vitesse John Fryer put up for sale has been bought by Rob Burgess who I think was a member and lives in Stoke so hope to see the car when Rob has restored it. John Burt sold his GT6 that he restored from a very poor state and has now bought a Mk2 Vitesse convertible which is running with an MOT, however, John is going to do a full restoration on the Vitesse.

I took my Stag for an MOT although exempt, after waiting for my slot the tester drove the car from the parking area and left it running while logging on to the DVLA.

As he was returning to the car I noticed water flooding from the car and shouted turn it off as I looked at the temp gauge the needle was at the top, thinking the worst I was left to sort it out. After waiting some time for the engine to cool the initial inspection didn't show any obvious sign of the reason for the loss of water, a closer look at the bottom hose looked as if some water may have leaked passed the hose clip, so this was moved up and retightened and water added.

The engine started and temperature gauge watched until the normal reading was showing, upon taking the next test slot the car passed without any advisories, but now another job to do is a flush of the system and a new lot of antifreeze to be added as Stags don't like just to drink water.

Last months meeting was better attended so hope to see a few more attending over the summer months now the weather is better.

Junes meeting on the 27th is at the Swan Inn Fradley Junction which will probably have happened by the time you get the Courier so I'm hoping it's not a wet poor night like May.

Dates for your diary

July 1st or 8th - Possible Dates for our Summer

Drive it Day

July 7-8th "Cars in the Park" Lichfield

Sat 7th is the preferred day

July 14 15th Barlaston open gardens

July 14th Oakmoor Hill Climb

July 15th British Iron Works

July 28 29th TSSC TriumFest Shelsley walsh

July 29th Audlem

Aug 5th Stafford Castle

Cheers

Dave

NOTE to ALL:

If I don't reply to your email or you get an undelivered message then I Haven't received It!! Bernard, Ed.

**Please Ring and check
01858 434424**

Well, there was quite a surprise at the start of this month's meeting, we had some interlopers in the car park. It turns out the Suffolk Branch of the Capri Club are looking for a new regular venue for their monthly meet, which is the same time as ours. As a Capri fan I say the more the merrier, so let's hope they pick the Sorrell Horse as their regular haunt.

Some new faces were at the meeting, Glen and his dad Steve, who are looking for a GT6 to purchase, having recently sold a Lotus 7 kit car. I'd brought along my recently returned to the road MK3, so although it's not for sale, it meant all of us in attendance had an example to point at what to look for. It also meant they could try it out for size. Good luck with search chaps.

Connor, who first turned up earlier this year, came along although without his 1300 FWD. He was making progress on its restoration but had discovered a bit more rust than he was first expecting. A tale of many of us who have restored Triumphs, but it's good to see his enthusiasm isn't waning. Also making an appearance were the 2 brothers in their very nice Herald 13/60 convertible (sorry guys, forgot to make a note of your names). A lot of us commented on how well the Alfa 156 seats matched the original rear seat, both for colour and style. They didn't look out of place at all.

Finally, a bit of history. In having a clear-out at my Dad's house, I found a TSSC Suffolk Area T-Shirt, dating from around 1991/92, this would have been when Mike Addison was area rep and features a fine Suffolk Punch Horse. I laid it out in the boot of the GT6 and it amused a few people. It even still fits, so I might sport it on the odd occasion.



See you all next month, on the **3rd July**, just before some of us leave for the **LeMans Classic**.

Russell

EAST SUSSEX

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Hi all, the June meeting already, where has the year gone, soon be booking the christmas dinner. Anyway back to tonight's meeting, a really good turnout. I counted 13 members around 2 tables and also 6 or 7 Triumphs in the car park, all Spitfires of different marques.

One conversation was about Simons 1500 Spitfire, he has had a very unusual problem in his engine, forcing off the oil filter from its housing, when he started the engine, thus dumping the contents of engine oil over his drive, this has happened three times now, he thinks it was a bad batch of filters, in as much as the top of the filter with the thread in was badly formed, thus allowing the filter to screw on a couple of turns before becoming tight against the block sealing face, I am glad to say, he came to tonight's meeting in said Spitfire and all seems okay, lets hope its cured Simon.

Other talk tonight, was about those going to classic Le Mans in July, times and meeting places, not so far away now, hope you all enjoy.

Bank holiday weekend several of us went to the Cuckoo Fair, which is at Laughton, which is a very big country show, something for everyone, They also have an autojumble there,

SWINDON . . . THAMES



TSSC AREA NEWS

in amongst it was a guy selling a MKII Spitfire, it was a complete car, but extremely rusty everywhere, and most of the car and bonnet was shot to pieces, on the Saturday he was asking £1200 no joke, by the Sunday it had dropped to £895, one of our group offered £300 for salvage and even at the end of the day, he was still sticking at £895, it was too far gone to repair only good for spares.

Anyway that's all for this month

Next meeting **Wed July 4th**

Cheers

Up coming events
Classic Le Mans July 6/7/8th
Horam Fun Day July 8th
Michelham Priory July 14 /15th
Ringmer Country Show 28th/29th July

lar

SWINDON

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Meetings Cover Swindon/North Wilts area

Our next meeting should be on **Wednesday July 18th**. We are going to be away on holiday so, given the fact that there are usually only 4 of us at the meetings **we will not be holding a meeting in July**.

We will aim to have one on **Wednesday 15 August** and if this does not draw a crowd I think we will decide to draw this meeting to a close and concentrate on the Andover group.

Next meeting 15th August 2018 at The Village Inn, Liddington, SN4 0HE

Guy & Suzie

THAMES

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Greetings all, well another great time at SEM thank you for helping out and coming. loW was smashing as well with some lovely sunny weather and great Triumph minded friends. Chiltern hills rally was also blessed with warm weather and a good turnout of classic cars. Our Triumphs are going well but have MoT s due soon.

SOCIAL EVENINGS.

3rd MAY at THE FAIRMILE INN COBHAM.

Julie and I have a great trip in the Vitesse to the meeting this evening. there we meet up with George B and for his 1st visit a big warm welcome to Julian who owns a Spitfire 1500 in yellow, it is a very nice model and Julian is getting a small bit of rust on the door sorted out that weekend (hopefully that went well and he is out enjoying it). It was also good to see Andy K join us he still has his Mk1 2.5Pi & Stag (the later may be up for sale). George's Vitesse has had its oil changed and is loaded up ready to go to the loW in the morning, we are on a later ferry so will pack in the morning. We had a pleasant evening catching up & talking Triumphs.

17th MAY @ THE GEORGE INN WRAYSBURY.

Another sunny evening with the top down in the Vitesse, Julie and I are still recovering from SEM in a good way. At the meeting we are joined by Eric W, Jay, George B, Chris C, Richard, John P & Mike H. We have a good number of Triumphs in the car park they were Chris Spitfire Mk3, Richard's Vitesse Mk2 convertible, John P Mk1 Vitesse convertible, Our Mk2 Vitesse convertible and Mikes VW Golf convertible. On the work front Eric has been busy checking over his Spitfire, the engine is out for a rebuild. Jay Spitfire has a new coil but now seems a piston had lost the will to live and broke away from the crank

? (forgot to tighten up the bolts he said) . Chris Spitfire had a new water pump and brake pads (before going to the loW) . Richard Vitesse needed recovery due to a broken roto arm and now carries a spare, he also picked up a matching pair of sidelights for the Vitesse and managed to sell his odd one at SEM. John has brought a pair of MGF leather seats to go into his Vitesse. Mike VW passed it MoT with no work needed. A lovely evening with great company, good food & drinks

SHOWS & EVENTS

4th/7th MAY . loW CAMPING WEEKEND.

It is a lovely sunny morning as we take to the road in the Vitesse, once at Southampton we queue for the ferry and soon leave the mainland behind. At Appuldurcombe Gardens we collect the key for the caravan and unload the Vitesse of the shopping supplies we got on the island. We settle in and enjoy the glorious weather. For dinner we get some chicken and chips before heading to the bar for the meet and greet.

Saturday saw us convoy to the Havenstreet Railway, there we were parked up as a group and ventured into the museum and railway grounds . There was lots to see from the ongoing workings on the engine and carriages, gift shops there was also the annual beer festival and bird of prey displays. From there we headed to Ryde for some shopping and a bite to eat. Then on to Sandown for a walk on the beech with an ice cream and into the arcades. That evening we drove out to the Sun Inn at Calbourne and enjoyed a lovely meal, back at the campsite we enjoyed some more drinks.

Sunday morning we headed off on a convoy run ending up at Ventor cricket club there we saw the end of juniors match and enjoyed the sunshine waiting for the BBQ and relaxing. Next stop for us was Godshill where we looked around and enjoyed a milkshake at the chocolate shop cafe. We had a lovely meal at the Pointer Inn , Newchurch, with Mark , Jackie, Ann & Robin (from Southern Area). We made back in time for the Quizzes and games, which were great entertainment.

Monday we packed up and loaded the Vitesse before saying our farewells. We did some shopping before getting the ferry home and hit the back roads as the motorway was at a standstill as usual. A fantastic weekend on the loW they did a great job in look after us all.

11th/13th MAY. SOUTH OF ENGLAND MEETING.

With all the equipment and what ever we could fit into my Transit we drop it off at the Leatherhead Leisure Center. Julie brings me back to collect the Herald & Vitesse with the caravan on tow. Then we pick up Julies Mum (Mary), Daughter (Kat) & her partner(Liam) before head to the leisure centre. Once there we see George B putting up his tent and soon we are setting up our weekend homes. Later on we have some more campers as we mark out the camping area & put out signs . As the evening comes I shoot off to get the chippy run, which we enjoy in the sunny evening. We pop over to Georges fire to talk and drink some more greeting more camper as they turn up , relaxing before the storm.

Saturday we finish setting up the show ground, marking out the white lines, putting up the marquee, event shelter, marking out the entrance gate and the usual things. That evening we have a BBQ under the event shelter and enjoy our meal, then back over to Georges fire to chat and relax some more. Once darkness falls the genny is started and we encourage the campers over to join in the quizzes and feely bags, after which we return to relaxing mode around the campfires.

Sunday morning and I put out the model signs, put the cover on to the gate gazebo and welcome the early arrivals. the burger Van is soon open and selling, as are Blue Pig Photos.



Thames Continues

Soon we have a field slowly but surely filling up nicely. At 10 am I open to show over the speaker system and all is already busy. We still struggle to get enough judges to cover all the models of Triumph's on show. It was great to see so many familiar faces and I do apologise if I could not talk for long. Julie & Kat are going around selling raffle ticket. George is on the gate for most of the day greeting you all, Martin & Liam did a wonderful * thankless task of trying to park up each Triumph on the correct line. Plus there are so many other people that help out over the weekend, Julie & I wish to thank you all. Come the end of the day we give out the prizes for the quizzes the night before, then draw the raffle. Once all the picked Triumph's were called out to the front Chris G kindly called out the runners up and winners before giving car of the show. As the show ran down we started collecting up all the show equipment and pack away our weekend homes and then relay to get us all home and collect my van which was unloaded the day. A big thank you to all that came, as there is no show without you all coming

20th MAY. CHILTERN HILLS VINTAGE VEHICLE RALLY.

We are once more in a mini convoy Julie in her Herald 13/60 following me in the Vitesse. As we get closer to the show we mix in with other classics heading to the show. Once on site we make our way to the club stand where our George in his Vitesse and from Oxford Area Moira & Bob in their Spitfire 1500 & TR 7 were parked up. We set up the event shelter flag and banner, before having a relaxing cuppa. To finish off our stand we have Tony, Penny & Harry in their Stag. We headed off to look around the auto jumble and find a mixed pair of roto flex's at a very cheap price. After looking around the stalls I get a real ale and wine for Julie, we have our lunch back at the TSSC stand. Other Triumphs on show were :- 15 Stag's. 5 TR7's. 12 TR6's, a Tr5. 5 TR4's. a TR3. a TR2. 7 Spitfires. 9 Heralds. 3 Dolomite's 1 being a Sprint and 1 from the 30's. An Acclaim. a Renown .4 Vitesse's. 4 Peerless, a GT6 . 2 Standard 8's.

It was a great day out & as always a lovely show.

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

JULY

- 1st Darling Buds of May Buss farm Nr Ashford
- 6th/8th Le Mans Classic France
- 8th MacMillan Classic Show Clandon
- 14th Village Day show Noorwood Green
- 15th Uxbridge Autoshow Uxbridge
- 20th/22nd Silverstone Classic Silverstone
- 21st Ripley Event Ripley
- 22nd Retro jumble Brooklands
- 22nd Ash Chase Tongham
- 27th/29th TriumFest UK Shelsley Walsh

AUGUST

- 5th White Doves Show Kingsley nr Bordon
- 12th Classic Car Show Cranleigh
- 18th Village Car & Bike Show Caple
- 18th Town centre Car show Camberley
- 25th/26th Wings & Wheels Dunsfold
- 25th/26th Classic Car Show Egham

Mickey & Julie

IMPORTANT NOTE

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

Hello, folks. May started with our meeting on Tuesday 1st, and once again the room was packed. Richard and Joyce were away on another holiday, so M.G. Pete took over Richard's role, and together with Helena all forthcoming events were covered. Terry, who owns the Triumph powered Amphicar, said that he would be at the Alderford Lake Breakfast Meet on the 20th, but he is only allowed to be in the water until 10 a.m., because apparently after that there is an insurance issue. However, he did point out that if anybody wanted a ride (or should that be a float) he is more than willing to take people out in his most unusual vehicle. After that we had the raffle, which had a good assortment of prizes, as usual. Very nice to see Spitfire Sam and have a good catch-up. Another really good evening, with chat and laughter.

On the meeting night Julia had suggested having a run-out on the following Sunday, as nothing was planned. So on Sunday 6th thirteen of our Chester & Wrexham group met at the Grosvenor Garden Centre for a WOFFAL (Weekend Old Farts and Friends At Lunch). Julia and Alan had been busy sorting a route and booking the lunch venue, and being a Bank Holiday weekend this was no mean feat, so well done to both of them. We all set off from the garden centre at about 1.00 p.m., and had a lovely run with roofs down as the weather was fantastic, this is how May should be. We finished up at the Boat House in Ellesmere for our meals, and these were thoroughly enjoyed by everyone. Once again, another great day in great company.

We had decided to take our Spitty, as she needed a run having not been used since last year, so she was duly washed the day before. Roger got her out on the morning and put the roof down, and we both checked that it had been folded back neatly. Helena noticed that there was an old blanket in the back of the car, and decided that it would have to be taken out as it was surplus to requirements and looked a bit scruffy. On removing the blanket she noticed that it had been nibbled, and saw a small ball of chewed blanket behind the driver's seat:- the ball of fluff was taken out and promptly dropped, as it contained the body of a mouse. It must have got into the car during the winter and died, but of course we did not know as we don't use these classic cars during the bad weather, and in a way it's a good job!

Sunday 13th May was the Candles Charity Road Run, and at 9.00 a.m. we, together with a good number of our group, signed up for our route plans at Bellis's Garden Centre in Holt. This event is organised by West Cheshire M.G. Owner's Club and open to all ages of M.G., but any pre-1972 car of a different make is welcome. More than 150 cars were flagged off by Fuzz Townsend from 10.00 a.m., and a really pleasant route took us to the Gornelian Visitor Centre in Bala for our lunch break. From 1.00 p.m. there was a steady departure for the afternoon run through more beautiful countryside ending up at Harwarden Castle in a large field at the Castle Farm Shop. The raffle raised over £700 to add to the thousands that the whole event raises for charity, this year being Guide Dogs and the Clwyd Special Riding Centre for disabled people. At the moment we don't know the final figure, but Neil told us that it is likely to be around £4000. It was such a great day, with weather to match.

On the way back we came up behind Barbara and Graham in their Herald and Kevin in his M.G. on their way home from the Claremont Farm show. There had been around 500 vehicles on display at this show, so a good time was had by all. What a marvellous turn-out.

On Tuesday 15th we had another early start to go to Blakemere Village at Sandiway, and met Julia in her Spitfire on the way to the meeting point. We were the first there, but

TSSC AREA NEWS

closely followed by Neil in his 1955 MG TF1500. Having arrived early we had time for a coffee/tea before meeting up with the rest of our group, where John Wouds distributed route plans to The Lion Salt Works at Northwich. This salt works was run by the same family for generations until closure in the late 1980's. The mining of salt caused a vast amount of subsidence in the area. Millions of pounds have been spent to make this tourist site safe to visit, and it was a really interesting morning with a very good guide explaining the whole history. At 1.00 p.m. we crossed the road to The Salt Barge for our pre-booked lunches. The sun shone once again, which made the day even more enjoyable, so another great day in great company.



Sunday 20th May was a very busy day as regards events. We set off in our Spitfire to get to M.G. Joan's for 8.30 in the morning, and from there we travelled to Alderford Lake for their breakfast meet. It was a smashing morning, and Terry was there with his Amphicar:- Roger, Joan and her companion, Richard, took a ride into the lake with Terry and thoroughly enjoyed the experience. Helena stayed on the lakeside to take the photos. We "bumped into" (not literally) Gwyneth and Colin from the North Wales Jaguar Club, who had gone along in their Daimler, so we sat and had coffee with them. They expressed an interest in going into the lake, so they also had a ride in Terry's most unusual vehicle, and really enjoyed it, big smiles on their faces!

From Alderford Lake we, along with Joan and Richard, travelled down the road to attend the Wheels of Wem at the Horseshoes in Tilstock. We parked up and went into the pub where the chaps, who were not driving, enjoyed a proper drink, whereas Joan and Helena had soft drinks. The BBQ was fired up and we all enjoyed a really good burger.

From there we travelled up to Tiverton for the Pudding Extravaganza. The money that was raised from this event goes to Opal Services, who organise daytime clubs for older people in rural areas:- another good charity. The weather was really nice so we, along with Joan, had the rood down all day. By the time we arrived home we were very tired, but it had been a wonderful day, well worth what we did.

A strange coincidence:- on Tuesday 22nd Roger was due to have his check at Llangollen Health Centre, and as we arrived Helena spotted a dog sitting alongside his owner, and thought the dog looked familiar. When parking up we saw a certain Herald and knew who it belonged to. It turned out that it was Graham, and he was waiting for Barbara to come out of the surgery. This has happened once before, so Roger, Barbara and Graham really must stop meeting this way!!!

The weekend of 27th - 28th May was the Bala Lake Festival of Transport, and we had decided to attend with the North Wales Jaguar Group, so took our XJS. Before we left home, despite it being sunny earlier on, the thunderstorms had set in so we left a little later than planned, giving time for the weather to settle down. The rain kept coming down on the way to Bala, and we came across a deep flood on the A5 in Corwen, so if we had been in our Spitfire it is doubtful that we would have got through. The sun came out for about an hour during the day, but then the weather turned bad again. However, we still had a good time, and lovely to see M.G. Phil and Ilene.

On the same day a number of our car friends went to the Churnet Valley Railway at Stoke on Trent, and had a really good day:- the weather was so different to Bala, being sunny and hot. It just goes to show how we are at the mercy of the elements! As we have said before, it does not matter what car you have, everyone gets along with everyone else. A classic is a classic which ever flag it comes under.

Tuesday 29th May was our OFFAL run, this month organ-

ised by M.G. Pete and Alison. The day was bright and sunny, so we took our Stag (roof down) to meet thirty-two of our Chester & Wrexham friends at Moreton Garden Centre in Chirk for the usual refreshments, and to collect the route plans. Another great run took us through some lovely countryside to our lunch stop, which was the Hammer Arms Pub. The staff had put us in an upstairs room, and had arranged a huge table to accommodate us all. The pre-booked lunches were thoroughly enjoyed by everyone, with the chat and laughter getting louder apart from the time we were eating. Another smashing day in great company, and yet again weather to match.

That's all for now, so please remember that our monthly meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m.** Hope to see you there.

Forthcoming events:-

July

3rd July:- Monthly meeting at the 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.

August

3rd August:- Families Day, R.A.F. Shawbury.

4th August:- Oswestry Agricultural Show.

4th - 5th August:- Llangollen 60's Weekend.

7th August:- Monthly meeting at the Trevor Arms, Marford.

12th August:- Classic & Collectors Vehicles, Ellesmere Wharf.

12th August:- Severn Hospice Run.

12th August:- Claremont Farm.

18th - 19th August:- Tatton Park.

19th August:- Wheels of Wem, Horseshoes Inn, Tilstock.

25th - 27th August:- Oulton Park Gold Cup.

28th August:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068
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 e-mail: alan.gourley@hotmail.co.uk

Cardiff City Stadium Show 20th May 2018

As it was a relatively short run to the local football stadium we had planned to meet at junction 33 on the M4 and drive in an orderly queue, not a convoy, so that we would arrive together. As I pulled into the services car park



Thumper Watson was already there in his excellent Spit 1500 now sporting replacement side windows in his hood which were done by a local artisan and are a good job too. Chris was also in position in his Spit 1500 in BRG a first time out

South Wales Continues

with us on a run. We were soon joined by the Monmouth Mafia, John and Mike in the Acclaim and Maggie Tony in his newly painted MkIV Spitfire in Red which looks stunning. Bern and Jack arrived in the Standard Vanguard sporting lots of Arsenal memorabilia from Arsene Wenger's recent office clear out and boot sale. Mikey J parked up alongside us in his pristine yellow GT6 and then we heard the rattle of kettles pots and pans as Dotty and Paul arrived in their Vitesse. It was all tops down as it was a lovely morning and the sun was already preparing for a scorcher. Rob and Pete arrived in their red 13/60 convertible complete with overdrive. We were also joined by Chris in his Valencia Blue and primer 13/60 convertible and Robbo in his MGB GT which he had up for sale or free to a bad home.

With everyone accounted for we set off towards Cardiff and drove the short few miles to the home of the Blue Birds now back in the Premiership for next season. Although Chris's Spit was moving it was evident he had some sort of problem and as we arrived at the Stadium car park steam was in evidence from his radiator. We all got parked up and Chris prepared the patient for an internal inspection.



After allowing the engine to cool down a bit it was evident that the electric cooling fan had a lack of battery cooperation issue. Mikey J got his sleeves rolled up and his AVO meter out and soon had the fault diagnosed and the patient with a prescription for an earth on the relay and a properly functioning temperature sensor. We were soon taking in the great number of excellent local classics on show as well as an abundance of trade stalls and auto jumble (or genuine spares as we now refer to it). Breakfast at the local ASDA was in order and to be fair is one of the highlights of the morning with Bern's loyalty card ten all you can eat breakfasts for ten pounds FAN-TASTIC. We headed back to the show just in time for Dotty's kettles to boil and a fine cup of coffee. The Cardiff City manager Neil Warnock was spotted by Bern rummaging through the genuine spares (auto jumble) for bits for his Herald convertible. The car park surface made it a rather hot afternoon and we were soon flagging but the dulcet tones of Steady Eddy on the microphone kept us all asleep.

As always time marched on and it was time to leave another really successful Cardiff home win. We bade our various farewells and made our separate ways via the turnstiles. 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 the home crowd"

AI

BERKELEY CASTLE CLASSIC CAR SHOW Mon 28th May

On an overcast bank holiday Monday morning I got the Spitfire fired up and proceeded to Area Navigator Ants house where he was nowhere to be found. A text and phone call later he was located a quarter mile away walking his dog. Confusion averted I got him loaded up and on our way to meet up with Rob and Pete in their overdriven immaculate Herald 13/60 convertible. We were soon heading east towards our second meeting point at Magor where we teamed up with Paul G and Dotty in their Tan topped white Vitesse convertible. With only the 3 cars on the run, due to a clash with the Vale of Glamorgan Classic Car Show which the Mafia were attending to ensure that the rule of no post 1980 cars was adhered

to, and Bern and Crazy George running their annual mobile garden centre and home for neglected



flower baskets. Paul G lead the way as Ant struggled to get a sensible bearing using his magnetic seaweed and we were soon across the Severn and heading up the M5 towards Dursley and the country roads of Gloucestershire to Berkeley Castle.

It was a first time for me at this show and it is one that I will return to again and cannot recommend highly enough, set in beautiful countryside underneath Berkeley Castle. With the sunshine threatening to bake down on us throughout the day through the light cloud cover and with an attendance of (I'm told) between 500 - 600 Classic Cars there was plenty to keep us occupied. There were also plenty of craft, antiques and auto jumble stalls and a great variety of food vendors. We had plenty of interest in the cars and I got to talk to John from Caldicot about his recently acquired beautiful Dolomite which is a complete original time capsule. Rob as usual had his polishing kit to hand aided by a barrage of abuse from his brother Pete with encouraging comments like "You missed a bit!"

At 4pm we packed up the tea and coffee equipment and Paul G once again led us home towards the west. Another great day out with TSSC South Wales, and what we lacked in numbers was more than made up for by the quality of those who attended.

Al

Run to Pecorama Sun 27th June, Beer, Devon

A few of our members have supported this event over recent years and always look forward to it as it attracts a large number of entries provides plenty of attractions and the 85 mile run there is very enjoyable after leaving the motorway.

Dotty and I met up with the Mafia and Mike the Cake at Magor services and headed off at the allotted seventh hour. The weather forecast for the day was very variable so we prepared for all eventualities. It was quite dull heading down the M5 and as we approached Taunton it got quite dark and the rain started just after we turned off the motorway just as we passed Thornfalcon and was quite heavy for about fifteen minutes. Then as quickly as it started it stopped and the rest of the picturesque run through Ilminster, Chard and Axminster was very pleasant and we made excellent progress till we reached Axminster when we were 2CV'd and had a sedate remainder of the journey and arrived at the showground just after nine. Despite the delay we were amongst the first there and bagged ourselves a prime spot in the spacious TSSC area near the entrance.

We headed off for complimentary teas and coffees to help wash down a lovely bacon butty before heading back to the show where the thronging masses had arrived. The TSSC areas was the largest allocated club area and had representatives from Avon, Somerset and Devon in addition to ourselves. The collection of models on display was truly impressive. The grounds of Pecorama provide a host of pleasures from model railways displays, flowered gardens, play areas and an extensive narrow gauge railway to ride on for those seeking a break from field watching. The sun shone long and hot all day and was a very welcome change to what we anticipated.

So we passed a very enjoyable day and headed home in anticipation of another enjoyable day on Bank Holiday Monday at Berkeley Castle. What an exciting life we lead. So what we lacked in numbers was made up with the lovely weather we had. Thanks to those members who turned out

WESSEX WEST MIDLANDS . . . WORCESTER

to make a very enjoyable day . Roll on next year when we can do it all again.

Paul G

TSSC AREA NEWS



Thornfalcon 19th 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**, which has now been confirmed as **Sunday 19th August**, official time is 11 a.m. – 2 p.m., although these times are only approximate as entrants arrive at 10.30 a.m. and if the weather is fine, stay until well after 3 p.m. A more comprehensive list has been forwarded to our local members, so that you can pick & choose, depending on how much time you can spare! If you have any suggestions to include in our "things to do!" please let Trevor know. As always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the Tyrrells Ford, Thursday 26th July

Martin

WESSEX

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The Vintage & Nostalgia Show at Stockton in my opinion was well worth attending, not sure why I would of thought that?! I don't think my wife would agree, Trevor did well to get a picture with her actually smiling in the background!!! It is really a nostalgia show, with cars. Plenty of 40's & 50's themed activities



with dancing to the Big Band Sound and other musicians at various locations around the show. It made a pleasant change from the normal car show, even with the lack of auto-jumble stalls. That was on the Saturday, the Sunday was the Hardy run which was well attended with over one hundred cars. We did not clock the mileage, but we must have covered at least 150 miles from leaving home to returning! It started at Bockhampton, just outside Dorchester, lunch stop was back in our neck of the woods, Wareham Forest (pun intended!), then onto Weymouth with it's great views. The weather was perfect, the company good, the only downside was the lack of ice-creams, but what can you expect in Britain, in the summertime, in a holiday resort, I expect it was all closed up by 6 p.m.!! Finally, back home, over the same route that we had just come!

Earlier the previous month was Basingstoke where we had a full stand with the TR Drivers. A note of warning, all the catering outlets have substantially put up their prices, but not the quality, this also went for Beaulieu Auto Jumble the following week! That said Basingstoke was a good day out with plenty to do and see. Our stall at the Beaulieu Spring auto-jumble was a good base for everyone to meet up. Manned by myself, Trevor, Peter, Roger & Neil, with Alan & Jonathan popping in to see how well we were doing. As usual quite a bit of what we took to sell, came home with us, but at least we did not add to it, by bringing back more than we brought, unlike other years!! We teamed up with Suzie & Guy of the Andover & Swindon areas, to put on a joint club stand, with Roger's Herald 13/60 as the centre piece. This event is not quite as popular as the September auto-jumble, but the weather was certainly better. I actually stayed over on the Saturday, sleeping in the back of the Honda, which was more civilised than it sounds! Interest in the Milestone Museum at Basingstoke was a bit lukewarm to put it mildly, so that has been knocked on the head and might be more suited to a winter 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:-

Classic Le Mans 6th - 8th July

Silverstone Classic 20th - 22nd July

TSSC TriumFest UK 27th - 29th July

Breamore Show 12th August

WEST MIDLANDS

Tel. 07505 110922

Late May and early June have been cracking for West Midlands Triumphs, Shawn and Lynne Daniels arranged a run for us which was most enjoyable (I hear, couldn't go myself) it ended up in a restaurant inside a railway carriage. Third Wednesday meeting at Sharmans cross pub went well, the lesser of our two monthly meetings but with regular attendees.

MOE was out and about towing the caravan into the Derbyshire Peaks to a pre 1985 car rally, a good time was had by all, don't think it did my waistline any good.

Our first Tuesday meeting went very well, 25 cars altogether, I actually won a couple of prizes, on the raffle, that means the age of miracles is not passed.... Lots of things discussed, The Cosford RAF centenary show, being held while I write, lots of cars from West Mids and Shropshire, and as Phil Tabberer expected, in excess of 16 Spitfire based cars showed up and formed a squadron.

Our next event will be **Rotary Cars in the Park 2018 - 7th & 8th July** ... and there are significant fees that have been paid to Lichfield District Council for the use of Beacon Park, there will be charge for all entries of £3 per car which covers both days. This is an excellent show in lovely grounds, we have some spaces left, best to contact Phil on 07775 574509 as he will know availability, all cars must be on site before 11am and cannot leave till 4pm.

We are discussing having a **West Midlands Area Camping weekend next year mid to late June 2019**, do let me know if you are interested, in the meantime I'm off to TSSC Cornwall's camping weekend and the 2000/2.5 Register week in Devon, will be back for next month's magazine issue and meetings, that's about it from West Midlands Triumph Club, on the move.

Cheers

Chris

WORCESTER

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Hi Folks. Sorry it's been a while since I sent something in, we have been too busy doing stuff for me to put pen to paper (or finger to keyboard!) - honest. We had our annual dinner at The Nightingale, they put up with us moving their furniture around once a month so we thought it only fair that we should do it properly this time. A good time was had by all and it was lovely to see Sylv come along for the evening. As I had had



WORCESTER . . . WEST YORKS

TSSC AREA NEWS

WEST YORKS Tel. 07944 909823
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Worcester Continues

a hand op only the day before it was good that they had a good choice of food that didn't need much cutting....

A few of us managed to get along to the Practical Classics show at the NEC,(crikey I really haven't sent anything in for a long time) to purchase those essential items that you never knew you couldn't do without - until you see them, and catch up with other like minded owner.

For Drive It Day a crowd of us made the trip to the Classics Hub at Bibury, having never been before I didn't know what to expect but it really is a little gem of a place. There's a couple of collections nestled amongst the cars and automobile that's for sale and the stuff that turns up for the bacon rolls and coffee is quite unusual. I think we'll be going again for one of their Sunday morning meetings. From there we trundled onto Batsford Arboretum for a late lunch and a look at the blossom and just in case some of us were feeling a bit faint from hunger we stopped at Broadway Tower on the way home for an ice cream. The weather had been kind to us all day and the view from the Tower was absolutely stunning, tho' the surveyor amongst our group couldn't help pointing out the ominous cracks that were showing.

Bringing us up to date was the Laon trip which was as fantastic as ever. The weather was absolutely glorious with just one rain shower the whole trip, and that was at night when it didn't really matter.

The run out took us into Belgium and the Chimay race track, it's also the home to a group of monks who are well known for brewing a good beer, so naturally everyone had to have a glass before continuing on their journey.

We have a couple of pub runs booked as well as the annual fish and chip outing in July and the August Bank Holiday trip out is in the advanced planning stage. If you read this the minute it drops thru' your letterbox a few of us will be busy packing the car for the Classic Le Mans trip, always an enjoyable event.

If you're in the area the first Monday of the month, pop along to **The Nightingale** and see what else we're doing, it doesn't matter if your Triumph is on the road or currently in a collection of boxes in the garage, all are welcome!

TTFN

Vicky

Hi All. The Dales Run weekend went very well, I arrived first on Thurs afternoon in the sunshine and we had sun wall to wall all weekend till I set off back home Sunday tea time then it did a bit as I were near home.

Friday we set up camp. The first to arrive around lunch time then it was a steady rest of the day. Most went to the pubs for tea ETC. Saturday we set off for the run to Kettlewell for our lunch stop.

After lunch we set off for a long run to Tan Hill pub stop, just before that I had have a wheel changed by our firth full man Richard in his new X fire van with all his yellow flashers going on top of the van. After a short stop we set off down to Hawes and it started a rain storm wipers would not keep it off the rain was coming 6 or 8 inches off the road.

This is a very long steep hill full of bad bends not good for driving in rain we got only a few miles from camp and it stopped raining and we were back in the sun were it had been all day. After teas around 7.30ish we all went in the VIL-LAGE HALL for fun and games a very good night was had by all this is the only time I have a drink in the year and get giddy we left the hall a round 12.00ish.

Sunday morning was wind down so we did a Treasure Hunt all a round the village set by Martin and Jane and a good one as well feed back to me was they very much enjoyed it some thing different.

I was the last one to leave Dent a round 5.00ish. Our Thanks for all that came. And thanks to Candi for doing all the bookings and being my booky for the night in the hall
Thanks all of you.

Alan

USUAL IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 8th of Month please

ANOTHER IMPORTANT NOTE

Guideline for Area News Length is 1200 words of "Relevant"

Area News and 2 Photos

Really long reports and lots of Photos mean I have to Reduce the Size of the Area Event Adverts



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.muschialli@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 .

