



**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

THE COURIER NUMBER 458 AUGUST 2018 TRIUMPH SPORTS SIX CLUB

THE
COURIER

No. 458 August 2018



THE August 2018

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 458

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COVER COMPETITION
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PICTURE FROM CHRIS RYBKA

Courier Copy/Area news

Editor: Bernard Robinson

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & Jpeg files

NO Word/etc Document attachments please

Courier Copy By 8th of Each Month

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

THE GET OUT

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

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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**
Young Member (Age 17 to 25) **£24.50**

Direct Debit: Worldwide Membership &
Renewal (From UK Bank Account Only) **£44.00**
Young Member (Age 17 to 25) **£22.00**

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Or POST/e-mail Form To:

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

Form on Website: www.tssc.org.uk
TEL: 01858 434424 Fax: 01858 431936

TSSC INSURANCE PANEL Contact Numbers

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

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

LANCASTER INSURANCE
Tel: 01480 400763

CLUB SHOP

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

TSSC ACCOUNTS

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

TSSC MUSEUM

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

TSSC SHOW CAR REGISTER

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

COUNCIL OF MANAGEMENT

2018 meetings:

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

Your Pride & Joy?

WHY WOULD YOU NOT MOT YOUR TRIUMPH CAR Or any other classic vehicle you may own?

As you are probably aware some of our cars have become MOT exempt, what this is doing is putting the onus fully back on yourselves to maintain and keep your vehicles safe and road worthy.



Having listened

and speaking to several people on this matter it really astounds me that you would attempt to drive your car without having a professional eye take a look over your pride and joy, that MOT certificate provides peace of mind !!!!

Classic Insurance will **NOT** pay out if your car is deemed Un-safe and Un-roadworthy at the time of any incident occurring (MOT peace of mind again).

If your car is not MOT worthy (would it pass?) for example if you were stopped by the Police you will still be charged/ fined if the car is found to be un-safe and un-roadworthy. Worn tyres, lights etc (**SO WHY WOULD YOU NOT MOT YOUR CAR??**)

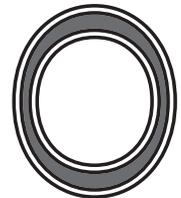
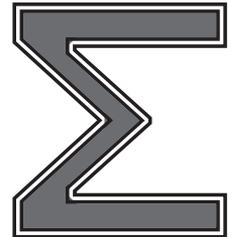
If a car could or would **NOT** pass an MOT and is deemed un-roadworthy and you intend attending or driving to a Classic car show you will **NOT** be covered by the event's Public Liability insurance as you are knowingly breaking the law. (**WHY WOULD YOU NOT MOT YOUR CAR**) ??

The official line of The Triumph Sports Six Club which was agreed by all at the AGM in April 2018, is **KEEP getting your car MOT'D**. An extra pair of eyes checking over your pride and joy has to be worth the fee every year.

We want you to **Do more with your Triumphs and Stay Safe.**



BY NIGEL HILL
COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

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

August 2018

FRI SAT SUN 3/4/5 AUGUST 2018
LEICESTERSHIRE & RUTLAND AREA
33RD SUNSHINE RALLY

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

FRI SAT SUN 30/31 AUG 1 SEPT 2018
MANCHESTER AREA WEEKEND
HAMMERED HOUSE OF HORRORS
AT COTTON ARMS, NANTWICH.
MARK KILGALLON 07954 784342

September 2018

SUN 9 SEPTEMBER 2018
TSSC HERTS & BEDS ALL TRIUMPH &
CLASSIC DAY AT DUXFORD I.W.M.
CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

November 2018

FRI SAT SUN 9 10 11 NOVEMBER 2018

LANCASTER INSURANCE
CLASSIC MOTOR SHOW
NEC BIRMINGHAM

www.necclassicmotorshow.com - Tel. 0871 230 1088

Discount Code: CSCMS18 or Family CFCMS18

PLEASE SEND ALL 2019 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk

ST Review Magazine Archive

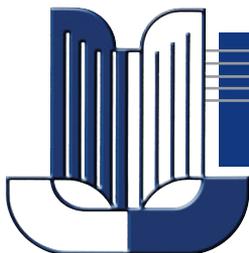
REVIEWDVD 2 Disc Was £10.00 Now £5.00

2 Disc Magazine Archive

Featuring: Car Model road tests,
Technical articles Triumph Dealership
info and Period advertising

P & P 0.100Kg





NEWS REVIEW

Monthly News of a Triumph Nature



TSSC HQ Team New Member

We are very pleased to Welcome to the HQ staff Team, **Martyn Sankey**. Martyn joins us from E.J. Ward where he used to cover their Sales and Parts Orders. Martyn owns a very nice Stag and has a good general technical knowledge of these

and he is quickly picking up the knowledge on the other cars the Club caters for. He is primarily looking after the Club Shop orders and the telephones and is in on a part time basis. He will also be helping out at the Shows that HQ attends so make yourself known at them and join me in welcoming him to HQ.

Bern
TSSC HQ

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 Gunby
TSSC Chairman

Courier Cover Competition

It's easy, take a look at this Months Courier Cover taken by member **Chris Rybka**. If you think you know **WHERE** the picture was taken, drop me an email at: courier@tssc.org.uk Stating where in the world you think it was taken.

The Winner will receive a £20 Club Shop Gift Voucher.

Closing Date 15th August 2018

Bern
Courier Ed



FOR AUGUST ONLY!

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

Special Offer on Hi Torque Starter Motors

Does your Triumph not want to start easily when it is hot or not used regularly?

- ▶ Can give in excess of 200% more cranking torque
- ▶ Uses less current than conventional starters

Normally £160**, for the month of August save £10 or if you purchase £50 (not including postage) or more of other shop items on the same order, then save £20 off of the standard price.

**** HITORQ318 normally £180**



P & P 10Kg

May I Introduce....?

Fellow Triumph'ers I am both pleased and excited (and terrified!) to announce that I have taken on the role of Young Members Co-ordinator for the TSSC and I hope to continue in this role until I am no longer considered to be young (no cheeky comments please!).

For those of you who have not yet made my acquaintance I will introduce myself, my name is **Alyson**, I am 27 years old and live in central Scotland, however most importantly, I own a Triumph Herald 13/60 lovingly named Harriet. Harriet was bought for me by my long suffering partner after I (somehow) managed to get a degree in Education and Social Sciences from Strathclyde University in Glasgow. Harriet and I have had a great first year together and have exhibited at various car shows where I am only too pleased to show her off to the general public.

I believe that classics like ours should be shown and enjoyed for years to come, what is the point in owning it if you don't

"I have taken on the role of Young Members Co-ordinator for the TSSC"



Pic 1. My Herald - Harriet

occasionally drive it like you stole it!... Colin Miller that is of course a joke, I never drive her over 60mph as per your strict instructions!!



Owning Harriet has really opened my eyes to the joy, delight and frustration which owning a classic car can elicit. However I do have a number of other vehicles on my wish list (sorry they aren't all Tri-

umph's!) which currently includes: A Citroen 2CV, a Morris Minor, a Frogeye Sprite, a Nissan Figaro and if I have any money left over, a VW camper-van. (This list is here to showcase the types of classics which appeal to me but also because my partner reads this magazine and it is almost Christmas....) My daily driver is a 16 year old beetle with a cassette deck, I am truly embracing the retro!

As the Young Members Co-ordinator I feel that I need to have both short and long term goals to increase our young member demographic. Long term I would like to encourage more young people to see the potential and the joy in owning a classic car and to join the TSSC. However, I think that it would be prudent to initially focus on the short term goal which is to develop the involvement which our current young members have within the club. To do this I intend to contact all area organisers looking for details on our young members which will enable me to reach out and contact each and every one of the young members personally. This information will assist me in creating a young members database which can be regularly updated as we gain new young members (which we will!).

Long term I would also like to do one or two events which focus on our young members and how we can bring them all together in a meaningful TSSC centred way.

In the interim if we have any young members who would like to write an article or wish for help to write one then I can be contacted on the email address provided.

Please also contact me by email at this address:

youngmembers@tssc.org.uk with any questions, queries or just to say hi, all contact will be gratefully pounced upon!

Until next month,

Alyson & Harriet

To Get the Ball Rolling as they say "Here's one I did Earlier!"

My first breakdown (the car this time!)

I am the proud owner of Harriet, my red Triumph Herald 13/60 which was purchased for me as a gift from my partner Ken. Harriet and I have been together for a year and I have proudly displayed her at numerous classic car shows, she had never let me down.... Until it happened (and en route to the first car show of the year).

I had invited three of my friends to attend what was to be their first classic car show, and a girlie weekend to boot! We had co-ordinated outfits, mapped our journey times and even researched restaurants for our evening meal! Everything was organised and we were all very excited.

My two mechanics (my partner and his friend Colin) had been working on Harriet for weeks (I am reliably informed that the cylinder head had been overhauled). With all the mechanical and cosmetic work which had been done I was excited to drive Harriet and to show her off.

The day started smoothly enough, my hair was done, my outfit co-ordinated and off Harriet and I went to meet my friend Kim. I was once again reminded on the drive to collect

Kim of how much I enjoy driving Harriet, I was cruising along the motorway at a respectable 50mph (ok ok it was 60!) and waving to a few fellow classic car owners when we passed each other, I was feeling like the Penelope Pitstop of my day! However, not long after I had collected Kim and left Glasgow did the problems begin... There was a loud bang and the power dropped although Harriet did continue to drive.

Harriet suddenly started making the most heart attack inducing sound which as a girl with no car experience I can only describe the deafening din as being similar to a helicopter whirring 6 feet above my head. I am as much of a novice as one can be however even I recognised that this sound was not good and I pulled into the first safe place which I could find in order to investigate the noise.

I pulled into the car park of The Loch House in Lochwinnoch (beautiful restaurant if you have never been I recommend it), and we popped the bonnet (listen to me using car terms). Kim and I then spent five or so minutes looking at the engine block, scratching our heads and making "hmmm" sounds before I admitted that I had no idea what I was looking at and Kim thankfully was as lost as I was, although between us we managed to identify the fan belt and the four spark plugs but everything else was man stuff!

As a damsel in distress I was then left with no choice but to phone my partner Ken with my Car SOS. He proceeded to ask myself and Kim numerous questions all of which we answered by saying "yes? No? I'm really not sure". Ken and Colin

decided the car needed to be looked at by a man (although I know the difference between the bonnet and the boot which I see as progress!). He instructed me to leave the keys at Loch House and to continue to the Classic Car Show with my friends to enjoy my day and he and Colin would drive down to take a look (felt like a win for me). So Kim and I called our other two friends Heather and Dale who drove (in their modern car) to Loch House to collect us. Whilst we waited for the cavalry to arrive the sun was shining, I had camping chairs and Kim had Cheese and Crackers so a leisurely half hour was spent eating and chatting with occasional longing looks cast out towards poor Harriet. My friends and I did eventually



Cheese & Crackers



Millport Show

make it to Millport and we had a fantastic day with fellow classic car enthusiasts.

Whilst I was in Millport I phoned my insurance company (Peter Best) who promised that a mechanic would be on site to

look at poor Harriet within the hour and this timescale was met, much to the dismay of Ken and Colin who were on site attempting to fault find on Harriet and were a few minutes away from stripping down the

engine in the car park! When I returned from my outing to Millport, Harriet had miraculously appeared in Colin's garage and the engine strip down was already underway in an attempt to determine the source of the noise. The cause of the breakdown is as yet unknown however I have not so subtly requested that my two much appreciated but under-paid mechanics have it ready for the Hamilton Show which is in a mere 3 weeks time!

Details of the mechanical findings will be provided in my next article for those wishing to read more of my madcap ramblings!

My first breakdown was easy and after a quick supermarket trip to buy cheese and crackers I am now well prepared for the next one!

Alyson



Lubenham Scarecrow Open Day at TSSC HQ

Sunday Sept 9th 10.30am to 4pm

Come and celebrate the Scarecrow Festival this year! We will be **OPEN** and offering a **Barbecue** and some liquid refreshments (for a Small Donation) From the 'HERALD' Members Bar which will, of course, include a Guest Ale for those of you who are not driving.

This Open Day is going to be one to remember. Generally relax and maybe use this as an excuse to USE your Triumph BEFORE the season closes?

It is also Lubenham Village Scarecrow Weekend
see the Scarecrows and Festivities on the Green!

The Club Shop will be Offering **10% Discount** over the Counter Only, on this day
Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as shop offers.



TRIUMPH
SPORTS SIX
CLUB

☒ *Do More with Your Triumph!*

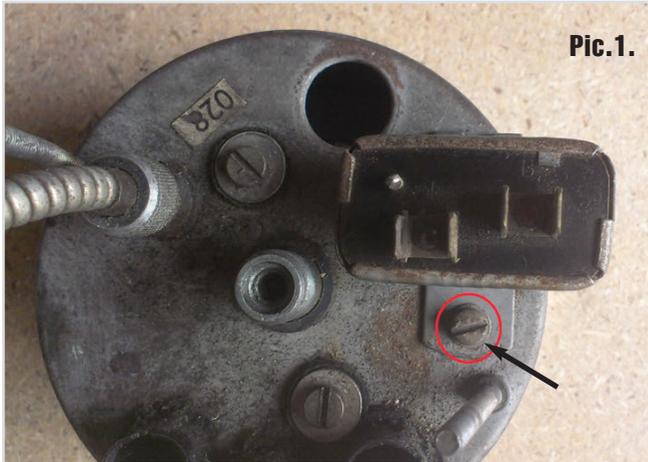
**See you at TSSC HQ, Sunderland Court, Lubenham,
Market Harborough, Leics. LE16 9TF**

Voltage Stabiliser Rebuild

I recently received the following article from Graham Ness of Hungerford, a long-time visitor to our Andover and Swindon meetings. He'd mentioned the topic some time ago but spurred on by Stuart Weyer's article in the June Courier has now managed to complete it.

Voltage Stabiliser Rebuild

"I have been slowly (very slowly) completing a rolling restoration of sorts on my Spit-



Pic.1.

fire Mk3 and had been increasingly aware of the erratic reliability of the fuel and temperature gauges. Both would work perfectly on some occasions and then, for no apparent reason, either stop reading anything at all, or swinging to maximum. It was reasonably clear what the problem was, but it was the solution that I



Pic.2.

needed to take a decision on. Having had a bit of an interest in amateur electronics in the past, I was keen to solve the problem myself, rather than simply buy and install a replacement voltage stabiliser.

The voltage stabiliser is a small unit fitted to the rear of the speedo on my Spitfire.

I started by removing the

speedo complete with the stabiliser (photo 1)

My stabiliser was removed from the speedo by simply removing one locating screw. The internals of the stabiliser are reached by carefully bending back the four edges of the case (photo 2).

Which then allows removal of the back plate containing the workings of the stabiliser (photo 3).

Once open, it was clear what the problem was. In common with most other old voltage stabilisers, the coil (which repeatedly heats up and cools down) was burning out and

"Rather than simply buy and install a replacement voltage stabiliser."



Pic.3.



Pic.5.

was only sometimes doing what it was supposed to do – which is activate the bimetal strip contained in the stabiliser. Replacement of the coil is impossible, so I decided to go the 'solid state replacement' route and do it myself. The first step was to carefully remove all of the old mechanism without damaging the back plate or the

connected to the back plate with soldered connections (photo 6), before re-assembly was completed. I used a small nut and bolt to secure the voltage regulator and its third electrical connection inside



Pic.6.



Pic.4.

copper rivets that hold the external spade connectors in place (photo 4).

I then placed some insulating tape inside the back of the metal case. The voltage regulator I was to use had to be insulated from the metalwork of the vehicle – and hence from the casing. I drilled a hole through both the case and the tape to locate the voltage regulator. (photo 5)

The voltage regulator was

connected to the back plate with soldered connections (photo 6), before re-assembly was completed. I used a small nut and bolt to secure the voltage regulator and its third electrical connection inside

this job.

Finally, the back plate was pushed back into the old voltage stabiliser case, the side edges bent over once again to secure it, and the new stabiliser refitted to the speedo.

I used a 7910 3 Pin TO220 1A Linear Voltage Regulator – which are available from Electronic retailers or any favoured internet based auction site. Note that the stabilised voltage output by the original stabiliser is a nominal 10volts and not 12volts, so a 7910 regula-



tor should be used and not a 7912. So, satisfaction from doing it myself while at the same time retaining all the original wiring and the old voltage stabiliser case."

And above is Graham's car, out in the current sunshine, top down as it should be – and because the hood has yet to be fitted to the frame.

I hope this might give other members pause for thought – if you're doing a job on your car that you think might be new, interesting or instructive to others, then please jot down a few words, take some photos and send it through to me or one of



the other Reg Secs who are always pleased to receive items for these pages. Don't forget that something you might have done a dozen times over the years, and could do in your sleep, may well be new and useful to someone who's only recently started playing with our cars and joined the club.

And now another Spitfire in the sunshine.

John Shirley, who has a 1964 Spitfire4 himself, was "in West Norfolk [back in May] and after a walk from Hunstanton was returning to the car park at 14

Heacham Beach when a red Spitfire4 (Mk1) drove in and parked. I walked over to the Spitfire as the two occupants got out and saw it was left hand drive and also it was on German plates.



the Spitfire had performed very well meaning the supply of spares stayed in the boot! They remarked that they hadn't seen any Spitfires; only MGBs!

A quick recce of the car revealed a Mk3 bonnet, 1500cc

engine and a steering lock, original seats. The car was a 1964 model (FC32...L). Pretty good going all the same.

Did I get their names and starting point in Germany? ...

...Nope - hopeless.

Did I get a few photos? ...

...Yes - a couple are attached"

Thanks John, at least you did get the photos and a bit of info, it's so often a case of not only being in the right place at the right time – but also of remembering to take photos and ask questions. I'm not as good at that as I should be.

Just the other evening we were



out in Doris, our 1924 Standard Kenilworth on our way to a nearby vintage car meet. As we reached the bypass a couple of miles from home Guy turned off to go through the village, thereby allowing traffic behind us to pick up speed. We both looked to our right and gave our usual 'thumbs up' thank you to the lorry driver who had been driving directly behind us – only to see him return the gesture and we both had to laugh when we saw his truck. As often with such things, over in a second so no chance to



get the camera out- but I found an image online of a lorry with the very same livery!

For once I not only managed to spot something Triumph related myself, as we followed a camper van out from the field at Beaulieu Spring Auto-jumble in May, but even managed to get a photo.



And finally, completely non-Triumph related, and included just because I can – Some time last year when we were out and about I found the perfect car for our Cavalier Lily, although the red may just clash a bit with her coat!

Suzie



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Stub Axle Spindle Replaced

Le Mans was approaching and I started to cast my thoughts to a few 'issues' I had been putting off on the Spitfire.

One in particular was a slightly 'bodged' front stub axle spindle (not by me I hasten to had). On several wheel bearing inspections/adjustments my attention was drawn to the nearside front stub axle which looked like someone had taken an angle grinder to it and modified it to have a particularly larger taper than originally intended. The castellated nut had 'just' enough thread for comfort but the split pin looked a little precarious. I was fairly confident it would not fail me in use but if I applied the usual risk assessment I would in my profession then I would deem it a medium risk and one that could be easily made low/low risk by simply replacing it.

The stub axle spindle is readily available and inexpensive, the wheel bearings were only changed a few years ago and with less than 1200 miles on the clock since changed I decided not to replace them. I did wonder whether I could manufacture a puller to remove the spindle, but with only a handful of bolts/nuts to remove and ease of accessibility I decided to simply remove the complete stub axle. The bolts/nuts for the trunnion/lower wishbone, upper ball joint and steering



arm were replaced last year and had been liberally coated in copper slip so they were re-

"anything up to 10kN may be required to press it out "

moved easily and the lower damper bolt was loosened to ease the retrieval around the trunnion.

With the stub axle removed I tentatively tried to hammer out the old spindle however quickly gave up as it appeared to have a very good grip on the stub axle. All the forums suggested anything up to 10kN may be required to press it out and some even suggested they had bent the spindle in the proceedings. I had access to a suitable press

which could easily achieve 10kN (should I need it) but hoped it would come out with a little less load than that! I found an aluminium boss that fitted nicely around the spindle (wheel side) to support it on the press and two good blocks of steel to raise it a little.

The retaining nut was wound back flush to the end of the thread as a little extra area on which to load the spindle and to stop it burying itself in the floor should it actually reach 10kN before separating from its 40 year home (I believe it was the original).

Tentatively I increased the load and at about 4-5 kN I heard and felt the satisfying 'bang' as the spindle relinquished its home and smashed the retaining nut into the stub axle - very pleasing to hear.

I cleaned all mating surfaces



Old axle on top New below

and offered the new spindle
against the old. Only a few ma-

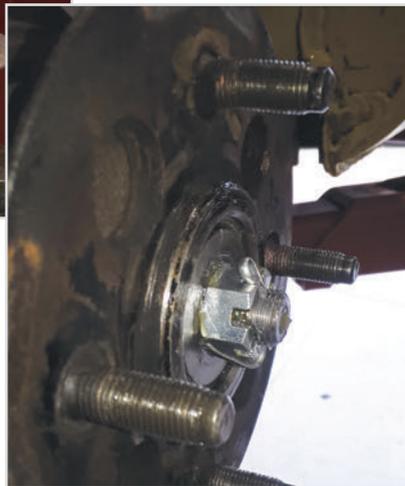
disc quite firmly. This resulted in another evenings work to investigate and rectify and is worthy of another article. I enrolled the



Press

chining differences over the last 40 years separated them, they were to all intents and purpose identical where it mattered. New spindle inserted I used an air gun to 'hammer' home the new nut and pull the taper firmly home. This was then torqued to 65Nm.

The complete stub axle was then replaced in the vehicle, initially the nuts hand tight and torqued up to the correct specification when the wheel was replaced on the ground at ride height.



help of one of my colleagues from MIRA braking who gave me some pointers on how to improve the brakes without spending a fortune on vented discs and two pot callipers. I will perhaps publish this in a future IV/1500 Reg article.

Stub axle spindle and sticking brake calliper pistons replaced I felt much happier about embarking on the Le Mans run.....I'll save that story for next

month's article. However now is the time to ask for your stories if you attended. I did speak to a few Spitfire owners and take pictures of all those on the TSSC camp site, so If you were there and I did/or didn't speak to you, please send me in your stories/experience of your trip and the whole event and I can publish that along with your vehicles photo next month.

Steve

Following on... please pass!

I've been to three shows this year with not one single 1200 on display. Are we becoming an endangered species? I prefer to think quality rather than quantity... With me it's a case of kettle yelling 'smoky-a**e' at the pot as I haven't got mine on the road yet, and there's really no excuse. To save my bacon with a photo of at least one, **Allan Campbell** has sent me photos of his 1965 12/50 restoration project, which has apparently only been on the road for 9 years of its' life. Now at a young 53 years old (the car, not Allan!) the poor car was locked away in 1967 after the owner's wife found he was using it to drive his other woman around....

" Oops! I love a Herald with a good story behind it. Who said the back seat of a Herald was cramped? "

I suppose with the full-length sunroof ... NO, LINDSAY!! Don't even go there! Anyway, thirty years later the car was recommissioned with help from the TSSC and appeared on the cover of Triumph World magazine in 1999, but was last on the road in 2006.



Herald with History!

Hopefully it won't take much to see it back there again.

Following on from last month's article I had a quick (sort of) snoop around the Internet to see what accessories for the Herald were still available new, and was quite surprised. Spot-lamps, foglamps and reversing lamps are all widely available, but did you know that you can still buy radiator blinds? These are also known as 'adjustable curtains' and available in a vari-

ety of sizes, mostly for Kart Racers but I'm sure there's one would fit a Herald radiator. They cost around £90 these days.

You can still buy custom sun visors, and these days they come in a range of nifty see-through tinted plastic.

While many are designed specifically for older cars, you can fit one to almost any model, although I think the benefits on a modern car would



Please note this item is for the leather skin cover only, you need to glue and trim it over your original dash

supply a beautiful new dashboard cover in black leather, with colour-coded stitching to your requirement. I had mine remade by a local upholsterer a few years back but only in vinyl, so could yet be tempted by leather for the convertible. I just can't bring myself to use the original Ritmo version I've had for years; I sort of feel that once it's used, it's gone forever but while boxed, it's a piece of living Herald history.

and cigarette lighters are all still readily available, with the racks these days more along the lines of roof bars and apparently solely for carrying bicycles. You can still buy Paddy Hopkirk branded keys and locks for them – I thought that name was long gone!

While searching for cigarette lighters I came across various versions that not only light a cigarette, but dispense a ready-lit one at that. Novalec and Press-a-lite (below) are two brands from the 1960s. ***"Hands you lighted ready-to-smoke cigarettes as you drive"***. I thought that's what the blonde floozie in the front seat was for. An interesting concept, but you'd need to be sure



be limited, both in looks and function.

Padded dashboard covers are readily available; the original stick-on versions by companies like Ritmo come up for sale from time to time and in their day were a luxury addition to the plain pressed-fibre dash-tops in the early cars. At present various on-line sellers can

As for other accessories: roof racks, locking petrol caps



of which end you were reaching for whilst still keeping your eyes on the road... as I doubt if holding the lit end by mistake aids road safety as the advert claims. It was probably idiot-proof, but then no doubt someone invented a bigger idiot fairly quickly. Other versions were available where a cigarette was inserted into the hole and came out lit; this was an easier operation than juggling a cigarette, a hot element and a steering wheel all at the same time. Try holding a cigarette in your mouth and touch the end with a red-hot element, all the while trying to steer around pot-holes... I reckon it would be a perfect sobriety test for suspected drink-drivers. Many modern cars no longer have an ashtray at all, and the cigar lighter is now labelled as a '12v power outlet'.

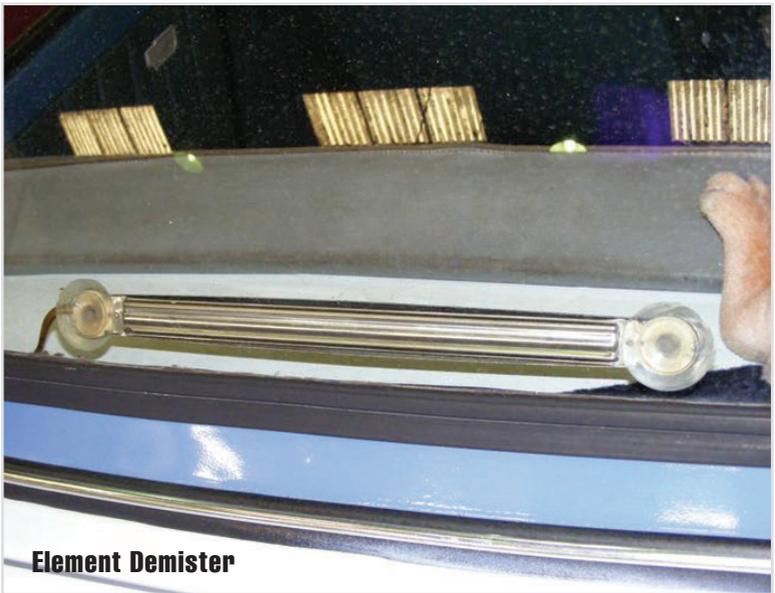
Even Heralds aren't exempt; I've seen more than a few 1200s with a nifty little radio unit where the ashtray used to be. It used to be de rigeur when buying a second-hand car that you ignored the scorch holes or burn marks in the seats, especially the rear seats where smoking drivers threw their fag ends out of the window, and it blew back in behind them to smoulder away merrily, unseen.

Rear screen demisters seem to have dropped out of fashion, as most cars are now already incorporated within the glass, but you can still buy NOS versions 20



on-line, in addition to plug-in blow heaters for instant heat

necks too. I saw one fitted to a blue and white Herald 1200 at



that will work on both screens – provided you have a cigarette lighter socket... These are not a new concept, as they used to be available for fitting to the rear parcel shelf to blow warm air upwards onto the glass, and no doubt inflame the back of your rear-seat passenger's

Stafford that resembled the long element from an electric fire - the photo isn't detailed enough, but I don't think it was a high-level brake light...

This last accessory wasn't listed specifically for Heralds but it's a lovely reminder of the way things were back in the day.



Please pass sign

This is an illuminated sign for your rear window, and at the touch of a button you can send

the message 'please pass' to your local tailgater. It comes from the times when engines

See you next month!

required 'running in' and your Herald would have been limited to low revs and a period of stress-free driving until the piston rings and other components had properly bedded-in, so if you were caught behind a slow-moving Herald the sign let you know that the driver wasn't just day-dreaming or having a 'Condor moment' with his freshly lit cigarette.

Modern LED signs are available, but these days the messages are far less courteous and liable to lead to road rage. I want one for my GT6 that reads: **"No, I won't race your MX5."**

Colin



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Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
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Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/16PB	£56.00
Brake pads type 12	£15.00 set
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Recon Servo (exchange)	£148.00
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TR6

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GT6

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Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£385.00
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Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
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ALL MAJOR CREDIT CARDS ACCEPTED



My Speedo Says I was doing 30 Officer!

A while ago I reported that I had swapped out my standard gearbox for a single-rail unit with J-type overdrive from a Spitfire 1500. The conversion went well but I was left with the predicted 10% error in the speedo reading. The problem was that the error was the wrong way i.e. the indicated speed was 10% less than the actual speed (as measured with a Satnav). In other words, when travelling at an indicated 30 mph I was actually doing 33 mph. So, when driving, I was for ever doing little mental calculations to ensure compliance with speed limits.

“So if, say, I wanted to be doing 50 then I looked for an indicated 45 on the speedo”

A bit of a pain really.

The reason for the problem is as follows: In the first photo you can see a gearbox output shaft from a Herald 3-rail gearbox with the 5-start speedo driving gear (part number 119131). Engaged in it is a speedo driven gear with 15 teeth (part number 119100), which then would drive the cable up to the speedometer on the dash.



Pic 1. Normal Herald speedo gears

Overall, then, the speedo cable is driven at exactly one third of the gearbox output speed ($15/5 = 3$).

The equivalent gears on the Spitfire box give an output ratio of 3.33:1. This means that the speedo cable runs 10% more slowly than it should in the 13/60 application. The parts for the 1500 Spitfire come up as a 6-start driving gear (NKC45) and 20-tooth driven gear (NKC48). Doing the sum



Pic.2. J-type speedo driven gear Assy.

$20/6 = 3.33$ explains why. So all I did was order an 18-tooth gear (NKC50) from Overdrive Repair Services (photo 3), fit it and normal

service has been resumed.



Pic.3. Old (L) and new (R) speed gears

If anything it's now reading about 2% high but that's probably what it was doing before all this started – I've never measured it. It is certainly acceptable and on the right side of the law.

New Retro-Style Wheels

An item that will interest some of you is a new 5.5J wheel

made by Weller especially for Heralds, Spitfires, Vitesse and GT6s.

This new classic-style design is built in the UK using top quality certified UK steel and the two parts are continuously welded together for maximum strength. The wheel is e-coated and powder coated in a classic



Pic.4. Weller's new Retro Triumph wheel



Pic.5. Weller wheel with Triumph hubcap

silver colour to give 1000 hrs salt spray protection. All that sounds great and much better than refurbishing ancient rusty wheels that were only spot welded in a handful of places.

In the photo you will also see three 'pips' which are for locating traditional Her-

ald/Spitfire hubcaps, as shown in photo 5.

The tyre bead safety ledge is on the inner rim of the wheel in order to keep the outer rim traditionally flat. The important consequence of this is that tyres must always be fitted from the rear of the rim.

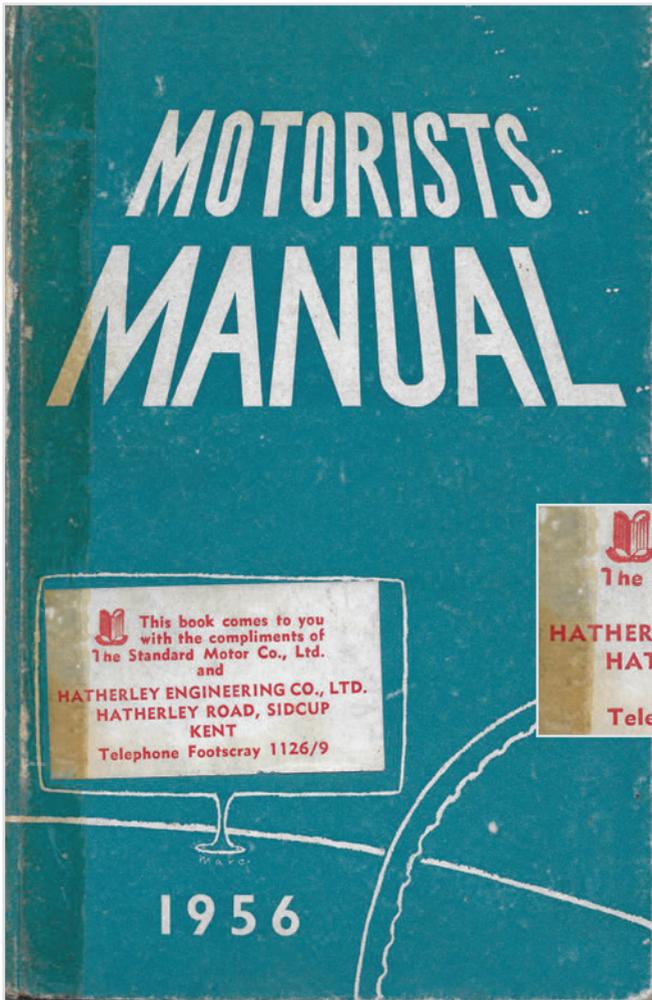
This shouldn't pose any difficulty as all the tyre fitter has to do is put the wheel face down on the fitting machine.

The price for these wheels is £149.99 each including VAT with carriage is extra. They can be found at the following URL: <https://www.wellerwheels.com/product/retro-triumph-spitfire-vitesse-gt6-herald/>

Given the high standing of Weller in the industry I expect that these wheels would be an excellent investment and make a change from the near ubiquitous minilites.

Free with your next new Triumph?

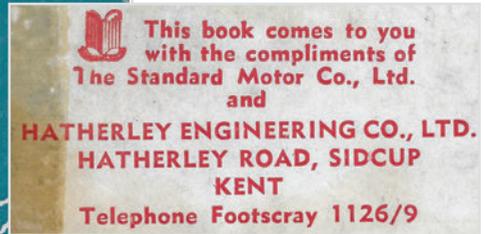
Doing a bit of sorting out recently I came across this



Motorists Manual from 1956 that would have been given out with a new car. It's from a garage local to me that sold Standards and Triumphs back in the day.

By the time I got my first Triumph (a 13/60 convertible) in 1971 the franchise had passed to another local company.

My next task is to try to sort out all my Triumph spares so that I can more easily find what I'm looking for. At the moment it's all a bit chaotic but by the time of my next article I hope it will



**Pic.7. Thank you
Sir John Black!**

all be shipshape and Bristol fashion. Miracles do happen!

Phil



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Address (Including Post Code) Post Code

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VEHICLE DETAILS

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

Body	Paintwork	Chrome fittings	Chassis / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated value of Vehicle

CONCOURS: The vehicle and its components must be in a condition of original specification, free from blemishes, faults and wear. This condition will only apply to vehicles previously entered or being proposed for entry in concours competition and evidence of entry may be required.

A1+ TOP CLASS The vehicle must exceed A1 - TOP CLASS and with little effort to be considered for entry in concours competition and evidence of entry may be required.

A2 RESERVE The vehicle should be in excellent condition with bodywork/chassis free from rust. The vehicle's components should be free from any obvious signs of extensive rust and/or damage.

A3 SERVICEABLE The vehicle must be in a roadworthy condition and be capable of satisfying an MOT Test requirement. The bodywork/ chassis must be free from rust and evidence of entry in concours competition and evidence of entry may be required.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Panel Member

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Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.

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

Most self-certified condition/value forms are woefully undervalued as their current owners hold a very inaccurate estimate of current values.

For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers.

You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by **Post or Email** and we can value your pride and joy that way.

In all the years (30+), we have offered this service, when there has been a claim it has always been settled at the agreed value. With a **TSSC backed agreed value** you have the full backing of the TSSC as we are the ones who set the values.

So, don't delay, check your policy and see if you have an TSSC SIGNED agreed value form. (**Remember NO TSSC Backing if not with a TSSC Insurance Panel Member**) If not request

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

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyts	Concours	A1+	A1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	fhc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fhc & dhc	1961-67	1147/4	14500	9500	6000	3800	1300
	van & est	1961-67	1147/4	11000	7000	5000	2500	1300
Herald 13/60	saloon	1967-71	1296/4	8500	5500	4500	2200	1000
	dhc & est	1967-71	1296/4	10000	7500	5000	3500	1400
Spitfire 4	sports	1962-64	1147/4	22000	18000	14000	8000	4000
Spitfire II	sports	1965-67	1147/4	19000	16000	12000	7000	4000
Spitfire III	sports	1967-70	1296/4	18000	15000	10000	4800	2500
Spitfire IV	sports	1970-74	1296/4	12000	7800	4500	2100	1300
Spitfire 1500	sports	1974-81	1493/4	14000	9000	6000	3300	1300
GT6 MK1	fhc	1966-68	1998/6	24000	20000	15000	7500	4000
GT6 Mk II	fhc	1968-70	1998/6	23000	18500	13000	7500	4500
GT6 mkIII	fhc	1970-73	1998/6	20000	17000	12000	6000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	8000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	18000	16000	12000	7000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	3000	1500
	dhc	1962-66	1596/6	12000	9000	7500	4000	1800
Vitesse 2L	saloon	1966-71	1998/6	18000	12000	8500	4500	1300
Mk1 & Mk2	dhc	1966-71	1998/6	20000	14500	9000	5000	1500
Renown	saloon	1946-54	2088/4	12600	9100	7000	4200	1680
Roadster	dhc	1946-49	2088/4	25200	19600	16800	13300	7000
Mayflower	saloon	1950-53	1247/4	5600	3850	3080	1680	900
TR2	sports	1953-55	1991/4	35000	24500	15400	8400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	9100	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	8400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	9100	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	13000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	10000	4000
TR7	fhc	1976-82	1998/4	8400	5250	3500	2100	840
	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
TR8 (Factory/Grinnal)	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	22000	17000	12000	8000	3500
2000/2500S 2.5PI	saloon	1963-77	1998/6	8400	6300	4900	2100	700
	sal/est	1968-77	2498/6	10500	7300	6000	2800	1260
1300 & 1500	saloon	1965-73	1296/4	5500	2450	1820	1190	500
Toledo & Dolomite	saloon	1970-81	1493/4	6300	4200	3200	1400	600
Dolomite Sprint	saloon	1973-81	1998/4	10000	8500	4500	3000	1800
Acclaim	saloon	1981-84	1335/4	3500	2500	2100	1050	500
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	2500	900
	dhc	1968-70	1998/6	9000	6500	4500	2500	900

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

Please remember originality and rarity will always add to value

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

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

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

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



In the Dark or Blinding?

Hello folks. August is with us and I hope you all enjoyed this year's TriumFest held at the Shelsley Walsh hill climb site. This was combined with their annual Classic Nostalgia Show. As I am typing this in June you have to wait until next month for coverage of the actual event.

This month I will cover an area often overlooked but just as important as any other connected with our cars. As the title suggests it concerns the headlights. There are a number of reasons why the headlights are

" it should be a matter of simple adjustment of the beam setting"

out of adjustment. This can be due to work being carried out on the bodywork or a change away from the original Lucas light unit. If no work has been carried out but the headlights beam suddenly change then it may be due to a problem with the mounting, then this should be investigated and repaired.

However, where the change in the beam is due to changes in the bodywork and or the light unit then it should be a matter of simple adjustment of the beam setting. I say simple as the beam adjustment mechanism is often a forgotten area of



Pic.1.

the car and as it is open to the weather elements can readily corrode to an extent that the headlights can't be adjusted.

bonnet, [Picture 2 and 3](#). [Picture 4 \(overpage\)](#) shows a number of screws around the light unit. [Screws 1, 2 and 3](#) are for retain-



Pic.2.

Therefore, it's important that you ensure the adjusters all work before taking the car to a garage to align the headlights otherwise you may be charged for wasting their time or for freeing the adjusters. The first job is to remove the headlight covers by removing the two screws on the underside, See [Picture 1](#).

The cover is lipped into the

ing the light unit. [Screw 4](#) is an aiming pivot and should not be touched. The beam adjusters are marked as [A and B](#). Where [A](#) adjusts the horizontal and [B](#) the height.

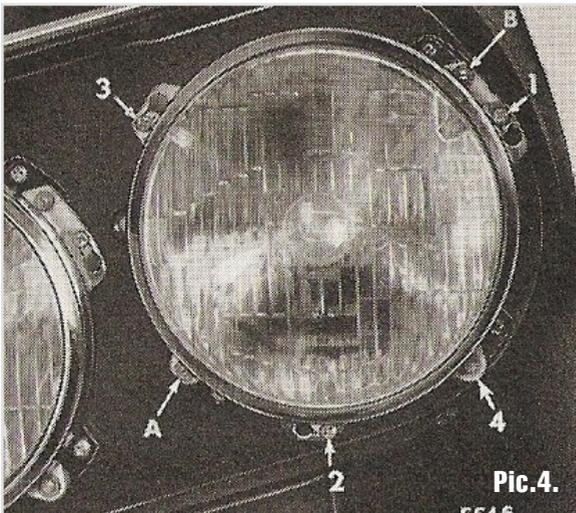
As I have said these can corrode up and correcting any out of alignment headlights now becomes a problem instead of being simple adjustment, [Picture 5](#). This picture also shows



Pic.3.

protects the screw thread from corrosion. This is important where the light units are mounted in a wing and open to elements. Luckily in the case of the Vitesse these are under the bonnet and have a better chance of surviving. [Picture 6](#) shows the black cover removed and you can see the high level of corrosion on the parts that have been exposed to the weather. The rear thread looks to be in a serviceable condition. [Picture 7](#) shows the threads under the bonnet of the Vitesse. [Picture 8](#) shows the adjuster screw head, by applying a screw driver the adjuster moves in clicks. It is threaded in when turned clockwise and out anti-clockwise. The nut holds the adjuster to the light unit retaining rim. The nut should be no more than hand tight and should move with the adjuster. If it is over-tight the adjuster will not turn, if it is too loose then the light unit will vibrate and cause a wobbly headlight beam. Not nice.

If the adjusters are corroded and will not turn be careful not to be over keen and wreck the slot. Don't use any heat as there is a load of old plastic in



Pic.4.

the click stop arrangement, its action is not dissimilar from the rear brake adjusters. The black cover on the end of the adjuster pro-



Pic.5.



Pic.6.

Pic.7.



able to have them checked and set-up on the relevant equip-

“ Try moving both too and throw. In some cases, the nut will turn and not the adjuster ”

ment that is used for the MOT. That’s my ramblings for this month and if you are on holiday have a good break.

Safe Driving & Keep Running On All Six

Dave

the area. It takes time and patience to free things up. Use Plus Gas, WD40 or a light oil on all parts of the adjuster. Sometimes using both a spanner on the nut and a screw driver on the slot will start to get things moving. Try moving both too and throw. In some cases, the nut will turn and not the adjuster. In which case apply more of the above and leave for a further time. Things will eventually free off.

Finally, you may be able to set the headlight beam so you can see and not cause other drivers problems. But it is still advis-

Pic.8.



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

A very young GT6 Fan

I recently had a really cute facebook message from Martin Feltham, TSSC Surrey member, 2000 Saloon owner & Spitfire owner.

Martin's 5 year old son Eddie had been flicking through Martin's Club Triumph "Club Torque" magazine (the equivalent to the Courier) and recognised some pictures of my GT6. He was pretty excited to see my car (which he obviously likes) . The conversation with his Dad went something like this:-

Eddie: "I need scissors and glue Daddy and paper"

Martin: "Ok Eddie, what are you making?"

Eddie: "A picture"

Martin: "For??"

Eddie: "Andy..... He likes GT6's"

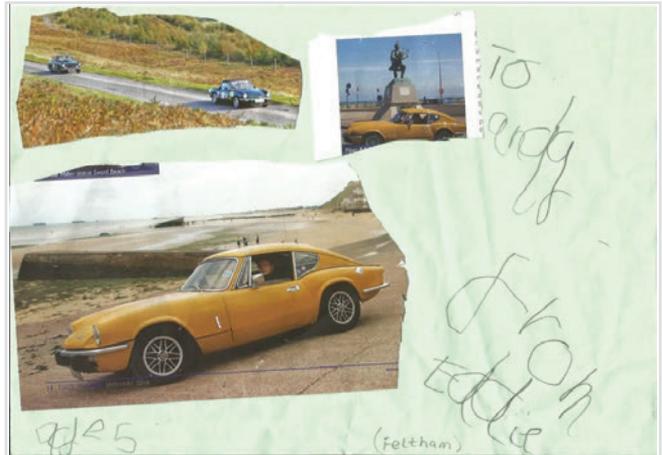
Martin: "That is his car Eddie"

Eddie: "Yes he'll like it"

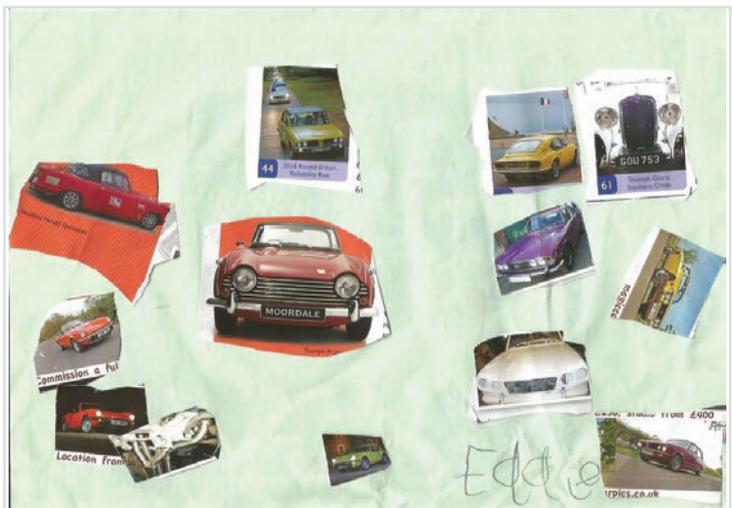
Then a big surprise, a couple of days later I received a letter in the post, with the pictures he had made, I must admit I was well chuffed and it's great to know we have the generation of Triumph fans coming through.

GT6s out and about

Down in Hampshire where I live we are blessed with several really good regular car shows, even better, it's quite common



Pictures from Eddie Feltham, GT6 fan aged 5.



for other local GT6s to turn up to keep mine company. The closest one is the monthly White Lion Breakfast meet, held at White Lion Antiques on the A30, just North of Hartney

Wintney on the last Sunday of every month. Always a great variety of cars, from the old, to the modern, from the cheap, to expensive supercars.

The pictures below are GT6s

from the June meeting



Olli's White GT6 MK3

Another nice meet up is the Crotch cooler, Classic car Sunday meet, held on a Sunday afternoon at the Departure Lounge Café near Alton on the first Sunday of the month from spring through to autumn. Not sure where the name Crotch cooler came from by the way! This meet enforces a strict pre-



Mine!



GT6 owners talking technical under the bonnet of Edoardo's Red Mk3 with Shiny Chrome Wire wheels

1990 policy, obviously not an issue for GT6s, or any other Triumph for that matter, but I have seen classic Minis turn up in convoy and the newer ones refused entry and sent to the public car park such is the strictness of the pre 1990 enforcement by the organisers!

The pictures below are GT6s from the June and July meetings.



Nice 2.5L MK3



David Burden's Mk2 which is very distinctive as it has a Mk3 chassis



Dick Twitchen with his MK1 discussing possible causes of a GT6 misfire with David Burden

Another nice local meet that I like is the Bagshot Classic and Custom breakfast meet, held at Pine Ridge Golf Club, it's normally on around the second Sunday of the month, unfortunately it's clashed with a few other events lately so I've not been for a few months. This meet has a lot of American and Hot Rod cars as well as Classics.

Back in May I went to the local Farnham Festival of Transport, an Annual Charity event. Once again my GT6 wasn't alone.



Edoardo's MK3 at Farnham, Festival of Transport



a Mark 3 with a less than normal cluttering at the front due to no front number plate, I assume it must have fallen off!



Mine!

It wasn't only cars with Triumph names here, the entertainment was from a band called the Dolomites! In fact until recently they were a four piece band called the Toledo's but changed their name to the Dolomites when they added a girl singer. I asked the band if there was a Triumph connection and one of the guys who runs the band (Sid) told me that his Dad used to have a Toledo back in the 70s and his Uncle owned a Dolomite which he remembered fondly, so yes there is



Mine!



The Dolomites

a Triumph connection

My GT6 was a bit lonely though at the Ace Café Triumph meet back in June as it was the only GT6 there

From the Archive's

This month is the Leicester Sunshine Rally so I've dug out a GT6 picture from back in the early 90s, back then it was held at Stanford Hall.

The 3 MK3s in the picture belong to (Left to right), Me, Colin Geer and Charlie

Waters. Colin's GT6 at the time was probably still normally aspirated with a Triumph 6 pot (albeit through triple 40DCOE webbers) as per an article I wrote a couple of years back, this car somewhat evolved, it had a Triumph 6 pot with a Turbo and Nitros oxide injection in the mid 90s and nowadays has a Sierra Cosworth Turbo engine and box with a Sierra Cosworth LSD rear end.

Charlie's MK3 was a clone of mine, being a Saffron Yellow rototflex model from the same year (71) and also having the same after market Cosmic Alloy wheels fitted.

My GT6 at the 2018 Ace Café Triumph Day.



Mine!



3 MK3s at the Leicester Sunshine Rally, Stanford Hall, early 90s.

Some Outliers

Part of the appeal of kit cars and specials to me, and many others I'm sure, is the variety of styles and shapes they have.

A clear winner though, in the most common body style, would be "two-seater sports car". The kits and specials based on the Herald that we love so well also follow this pattern: Spartan, Gentry, Moss, Midge, Arrow, Marlin are all two-seater sports cars (well, nearly, my Moss is the 2+2 Malvern variant – though the back seat is so small it hardly counts!)

As we know every rule has to have its exceptions, and I'm going to show three here now.

Haydn Davis created the

Burlington car company, and his first product was the Burlington SS, which looked re-

be a better seller. A while later he developed and sold sets of plans for another model, the



markably like a Morgan. This was followed by the build-from-plans Arrow, which proved to

Burlington Chieftain; and this was not a sports car – it was a loose copy of a Willy's Jeep.

I've never seen a Chieftain in

"As we know every rule has to have its exceptions"



the flesh, and I suspect that not very many ever made it to the road. The pictures of the blue car here Q434JCV were sent to me many years ago, and I have put them in the mag before. I've checked the reg on the government web site; it is still there as a blue Triumph, but it has not been taxed since 1996,



extensively to raise money for the Fire Services National Benevolent Fund and other charities. Now owned by the Fareham Fire Station Fire Engine Society."

How much fun is that? And what a great build. I did harbour ambition to find out more about this vehicle – I haven't as yet. It does seem, though, very unlikely to have actually have

so if it does still exist it is probably in the back of a barn or under brambles at the end of a garden.

A while ago I came across an old post card of a vintage looking fire engine, with "Fareham Fire Brigade" written on the side. The text on the back reads, "REPLICA 1929 OPEN LEYLAND WATER TENDER. This was built in 1967 by per-



been built in 1967 on a 1967 Herald chassis. JCR398E is still listed, as a red Triumph, but has not been taxed or MOT'd since 2013.

I came across my third vehicle on the internet a few weeks ago. It was for sale, first in a real life car auction and then on Ebay. Here is the description: *"Triumph based charabanc. The donor car for this fantastic little bus was a Triumph Herald. Supplied with the bus is the reg plate and vin number from the donor car. This vehicle would be used for promotional work, fetes or parties, as we used it.*

sonnel of Fareham Fire Station on a refurbished Triumph Herald chassis. Carries a crew of four, is equipped with a Hathaway/BSA 420 cc pump and 35

gallon water tank; one hose reel, 4-35 ft lengths of 1 3/4 in hose, and a No. 0 foam making branch. Carries a short trussed Ajax extension ladder. Used



The next step would be to register it via DVLA. £2950. A part ex may be considered."

As I write this Herald charabanc remains unsold. I'm not really that surprised. Ok, it's interesting in a way, but is it



outstanding enough?

And, since it appears never to have been legally on the road in this guise, would there be problems getting it registered and tested?

So, three amateur built cars that are not sports cars; man's ingenuity and artisanship never ceases to amaze.

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STAG

MARTIN MARRISON stag@tssc.org.uk

Stag MK1 Fog/Brake light Upgrade

This month, as last, Scotland North East AO, Danny Stroud has sent us this upgrade article as mentioned last issue. Over to you Danny.

"Ok, I really did not have to do this but I just like working on my car and trying to improve and add to it. For a while now I have used the Rear Window Demist switch to power a red bulb in the offside reversing light for a rear fog lamp. The switch also has a tell-tale indicator light.

"but when I saw these bulbs (opposite) on Classic Car LEDs website I just had to have them."

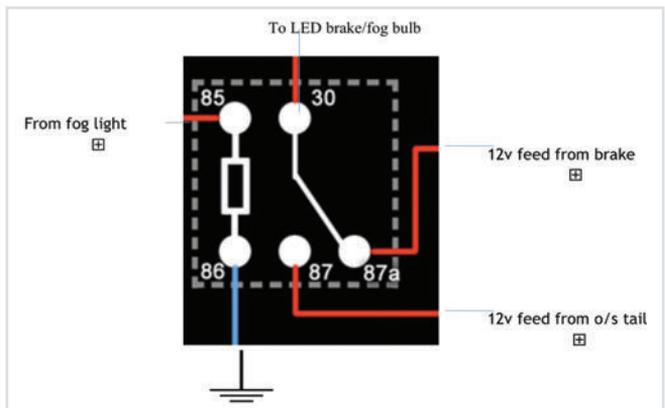
They emit a white and red LED light (BTW I have no connection with the company) and fit into the standard BAY15D bulb housing (stop/tail lamp bulb holder) I bought couple of these bulb holders from one of the Triumph parts suppliers. The LED bulbs are sold as suitable for Reversing/Brake/Fog bulbs. I decided to have all three. To do this the white is connected to the reversing light wiring, the fog is connected to the fog light switch for this I used the heated rear window switch. The brake light is connected to the brake light wiring circuit. As the bulb has only one

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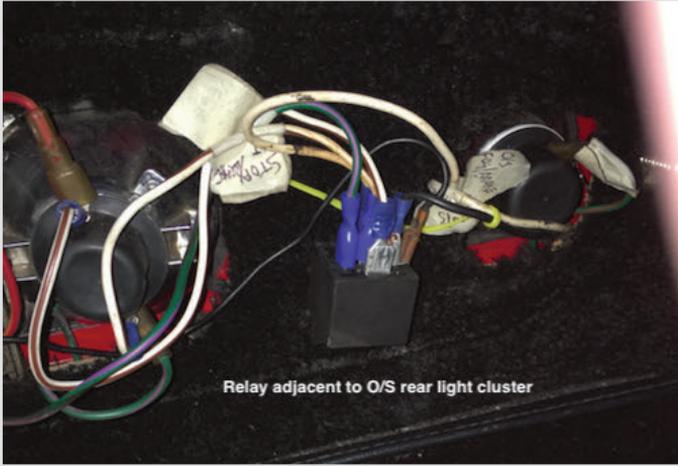
BAY15D (1157)
Dual Contact Bayonet

CE



red connection a bit of electric trickery has to be done with the aid of a five pin relay.

The wiring to the relay is shown above. Additional earthing has been



Relay adjacent to O/S rear light cluster

relay causing the LED to operate with the brake lights. Terminal 87 feed from the o/s tail light, the relay only has 12v power up when the side lights of the car are on. Terminal 85 12v feed from the fog light switch when this switched it activates the relay and cuts the power from the brake lights 87a. At this point there is no power to the LED's so no fog lamp or brake lamp. When the side/tail lamps are switched on this feed power to the relay 87 and now the rear fog is lit.

fitted to the rear lamp units as I know that LEDs like good connections.

What happens in practice is, Terminal 30 is connected to the red contacts of the LED bulb

Terminal 87a is the normally closed connection and is connected to the brake light circuit which is fed from the o/s brake light wiring. This gives a circuit when there no power to the

Terminal 86 earth, the tail light housings are also connected to this earth cable.

I fixed the relay to the rear trim panel of the boot and it is hidden by the o/s tail light cover.



Existing setup with brake lights on



Brake lights with new LED's



Reversing lights



Rear lights with Fog lights on

A cable also runs behind the trim panel to the rear side reversing lamp socket

I am very pleased with my modification and also the comments that I have received from my fellow Triumph enthusiasts. During a recent run I had a few comments on how good and more visible my new brake lamps looked

The series of photos (Above) show what the rear lights look like from the perspective of a following motorist. The rear lamps are the standard Triumph rear clusters with incandescent bulbs in the original stop/tail

double filament holder. The inner lamps are the new LED's which are fitted to new double filament holders.

If I was to be critical I would fault the reversing lights for being too white, a warm white LED would in my opinion have been better.

I am not sure how road legal my set up is but I guess the MOT man or traffic cop will let me know if they are seriously at fault. Maybe I should say that they are for show-ground use!

Danny Stroud

TSSC AO North East Scotland

Many thanks Danny, we are still looking 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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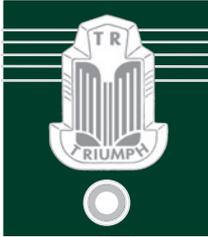


JAGUAR

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Lincoln, LN4 2NA, England



MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Pembrokeshire Classic Show

This is always a show that I look out for, set in the beautiful grounds of Scolton Manor near Haverfordwest West Wales.

A swift 110mile run from Cardiff in the early morning along the M4 with my TR running oh so well with the Surrey top off then along the great Welsh A roads only flicking the gear box in out of

over drive to negotiate the roundabouts in the company of

organised and run by The Pembrokeshire Classic Car Club.



Beautiful TR3



“but the bumpers on the green TR4A kept catching my eye”

S.Wales TSSC making a great sight for the other road users, then on arrival at the fantastic setting with the auto jumble and craft fair, hundreds of Classic Cars, motor cycles, tractors etc. etc.

The event is magnificently of

This year there were 586 vehicles on display in the glorious sunshine. Couple this with a leisurely 120 mile run home over B roads then through the Brecon Beacons and it doesn't get much better for a Classic Car day out.

Walking along the lines of cars at the show I was really impressed by the chrome on a green TR4A, such quality and what a shine. There were all manner of TR's, but the 2 that really stood out were this red TR4A and the white TR3, but the bumpers on the green TR4A kept catching my eye as I walked around the show-ground. I thought that I would attempt to track the owner down and ask if they were new so I hung around hoping that they would turn up, after half an hour I noticed that the TR was parked next to AO Al's Spitfire, that's where I parked I thought



Shiniest Bumpers Ever!

to myself, then it dawned on me, those bumpers were on my

will certainly help those who do have an issue accessing these nuts, thanks John, as always, very much appreciated and over to you.....



They're on My Car!

Following a recent problem with variations in richness across the 4 cylinders on my TR4, it was suggested to me that I check the manifold for tightness.

Six of the eight manifold nuts are easily accessible, but the lower middle two are barely visible, let alone easy to get at! I found the accessible nuts tightened up about a quarter turn, so the others needed checking too. As the car was otherwise running fine, I was very

TR! I had them re chromed in 2008 and the 10 years of road dirt had been cleaned off by my son Jack the day before the show, so perhaps my minimalist car cleaning regime actually does help preserve the car.

Whether 2 over riders or 4 a TR is more!

Bern

ACCESS TO LOWER CENTRE MANIFOLD NUTS ON TWIN CARBS MANIFOLDS

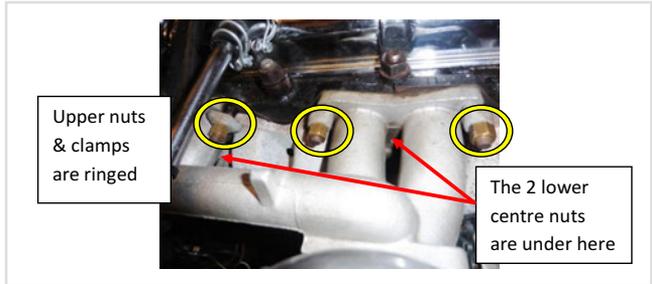
Just as I was panicking and about to write an article on how to change your spark plugs due to a lack of articles, regular con-



The spark plugs

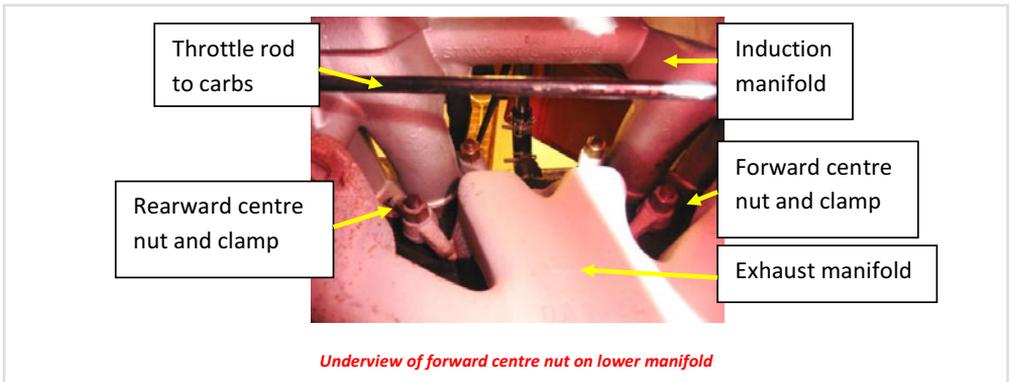
reluctant to go to all the hassle of removing the twin Strombergs and linkages to improve access [call me lazy if you must]. I tried a ring spanner - the bent bit at the ring was insufficient to allow the

spanner to slide on to the nut and the shaft too short to apply effective leverage. Normal socket - too short - the ratchet was restricted by the exhaust manifold! Long socket....you guessed it, TOO LONG! The ratchet couldn't be attached to the socket. The solution - cut half an inch from a 9/16 AF long socket.

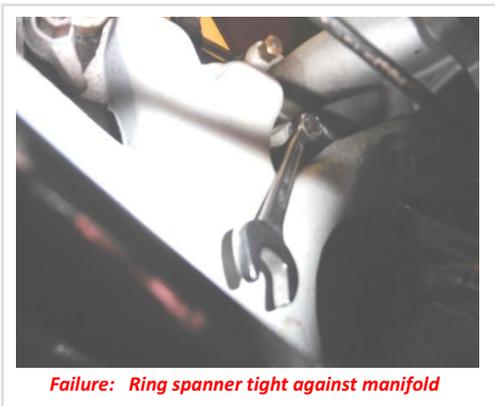


Here are some illustrations of the issue which I guess would apply to many twin carb Triumphs.

- Lower centre nuts & clamps [2 off] are hidden under the manifolds.
- Rear centre nut is the more accessible of the two.
- Front centre nut is screened by the attachment lug between induction and exhaust manifolds.



- Lower centre nuts & clamps [2 off] are hidden under the manifolds.
- Rear centre nut is the more accessible of the two.
- Front centre nut is screened by the attachment lug between induction and exhaust manifolds.





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TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Tyre Aging and Performance

Last year the annual outing for the TR was to Spa with a group consisting of friends, family and work colleagues.

The trip involving 10 cars and was enjoyable which pushed the group into signing up for another adventure this year.

Preparations towards the trip always involves a pre-outing. This time Sunday lunch was booked at the Spotgate Inn in Stone. The cars started the outing through the Peak District stopping initially once, for a toilet stop then just short of the



110 P4 had also pulled into the private lane, but now was nowhere to be seen. A search party was formed and further down the track we found the

rope and with a V8 burble the Rover was free.

The onlookers were amazed at the pulling power of the TR and smugly I got back in the car and we went for lunch, less the TVR (but then again driving a 1959 TVR they should be used to missing deadlines).

Lunch was fantastic in the 1920's Pullman carriages and afterwards we said our farewells and headed for home.

“ The onlookers were amazed at the pulling power of the TR ”



Inn a breakdown. The TVR had lost its clutch followed by a mass of classic vehicles looking for parking spaces, wherever they could to offer assistance. We pushed the TVR from the road onto a private lane to wait for the AA. David in the Rover

Rover axle deep in soft grass where he had tried to turn around. The Moggy Traveller owner refused to try and pull out the Rover saying “it would pull his car in half”, so to the rescue the TR8 was put into action. We connected up the tow

Within what seemed like a short period of days we were all at the ferry port of Dover travelling to our first stop over in Lumbres France. The cars all making the trip with no breakdowns. Even the TVR, now fixed was in fine fettle, apart



from using a lot of oil. That evening we had dinner in Saint Omer at a restaurant found by

accident on the internet. The meal was fantastic and the venue, a table in the wine cellar made the evening. Back to the hotel for a well-earned rest. 225 miles into the journey and all was well.

The rest of the adventure will continue in next month's Courier.

Paul





BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

A Bond for the Small ones

Well pondering on where to start this month – my cupboard of stories is bare and having been busy with our pre-war Standards and rebuilding a trailer for transporting them my cars have not really been too busy either – a shame in this gorgeous weather but a 2 litre Equipe is very hot inside when it is 30 or so degrees.



last year I lent Steve Meredith my mould for making a front radio console, he had one made but had now decided not to use a radio but to use Bluetooth speakers so does not need the console – if anyone is interested please let me know and I can put you in touch with him, he is looking to recover what it cost him which I believe is £50.00.

There have been a few cars on the market this summer Shown on this page.

You may recall in my July Article I was having trouble getting my 2+2 through the MOT when it failed due to sticking rear brakes – I took it all apart and could not find anything wrong so took it back for a retest and it passed – so great to have it back on the road – perversely I would have been happier if I had identified a fault so as to know what to look out for if it happens again, but so be it.

Moving on to 2 litre matters,



Looking on ebay two 4s Equipes have sold recently, as had a 2 litre convertible which the vendor said needed recommissioning and, in time, some renovation. The Gold 4s looks very nice and it appears to have sold for around £5,000.00. It is evident that the values of Equipes are moving up – a reminder to make sure your valuation(s) is / are up to date.

As many of you aware I maintain a list of Equipes past and present – looking at this register, the last time I had heard of the Gold 4s and the green Convertible in 2003 and the White 4s in 2015 – hopefully the new owners will get in touch so that I can up keep it up to date.

Finally a Bond for the small ones – a child's Mk A – although

"Great for display or for a small child under supervision as it's quite fast!"



of course the Minicars are almost child sized anyway! This was on Car and Classic a few months ago, at an asking price of £1,195. It was described as: *"Approximately 1/4 size Bond Minicar Replica. Electric engine. Working lights, horn and opening bonnet. Full metal body and chassis with wooden floor. Fully rechargeable battery with charger. This as far as we know is a one-off. Would look great in a garage alongside a full size Bond"*.

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PLUS: Car prices in comparison

In the August 2018 issue...

We offer up five cars that will put a huge smile on your face and can be bought for £3k or less. **Nigel Clark** puts the finishing touches to his GT6 as it returns to the road after a respray, while **Gary Stretton** reports on getting his Peerless GT ready for a road test, too.

Pride of Place

Hope this edition of the Courier finds you and yours well. Well, you know I like to talk about the weather, particularly snow over three times in the winter up to March. At time of writing in early July, we are still having the late 20's early 30 degree temperatures which seemed to have been continued for some time. This is giving the paintwork wax some more work! I did see the BBC having a comparison of 1976 and this year's summer. Now, just to make you feel a bit older or younger. I was 4 ½ in 1976, so no idea of what it was like. All I remember some time later was my father saying he left the roof down on his Vitesse for several months, and regretted it as it had become very difficult to put back into place!

Such challenges our Triumphs don't have. At some of the shows, it's been quite a relief to have the roof! It's been a nice change having the umbrellas up to keep cool as opposed to their normal use.

I live in Beaconsfield, near High Wycombe. We have a local garage which has been a garage since the early 1900's. Its called AJ Dunlop. I have used them on and for many years. It was most useful a few of years ago when one of their younger mechanics had a 2000. I had an issue which just couldn't solve. The 2000 would be fine, then after a while, start to



lose power, then eventually stop. It would then restart a few times, repeat the issue, then stop, and you couldn't restart it. This became an issue when Dan from South Bucks and I were heading to the Ace café classic car night in West Lon-

" and to my surprise the 2000 was now in pole position! "

don one winter night. As we were heading down on the A40. The 2000 stopped, restarted, stopped once more. The issue being we were sat in heavy traffic, which had slowed us from good progress in lane 3 of the A40. However, as the traffic become heavy and stopped, we found ourselves sat in lane 3. At that section there is not a cars width between the edge of lane 3 and the central reservation, and no hard shoulder. The really scary

thing was seeing other drivers not looking much further than the end of their bonnet and taking last second avoiding action. It was at this point that I thought I will have to call the police. I then had a second thought that a good friend of mine has a bug Mitsubishi L200 pick-up truck and lives very local to where we were. I rang and asked 'are you heading to the Ace tonight?' 'Yes, I am sat on the A40 stuck in traffic as something is blocking it'. 'Ahh, yes, that's me'. 'Ok. Stay there and I will see you soon'. As he promised, he did. With a F1 time of attaching a tow rope, the L200 pulled off and I don't think the 2000 has accelerated faster! We travelled to the next junction, left the car there. Went back a few hours later, and drive home without an issue! This was very close to me selling the car, as I simply don't entertain unreliable cars. I spoke to Dunlop's about it, and they said leave it with them, as they could swop parts. Turned out it was a half burnt ballast resistor that had been shorting and damaging other components! After they were all swapped, that issue has never come back (yet!)

Anyway, they have an 'Open day' for Charity, and I offered the 2000 if any use, as has been there before. 'yes please' said the owner, so I drove it and left with them. I went back the following day to have a look round, and to my surprise the 2000 was in pole position!

Great collection of cars, and great raffle prizes meant a good number of people attended, and a great deal of money collected for the Charity.

The following week I attended a local classic car night at a pub

between Beaconsfield and Amersham (called the Harte and Magpie). It's a strict 'Usa or pre 1980's British car night' and I do mean strict. I may have

that he couldn't enter, and even more so when the chap on the gate beckoned us through!! It was great pleasure to meet and chat with Adam Chignell. He



said before, we attended a month or so ago in the 2000, and followed in a Ferrari California. The person driving it was somewhat disappointed

had bought along his Mk1 2.5pi, so we had two 2000s in the car park!

The weekend after I attended a very local classic car show at





Hedsor. South Bucks members Simon and Tracey and their sausage stealing job were in their TR6. I found another 2000 that I recognised then met the owner who I recognized. Bizarrely, he was the mechanic who worked at Dunlops and solved my cars issues! He now works at a different garage, and offered his new place of employment as somewhere to go if having any issues finding someone to work on it which is always worth knowing.

The following weekend I then took the car to a local show in Bledlow, Buckinghamshire. Very nice collection of cars in a pretty old English village. One Stag and my 2000 being the only Triumphs, but still, we were welcomed in and 'don't pay sir, you come in for free and thank you for bringing your car' which was rather nice too.

So, the car has been put out and about, even in the high temps, testing the cooling system to the max it has seen for many years! I must admit, I attended a show the following day at the Met Police sports centre near Watford. I decided to give the 2000 a break, and

took my modern car (fortuitous to have a Civic Type R on loan at the moment) but its great to see so many people were less worried than I and were there in

follow up on his report..(thanks again Martin)

As 2016 came to a close, we welcomed my daughter Mary to the world and for the 2000



their classic cars, a great mixture to see, and glad to report three 2000's. Were you one of them? If so, please let me know.

Anyway, that's the 2000 and I's report on our 'Do more with your Triumph' suggestion.

Now I hand over to **Martin** to

this meant a new rear seat belt was required. This wasn't as simple as the other side due to the original radio speaker being mounted in the parcel shelf at the exact point where the belt mounts. A replacement shelf was sourced together with new



foam and tan vinyl.

I recovered this and it was installed in the car together with the new belt (under floodlight) in one evening.

The new year started with our annual trip to Brooklands New Year's Day meeting. On the way home I could smell petrol when

waiting at lights. I found the cause of the smell to be a very slight leak from the petrol pump inlet pipe. A replacement olive and Wellseal were ordered and the joint was tight again. Returning home from the Brooklands Austin and Morris Day in March I couldn't fail to



miss the stain on the new driveway under the front of the car. Two thoughts immediately ran through my mind. One. It would appear the 2000 gets a little too excited when visiting the famous race track. And Two...

...My wife is going to kill me. I began to conjure up a number of excuses, but luckily these weren't required as on inspection of the offending substance it was only water. Looking within the engine bay I traced the source to the water pump. With a replacement ordered, I made

the most of the extra hour of day light at the end of March and in one freezing cold evening the car was running fault free again.

After our trip to the Isle of Wight in May the MOT was fast approaching and I noticed a rather flaky piece of underseal at the front of the rear wheel arch when cleaning the car. I reached for my "prodding" screwdriver. I pushed away the underseal and kept pushing. In went the screwdriver like a hot knife through butter. "Mmm... this isn't good" I thought and I kept poking and prodding. Like every rust hole ever found on any car, ever, it's always bigger than it first looks. And this hole was true to form. With the rear seat removed it was clear this hole was a repeat of a previous repair section spreading down the wheel arch down to the floor pan. This was not going to be another easily fix on the driveway. Fortunately, my father in law Nigel had a good local contact who had assisted him in welding on his MG Midget restoration. An independent



was well covered by underseal and easily missed on visual inspections.

A reproduction section was available from Chris Witor for the near side but not the off side. As this side was only small I felt comfortable it could be plated.

With TriumFest around the corner

guy, who's availability was varied to be polite, but his costs were minimal. Nigel gave him a call and left a message explaining my problem. Remarkably, he called back and he could fit the car in the weekend before the MOT was due. Kindly Nigel

track arm bushes at the front of the car.

With the new metal only being left in primer the following weekend I set about jacking the car up ready to apply fresh underseal. I began by adding a second coat of the Bilt Hamber

we made the decision not to risk the using the car and opted to give the Spitfire a run together with our modern car.

Weeks turned into months while I waited for the call to say space was available for the 2000 at the welders workshop. It's very easy to see how a simple fault can take a car off the road and cars are then left to worsen. I couldn't let this happen, I needed to get the ball rolling and find another option. But what was I going to do? Could I get the car ready for the new season of car shows and of course the Isle of Wight? The answer, it turns out was much closer to home than expected...

...More next time



helped him prepare the 2000 ready for the new metal whilst I was at work. By the end of the bank holiday the new metal work was neatly fabricated and welded into place. Grateful to Nigel for his assistance, the 2000 was delivered straight to the MOT garage which she passed with an advisory on the

zinc rich primer I'd used on the front bumper. Using my screwdriver, I checked all over the arch for any loose bits of underseal, all was well stuck and solid until I pushed hard against the spring hanger. For the second time in the space of a month the screwdriver found its way deep inside the 2000. This hole

My thanks again to Martin for taking the time and efforts to send me this. Its been a great read, and most informative.

So, please do consider sending in me your version of owning a big saloon. I'm hopeful that there are more members like Martin that can pen to paper, or fingers to keyboard, and send me your stories of trips, challenges, happy times in your big saloon. Take care.

Carl

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AREA SHOWTIME

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**TRIUMPH
SPORTS SIX
CLUB**

North Coast 500 Tour - **Part 2**

by Andrew D - Cambridge Area



We drove on into Applecross, the country side was varied and dramatic with valleys full of heather and peat bogs, climbing into hills and twisty roads clinging to the sides of the mountains. Our enthusiasm was unabated and the driving remained fabulous and intense. I think Tim was leading at this point and on some occasions he disappeared into the distance unable to contain his enthusiasm, or his car's, to whistle through the roads. I clearly remember looking across a valley to see Tim in his TR5 powering up the other side of the valley. I was following Mike, in what turned out to be his very fast injection Herald. The injection had clearly transformed it and I was amazed by his ability to keep up. Partly Mike's evident driving ability and partly the transformation of the Herald with a 1500 engine, gas flowed and ported head along with multi-point injection. He seemed to have torque and power in a way that old cars with relatively small engines usually just don't. Tim stopped up ahead and when we caught up we realized it was due to Highland cows on

and near the road. Tim was able to get some lovely photos. We drove past slowly. Driving down into Applecross in the evening sun was stunning and I can heartily recommend a visit. We missed the turn for our accommodation and ended up in Applecross itself but some guidance from a local had us reaching it in a few more min-

“ The injection had clearly transformed it and I was amazed by his ability to keep up.”

utes. Hartfield House was another bunkhouse however we all had separate rooms and





again the beds seemed clean (although the rest of the building: not so much). Adam and the poorly MX5 were there and he planned to leave early the next morning to drive slowly to Inverness and change the damaged tyre.

As I don't drink and had four seats in the car I drove some of the group who fancied a neck-full down into Applecross for food and a few pints. The Celica is not really designed for large adults to be in the back and Tim spent the entire journey which was only a mile or so banging his head off the glass hatch back and exclaiming in pain with comedic "Ouch – Ouch – Ouch" over every bump. This, despite my best efforts to drive smoothly over the speed bumps and pot holes. We had a lovely evening having dinner and looking out over the bay. Being quite tired, comfortably and happily so, we did not stay up late and I drove back in the last of the evening glimmer of light. Coming round a corner slowly off a small bridge with Tim still complaining about his head, the headlights lit up a full sized, full antlered Stag standing in the middle of the road. The enormous amount of muscle and horns type, rather than the Triumph variety. I stopped

and we and he all stared for a few seconds before he wandered off. Unfortunately none of us had a camera to hand but the memory is clear in my mind's eye. We received a call from Toby; he had not had to wait long for the recovery truck, considering (about 1.5 hrs) and was by now in Inverness. The car would be recovered to his house and he had a hire car. They decided to stay in Inverness as there wasn't much point driving back to Applecross only to sleep and drive back again in a diesel hire car.

Day 4

The next morning was dry but

some snacks in the car. I had a bit of a flap due to losing the key to my room; it turned up in the boot of my car; hey, what can you expect on no breakfast. I had clearly put it in the boot then put stuff on top of it; I was obviously beginning to get tired. Adam had left much earlier to get to Inverness (the only place in the highlands you could get a tyre on a Sunday – "You will be wanting Inverness for that!") I saw him leaving when I went over for what turned out not to be breakfast.

We set off in relatively good weather with Mike in the lead. I suspected Mike would regret



really cold. Disappointingly the only options for breakfast was cereals or toast and as I can't eat either my breakfast was black coffee. I guess you can't win them all – at least I had

the decision to take the lead for this particular section. We set off on more brilliant driving roads with occasional breaks in the cloud causing dramatic sunbursts over the incredible

scenery. The mountains were imposing and the road cut backwards and forwards, forging upwards into the mountains. As we reached higher and higher into the mountains the weather deteriorated. Very soon we were on the top of the mountain in thick cloud with the road dropping away



on all sides of us. There were clumps of snow remaining from winter on either side of the road. Mike's lead though this treacherous section was careful and accurate and although we came close to the edges we passed over the mountains without incident. I later discovered in the thin damp air he was also suffering misfires, further complicating driving in the lead. I consider this to be a pretty heroic piece of driving from Mike and am very thankful that I was not leading at that time, even though it would probably have been easier for me in the Celica.

Soon we descended back out of the cloud and the weather and road conditions improved. We were back to the fabulous driving roads across Scotland's amazing scenery. We drove over to Inverness for lunch. In Inverness we parked in a car park that looked like it was just about to fall down. The group met up with Adam and the rest who had got separated from us, as well as Toby in the brand new Diesel Astra hire car.

We had a very acceptable lunch in a small café having first gone in for just a coffee and

were ready for the drive onto Edinburgh, our next overnight stop.

The group was split up leaving Inverness by the traffic and I ended up in a group with Toby in the Astra and Adam who took the lead. The roads, whilst somewhat busier, were still fabulous and Adam led the way enthusiastically. At one point we missed a tuning on the route but Mel, Adams girlfriend, was able to find a new interesting route that both bypassed a loop in the road and took us up though great twisty roads passed a closed ski resort. We stopped at the top in a large gravel area presumably for coach parking, and had a little fun on the loose surface, used the conveniences and drove on. I was amazed by Toby's ability to keep up in a 1400 diesel. He did admit that he was using all of the available power but not redlining it as the power collapsed well before that. I felt a bit sorry for the Astra; not what it was expecting, as its clearly a commuter car, but at least this hire-car's life was more exciting than most.

The roads remained interesting

but driving through the lowlands is much less dramatic than further north. As we approach Edinburgh the roads became more busy and a lot less challenging. Driving through Edinburgh to our hotel was slow going but following Adam and my phone satnav got me there. We parked up in the NCP nearby which cost nearly as much as the room (Ok about ½ as much) but at least there was space and the cars were relatively safe.

A very pleasant evening in the pubs and burger bars of Edinburgh followed.

As I was exhausted I wimped out early but the others stayed out and walked up to the Castle; our hotel was just off the Royal Mile.

Day 5

I woke early; we planned to meet up in the reception and find a café for breakfast. As I was up early I went for a high speed tour of Edinburgh. I marched up the hill to see the sights and the Castle in the early morning sun. I picked up some more tablet from a shop open early and some Edinburgh rock. As I was walking up I looked out for a suitable café



and found one on the Royal Mile. A quick question to the waitress established they could serve 11 and even had a large table down the back. I walked on to the castle which was almost deserted at that time, so I took a few pictures then started walking back. On the way back I texted ahead that I had found a suitable café and met the rest of the group walking up the hill.

We had yet another high protein, high fat breakfast, somehow everyone's hearts held out.

We then set off for the long drive home. Rob rejoined me as I had the location of the Garage in my satnav and all his luggage in my boot. We had planned to detour to see the Tees Transporter Bridge but I think we were all quite tired by this point and decided to just make our way home.

Rob and I stopped at the garage and Rob picked up his car with assurances it had been fixed. Rob wasn't convinced and he turned out to be correct. The problem remained but traveling at 60ish the car was OK. I followed until he turned off onto the back roads to his house; although still not quite 100%, he had no problems getting home.

Summary

All in all a brilliant long weekend, the attrition rate on the cars was high but I guess that is what happens driving hard roads in old cars. The group were a delight to be with and I have many great memories of the driving, the scenery and the evening chat. I recommend a good driving tour to any of you that can find a likeminded group.

After some further investigation and guidance from the Club, I

discovered that Tom was correct and I still had a leak from the exhaust manifold triangular gasket on my Spitfire. This was detected with the use of a domestic carbon monoxide (CO) meter as suggested by Rob. Tightening the manifold brass nuts to the point I was sure they were going to either shear or strip seemed to fix the problem. Part of me is sad that I didn't get to go in the Spitfire however it would have been the least powerful car there. The new seats aren't that much more comfortable than the old ones and it might have been quite hard to keep up due to the limited torque and relatively slow acceleration. Still I look forward to our next trip, at least I know what to expect and I have MX5 seats in her now ready to try.

Toby has subsequently repaired the front wheel bearing (amongst much swearing) and the Hurricane is back on the roads.

Rob has not yet tracked down the problem with the Vitesse. He did find the tappets were too tight but this did not resolve the issue completely which he still believes is fuel delivery and might fit a new tank. Adam said he had a spare set of rims at home so has presumably moved the MX5 onto those by now.

Southern Area -Lake District Tour

by Neil Fletcher - Tssc Southern Area

Saturday June 16th saw six Triumphs meet at Newbury at 10am to start the long journey to the Lake District.

One GT6, one TR5, one TR6 and 3 Stags later to be an additional Stag. The Lake District as a destination had been de-

ecided 6 months before, and preparation to book a hotel in the Lakes for seven couples, and hotels for overnight stays

both going up and returning. What route to take? Heading due north was a start, via Oxford, Banbury, around Coventry and Birmingham towards Lichfield and the Na-

and a pleasant evening had at the Old Mill next door where the service was excellent placing 14 people together.

Once we had the main meal, the service disappeared, we

a Fell Runner race, where the runners were coming down a 400 foot drop to run past our road. We were then back on the 465 towards Kendal and Newby Bridge to the Lakeland Motor Museum for lunch and a wander around the museum. At this point we became seven cars and were to remain so until our final day. Having been made most welcome at both the museum and Cafe Umbro, we then headed on some of the minor roads to our hotel in Borrowdale. Another 115 miles travelled in the day.

Three completely different routes had been prepared for



Dinner in comfort

tional Arboretum for lunch, all off motorways. That was 110 miles behind us.

Leaving the Arboretum we joined the A515 past Utoxeter and Ashbourne and then across the Peak District. It was interesting when working on the route, Google Earth showed a lot of activity, with caravans, tents and parked vehicles on a site on the A515 near Newhaven with a date stamp of June 18th 2017. We went by, one year later, and the same music festival was taking place, fortunately not slowing us down. Shortly after this it started to rain, fortunately a layby appeared, and tops could be put up, seconds before a deluge. Our journey continued through Buxton Glossop and Holmfirth and then a crossing of Holme Moss at 1,719 feet. We arrived at the Premier Inn, Brighouse, a total of 196 miles in the day. As we turned into the car park, the throttle cable of the TR5 decided to break, so we quickly pushed the car into a disabled bay, well the car was. A repair was made



never had a sweet, and we had difficulty getting a bill.

The next morning following a fuel top up we headed for Bradford and Keighley and the

the 3 days we were based at the Borrowdale, **Route one** took us south and to our first Pass at Honister. A narrow road climbing steeply in places, and



A65, then at Skipton we headed for Airtton in the Yorkshire Dales. Whilst passing Kirby Malham we briefly watched

at the summit the Slate Mine which deserved a short stop. We were then to continue over the hills and then around the



Convoy on Honister Pass

edge, however in preparation of the route we were not prepared for the £300m water project currently taking place, that produced 3 closed roads in our route. Taking diversions was not easy as the signs soon disappeared only to be replaced by further road closed signs. However a stop for lunch at Calder Bridge, the only pub open on a Monday, was followed by a quick stop in Ravensglass where we were just in time to see the miniature

Something to savour and probably not matched by many sim-



Down from Hardknott Pass



Ravensglass railway

steam train depart on its run up Eskdale. We followed in a similar direction through narrow lanes, behind a school bus that gave way to no one, and then over the Hardknott Pass shortly followed by the Wrynose Pass. Both very steep in places and having peaks where all you could see was sky, and no idea which way the road would turn.

ilar roads in the UK. A return to the hotel and an excellent 4 course meal followed.

Route two took us north west to Silloth and a run down the coast through Maryport, Workington and lunch at Whitehaven. We then enjoyed a walk around the harbour spotting several strange boats. We then continued north east, when road closures allowed, to a stop at Cockermouth and a quick look around the town trying to understand where the flood lines were. The route

back to Borrowdale Took us over the Whinlatter Pass, which was a lot more sedate.

Back at the hotel we were joined by a group of car's from Belgium, two Jaguar XK150s. an MGB, a Mercedes 230SL and four Porsche, all doing the same as us, enjoying the Cumbrian roads, where open.

Route three took us north east



Our Base - Borrowdale Hotel

to Carlisle where trying to keep 7 cars together was not easy for the car in Front. A stop at the Solway Aviation Museum was interesting and then on to Birdoswald Fort and Hadrian's wall. There was a report on the TV that night concerning night prowlers with metal detectors taking artefacts from around the wall and these items then disappearing for ever. [Honest, it wasn't us, a metal detector in a Triumph, I ask you?](#)

A short stop in Gilsland where a short walk was cancelled because the bridge was closed!



Solway Aviation Museum

the A1 is about 70 miles so it was decided to have a fuel top up at Scotch Corner. This was

by John and Angie and treated to tea, coffee and biscuits. Our wives took the opportunity of purchasing a few items from the Club shop. Angie was pleased that she could at last put a face to a name, our area organiser Mike Goolding on his first visit to HQ. We continued on our route cross country to Daventry Banbury and Oxford, before taking the dreaded A34 to Newbury for our final stop and good byes. This was not to be as at Abingdon amongst heavy traffic the repair to the TRs throttle cable decided to fail. Although it was repaired within an hour using a bicycle cable previously purchased, we were split up, and direct returns to our homes followed. A somewhat flat finish to what had been six great days of Triumph motoring over a distance of 1,000 miles.



Those sheep - you shall not pass

However we were able to take a good look at the remains of the wall there. A pleasant return via Penrith via a B road was interrupted only by a flock of sheep that were very wary in passing us. Each of the days routes were about 100 miles and whilst not too tiring allowed the cars to show how suitable they were for this type of holiday. So back to the hotel for a last night meal, that again was excellent.

And so to Thursday and the route back, this time taking a faster choice - The A66 from Keswick to Scotch Corner and

met with astonishment as Esso were charging £1.49 per litre for basic petrol, £1.53 for 97 octane, whereas the average prices for the trip had been £1.30 for basic. Shame on you Esso. There then followed a long run down the A1 to Doncaster for lunch and then cross country to Market Harborough where another Premier Inn awaited - 227 miles travelled in the day.

Friday morning saw us at Foxton Locks for a quick look, and then the reason for taking this route a stop at TSSC HQ in Lubenham. There we were met

Thankyou to:

Mike and Barbara - Stag

Paul and Carol -TR5

Dave and Wendy -TR6

Gil and Pauline - Stag

Derek and Jackie - Stag

Robin and Ann - Stag and

Neil and Maxeen - GT6

especially Maxeen for having to navigate everywhere.

Le Mans Classic - Doing More with Your Triumph

Story & Pics By Jane Rowley - Gloucester AO

For those that don't know much about this trip, every other year there is an event at Le Mans known as 'The Classic'. We at the TSSC have been running a trip over there for a number of years now so we are just about getting to grips with it!

November is when we usually launch the ticket sales, often at the NEC ready for the trip the following July. This is for camping pitches on Tertre Rouge Campsite, Event tickets and Track Lap tickets and last November they sold out very quickly. We supply options on ferry crossings, or you can organise your own.

the correct entrance to get into the circuit is the first challenge of your navigation skills. Once in you don't really need to leave. ...

A couple of weeks ago the date we have all been waiting

"Tertre Rouge' is the campsite that the TSSC take over for the Classic"



for finally appeared and tents,

chairs, spanners and a few spare parts were all squashed into two seater sports cars in search of fun and petrol for a full on weekend.

The ferries over were a delight, stuffed full of classics of all descriptions; straight off the ferry in France and all heading in different directions, and that was just our group that were supposed to be travelling to-



Local areas are soon buzzing with Classic Le Mans chatter, What are you going in? Are you going round the track? Do you have access to Paddocks etc

'Tertre Rouge' is the campsite that the TSSC take over for the Classic, it is adjacent to the track at the north end of the circuit just beyond the Dunlop Bridge, the whole site looks down on to the track, it is very close to the action and just perfect for our needs. But finding





behind the bar, that just left Chris our Chairman in the van with the air conditioning on waiting to go and get yet more provisions.

Friendships are always struck up around the beer tent with the fantastic view of the iconic Dunlop Bridge, and this year was no different, the banter could almost be heard above the warm up laps.

gether. We all arrived safely, pitches were claimed and homes were established for the next few days.

With Angie manning the information point in the Club Tents, ensuring that everybody has tickets, tee shirts & beer tokens. Bernie & Pete (Chris' Dad)



Saturday mornings track laps filled faces with great big grins - maybe with the exception of Steve who arrived back on a low loader, still hopefully your Stag will be home soon!

Exploring was soon the order of the day, with paddock passes taking you so close to





where the action and last minute fettling happens, I am always amazed at how close you can view things.

When the racing started the heat this year seemed to intensify, obviously so did the noise but that's what you go for.

Back at 'base camp' the TSSC marquee was set up with TV to show the various sporting events that cannot be missed, England's win 2-0 win over Sweden was a very popular as was the Grand Prix the following day.

Night racing is another interesting experience, with the perfect weather this year it was a lovely temperature to enjoy the



Picture - Colin Murrell

classics racing through the night.

With every make of classic car you can think of and more besides there is always so much to see. The racing, fumes, at-



haven't been announced yet, but keep early July free..... there's a trip I can recommend to you.

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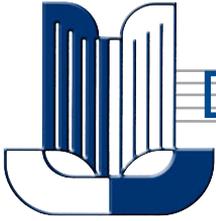


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Triumph Sports Six Club

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BOND	Guy Singleton , 31, Cadley, Marlborough, Wiltshire. SN8 4NE Tel: 01672 514241 e-mail: guy@bondequipee.org
SPECIALS	Trevor Collett , 25A, Greenacres, Bookham, Surrey. KT23 3NG. Tel: 0776 7248798 e-mail: specials@tssc.org.uk
BIG SALOONS	Carl Swanson , 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG. Tel: 07823 771811 e-mail: carlswanson@btinternet.com
TOLEDO/DOLOMITE 1300/1500	Andrew Burford , 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL. Tel: 0116 267 1688 (Eves/Weekends) e-mail: TriumphToledo@tssc.org.uk
TR 4/4A/5/250/6	Bernard Littlewood , 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ. Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk
TR7/TR8	Paul Lewis . 14 Northbourne Drive, Nuneaton, Works. CV11 4GA Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk
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AMPHICAR	David Chapman , Tel: 01684 592985 e-mail: david@amphicars.com
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TRIUMFEST UK	TSSC HQ Team , Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF Tel: 01858 434424 e-mail: info@tssc.org.uk
AREA LIAISON OFFICERS	Di Allen & Nigel Hill . 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk
PUBLIC RELATIONS OFFICER	Vicky Dredge , 2 Brookhampton Close, Redditch, Worcs. B97 5FF. Tel: 01527 894125 e-mail: pro@tssc.org



August 2018

AREA NEWS

AREA Directory • News • Events



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



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- Servicemens Club - ILKESTON. DE7 6FY	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371 Rose & Crown - 45 Main St, Thurnby - LEICS. LE7 9PJ	1ST TUES 6.30.PM
LINCOLNSHIRE	Simon Oliver: 07841 450715 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 ST15 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 1HT	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 Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07900 657176 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST TUES. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 <i>The Laughing Fish</i> - ISFIELD - TN22 5XB	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>George & Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD THURS EVES.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS.8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Plough</i> - GRATELEY. SP11 8JR	2ND THURS. 8PM
AVON	David Stroud: 07816 952524 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8.PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY Ring A.O. Details	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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SWITZERLAND	Philip Bellamy	0041 79 347 1221



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

TSSC AREA NEWS

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

What an absolute fantastic Le Mans we had this year, must say the team did us proud again. It takes volunteers of campers and head office team to create the atmosphere of the bar area and buzzing of happy campers. Weather was hot, racing was top and people were happy. Can not wait for Le Mans 2020.



Looking at Facebook pages and other media we are having a fantastic season lots of pictures still plenty happening at International level and local events.

Don't forget you can borrow the banners and flags we have which there are two sets which we send by courier to who ever needs them. But when you borrow the flags we need to know if there are issues or replacements needed. These are great to get you noticed at your local events.

We are looking for ideas of new areas and ideas for next year so email us if you think of anything. If you don't speak to us we can't make it happen.

Keep smiling and do more with your area.

Nigel & Di

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

We took Baby Blue Suzie's MK 3 Spitfire our for a run to the June meeting and she was joined by Southampton Bob in his Series 1 Sunbeam Alpine - very nice. Ed - broken arm now repaired but not fully back to normal arrived in his XJS, Burbage Bob bringing us up to modern times in his C3, so an eclectic bunch of cars.

We had a pleasant evening and as ever put some worlds to rights - do come along and join us on 9th August.

Next meeting:

Thursday 9th August - Regular meet at The Plough, Grateley, SP11 8JR

Sunday 12th August - Classic car meet at Bowood House, Calne

(<https://www.bowood.org/event/bowoods-classic-car-motorcycle-show-2/>)

Guy & Sazie

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

Hi All. Only a short note this month, due to me being very busy with various things, like a holiday and other activities getting in the way.

It was a special birthday for one of our group during the last month; Stuart, he has reached the grand half century and celebrated the event by being treated to a surprise party together with family and friends all arranged by his wife Linda, who he wishes to thank very much for the evening and putting up with him (his words, not mine).

The programme of events for July has been supported pretty well so far, a number of members travelling to the Le Mans event and Powderham with still a number of events on the calendar for the month to be enjoyed, these, I will report more

on in more detail and others in the next issue.

Forthcoming events for August are:-

4th-5th August. Norton Fitzwarren, Nr Taunton.
11th-12th. Swindon & Cricklade Railway. Vintage and 60s weekend.

12th. Hay on Wye Steam & Vintage Rally, Herefordshire.

Sorry for the short report. See you all soon. Safe motoring.

Dave

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



Hello all hope you all are well. I've went to a few shows this month and the meeting was quite successful with Dan in his Stag, Simon in his TR6 and Carl (my dad) and me in the 2000. Paul and Liz came with Bonnie the part sheep part dog. A random man (who openly admitted he had a drink) asked Dan about his Stag and how to buy one. That was fairly interesting. (The picture very nicely supplied by Dan).

The following weekend we went to a show in Headsor (and were joined by Simon and Tracy in their TR6) which turned out to have quite a variety of cars. We also went to a car show in Bledlow with many expensive cars (where even the TR7'S were TR8's) and then on the Sunday we decided that because it was extremely hot and we'd wanted to give the 2000 a rest we decided to take our Civic Type R. Now it did look out of place in a place full of classic cars but it was quite interesting for everyone there, so I think it was fine. (There were other modern cars there).

Now here are the shows for August:

Wednesday 1st August- Classics on the green, Croxley green WD3 3HN

Wednesday 8th August- Gerrards cross classic car show. Entry £5 and it must be made before 1989.

Sunday 12th August- Classics on common HP5 1UT

Tuesday 14th August- Classic American and pre 80's British car meet. Harte and Magpie's HP7 0LU.

Sunday 26th August- Car show at Pinewood Nurseries SL3 6NB

Monday 27th August- Car Show at Warren Road, Knowl Hill, RG10 9YT

Harry

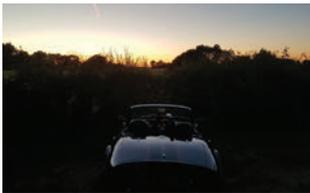
CAMBRIDGE Tel. 07795 436149
e-mail: cambridge@tssc.org.uk

For the second month running we took full advantage of the late summery evenings and met up away from our trusty drinking hole, the Plough in Fen Ditton. We return there for the meeting in August though.

Last month it was off-road driving and a spot of go-kart racing. This month we met up at the Golden Ball in Boxworth a couple of miles west of Cambridge with the Triumph Owners Motor Cycle Club and their fantastic two wheeled Triumphs. There was close on a dozen of them - one, a Thunderbird,

had an amazing Thunderbirds-are-go paint job; another was a classic Bonneville and a couple of Daytonas. The bikers were a great bunch of guys who were really interested in our cars, especially Mike's custom fuel injection Herald.

The sunset was glorious and the company fantastic. Potential new member Charles Boulangere came in his TR3 that he fell in love with and got back on the road through sheer will power, driving it to his wedding recently.



Being French he didn't mind that it was left hand drive as it had been American originally. It was running on three cylinders when he arrived and had no spark on no.3 which he'd tried everything to fix having replaced the dizzy cap, leads and plugs. After Rob suggested the lobes the points run on might be worn it turned out that the points had closed up enough they weren't opening fully and with the help of Andy's feeler gauges and borrowed screwdrivers a group effort had them set at .015" and she fired up to a glorious firing-on-all-four note. Now that's what a car club is all about!

Another new face was Roger who had cycled all the way from Sawston to join us because this meet up ticked all his boxes. His four wheeled GT6 wasn't on the road and his two wheeled Daytona was also too sick to ride so he donned some cycle shorts and got peddling. A good effort (well over an hour each way) and I understand from him that we've inspired him to get his car back on the road and stop worrying about getting it to concours perfection.

Ron Mendham showed us his flex plate from his beautiful saloon's automatic box which a trader (Ask Rob who) had taken out, labelled up to do something with and then didn't; they put it back into his car with enormous rusty cracks in it. Turned out that was the cause of the rattling-like-a-bag-of-spanners noise. Ron says he won't be using them again.

Toby made it in his Hurricane having had Mike over the day before to help fit his new Limited Slip Differential (LSD), despite breaking down (unrelated to the diff I think) on the way down from King's Lynn. Toby is rumoured to be thinking about setting up a King's Lynn area so if this would be nearer for you, watch this space and your email inbox.

Our next meet is **Monday the 6th of August at the Plough in Fen Ditton** where we'll probably be sitting by the river in the sunshine. Bring your car along and I'll do an agreed value valuation. **Sunday the 26th of August** is our run out to Southwold for a tour of the Adnams brewery and then fish and chips on the pier. **Friday the 7th of September's** assembly of classic, retro and supercars at Barrington is worth attending and then **Sunday the 9th of September is the Triumph day at Duxford**

Tom

station and passed, so all the Cast Iron World cars are running with proper MOTs. And I hear that door skins have been purchased for some Vitesse doors in Snagfordshire. Were these not the doors that spent months bathing in molasses to remove the rust? Our Paul is awaiting cooler weather to get the Bond back on the road.

In last month's report I omitted to mention that Bob (of Maisie the Moss, not to be confused with Maisie the Cat who belongs to one of our neighbours) was at the Swettenham when we all arrived. However Bob ran away very shortly afterwards, and has now applied for a pass out for the July meeting. And there are two other pass out applications for said meeting.

On to meeting day. We went to Halifax in the daytime and at one point on the way back the car thermometer said 30°, so we felt assured of warm dry weather for the run out, and so it was. What we hadn't bargained for was the bright sun very low in the sky, which made several parts of the run rather interesting – trying to get the sun behind a sun visor was next to impossible, and what had seemed a nice clean windscreen was dusty and horrid. It was a pleasant surprise to find Pete in his TR5 and Monty in his Bond convertible in the Crown and Pinion car park, along with a couple of regulars. The run itself was without incident (sun apart) and the Flower Pot provided a very pleasant pint at the end. One has to note that Monty has been watching the Dukes of Hazzard, as the driver's door on the Bond wouldn't open and he had to vault over the side the Bond to get in (or out, I presume, but I only witnessed getting in).

The weather was consistently warm for the Wilmslow Show. Several people commented that there were more (classic) cars there in 2017, so I counted 5 rows of 10 cars at the 2018 show, about 50 cars. There aren't any numbers for previous years, but the memory seems to indicate bigger numbers in previous years. There were a couple of people that I see at almost all of the meetings, and a lot (relatively) of TR7/8s. I learnt that my TR7 was most likely built at Canley, we put the way the car rusted down to normal BL assembly standards. **Events in August** include our meeting (see below), **Tatton on the 18th and 19th, Capesthorne on the 26th and Woodsmoor on the 27th.**

Our next meeting is on Thursday 2nd August at the Cock and Pheasant. Third and Final run out of the year, so 7:30 for 8. Tradition indicates it's the 21 mile tour to the Swan in Kettlethulme.

Henry

CORNWALL Tel. 07979 464643
 e-mail: carol.63@hotmail.co.uk
[www://autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)

Hi All, Well what a good meeting night we had in June, thanks to Nigel for coming down with a draft calendar for us all to see, great job done. The 2019 calendars will be available from 7th July. If you would like one just let me know and I will collect them at Powderham, £5 each with 10% going to the Blood Bikes Charity. Good to see new attendees, Dave his friend Mark and son with a great yellow Sprint and guess? What, had a second one in the car park. Malcolm came along with his, both cars in excellent order, both in yellow but different shades, sorry I forgot to write down whose was whose! A full room at Hawkins Arms for the meeting with some of us having meals it was a busy one.

One main event for this year was our Cornwall Camping weekend 22nd -24th June, although most stayed longer. The weather like for all in the country was amazing which made our weekend very enjoyable. Fantastic that this year saw lots of members from other areas attending, Chris & Linda from The Midlands, Neil Chris and John from Leicestershire, Tim

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

I think Bern has been trying to bribe the weather elves like he did for TriumFest last year. It's been somewhere between warm and hot for a while now, and looks set to continue. I've just had an email from United Utilities requesting us not to use hosepipes in order to avoid a hosepipe ban (yes you have read that correctly). The coolest place in the house is actually the garage, allowing a little work to be done. I've managed to replace one of Hark the Herald's 'inner axle shaft bearings', an interesting procedure at the very least. The Vitesse MkII rear spring lifter was employed during this, as not mentioned in the official workshop manual.

I'll also mention that Heap the Vitesse has been to the MOT



Cornwall Continues

& Teresa from Winsor, and long time friends Mark & Jackie, Mark, Vanessa, Louisa & James, Steve & Lynn, Colin, and Dave from Hampshire, and Alan, Jackie and Simon from Devon. Great to see you all and hope that you had a good weekend with us all, hope that you can all make another year with us in Cornwall.

This year saw us going to Penmarlam at Bodinnick. A great campsite where we were made very welcomed by the site owner Marcus, he even put his vehicle on show, his Triumph Motorbike, although we had three of our members from Hampshire arriving on Triumphs and Harley Davidson Motorbikes. Friday saw us meeting and greeting with a pasty supper and few drinks on the site. Saturday I was up really early for me, due to my tent being HOT super-HOT, 5.45am! So a leisurely breakfast and chill ready for the run out at 11am. Jo and Steve kindly organised a great route of around 40miles taking us through wonderful narrow Cornish lanes with the traditional high hedges and glimpses of the sea, until we reached Cawsands, we stopped and had a walk down to the harbour and then walk through to Kingsands a very beautiful area, one that I have not been too for many years and recommend. After this little detour it was back on the route following the beautiful coastal road of Whitsand Bay. We stopped for lunch at Dowderry, half went to The Blue Plate Restaurant and some went to the Inn on the Shore, great pub with spectacular views of the ocean. Following lunch, most of us got split up (or lost) I ended up with just one Triumph that followed me back to the site. We had a little walk down to Penmarlam Quay to see the boats. Others went into Looe and then meet us back on site. The evening it was the usual BBQ, well what can I say tremendous display of picnic tables all with fancy tablecloths and some even displaying candelabers, fancy lights and dancing animals, no not us on the tables! Wendy's little Meerkat! With food, drinks on tables and Good Company, what more could you need for a wonderful evening.

Sunday I booked the Luggar at Polruan for Lunch, and gave the choice of a drive to Polruan and walk to the pub or a short walk to the ferry for a boat ride to Fowey followed by a water taxi to Polruan. Most decided to take the boats, a lovely trip had in glorious weather. The pub did me proud with a great carvery for everyone a little speech from me thanking everyone for coming to our weekend and making it a very enjoyable one. Sadly that was our weekend ended, although some stayed on until Monday which I did this year too, so a relaxing evening was had. Oh yes I got the quiz out that I forgot to do on Saturday night, and those that remained on the Sunday night took part, good fun was had. Here's to 2019 That's all the news I have for this month Happy and Safe Motoring Everyone

Carol

Upcoming Events

August

Sunday 5th Mount Edgcumbe

Thursday 9th Club Night at The Hawkins Arms Zelah

Saturday 11th Carnhell Green

Fri 17th - Sun 19th Stithians

September

Fri 7th - Sun 9th Lanlivery

Thursday 13th Club Night at the Hawkins Arms Zelah

Fri 14th - Sun 16th St Mawgan Steam Rally

IMPORTANT NOTE

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



Our June events started with the Nuneaton Carnival on Sunday the 10th, there were 11 vehicles on display, 2 from Armstrong Siddelley Club, 2 from Heart of England club and 7 from ourselves, Mike and Sam had done a great job, the stand was set up by the time we had arrived, tea, coffee and biscuits courtesy of Tesco. Like most of the days in June it was glorious sunshine all day. There was a car of the show award which was won by Dave Harris with his superb Spitfire 4, thanks for all your hard work Mike & Sam.

The Heart of England meets on the 12th and 26th were once again glorious nights weather wise but again a little disappointing with the turnout, approximately 35 vehicles each night, but it must be said there was a big variation each meeting. Another couple of good nights out for a noggin and a natter with the clan and also it was the first outing of the "Smiffy Spitty" since the overall of the gearbox and engine, nice to get back in her again.

Sunday 17th it was off to Kenilworth Castle for the English Heritage Show a great setting for our lovely cars but a bit disappointing with how many others were on display, there were only 7 MGs, 6 Morgans 4 Armstrong Siddelleys plus our group of 9. Still enjoyed the day but not a lot of other events going on, we would have definitely been disappointed if we had had to pay.

Dalos Day run on Sunday 24th there were 10 of us in 5 classic cars all convertibles, another lovely sunny day so it was hoods down all the way for another great run by Keith & Trish with a good venue for lunch the Royal Redgate on the A5. although not the cheapest the food was excellent, well done Keith & Trish for another great day out in great cars and great company.

Sunday June 1st it was off to Bulkington Carnival to meet up with the Heart of England to put on a good display of our lovely classics, there was 7 in our group and 10 with the Heart of England giving a reasonable display of 17 vehicles and yes the first show this year for the "Smiffy Spitty" nice



to be in a Triumph again for a TSSC display. Good job we now have the event tent as the sun was really hot.

That's all done with the history now on to the future. We will be needing a volunteer for Dalos Day Runs on August 19th (Rikk & Jeanette hoping to oblige still has to be confirmed) and September 16th.

Sales of DVD's kindly donated by Ann Martindale have so far raised £14.50p for club funds.

Anyone wishing to attend the Cotswold Airport Revival Festival on the weekend of 29th/30th September £5.00 per car must know ASAP as we will be sending off Club entry form within the next 2 weeks.

Any events you wish to attend in future could you please let us know by email so we have a record of who is going as we have now joined the CRAFT (Can't remember a Flipping Thing) CLUB.

That's all for now folks enjoy this lovely weather we're hav-

CUMBRIA DERWENT VALLEY . . . DEVON

ing and bring those lovely classics to some of our meetings we have, all makes welcome.
Regards

Phil & Lyn

Forthcoming events :-

Tuesday 7th August our monthly meeting at the Bull & Butcher Corley Moor 7.30pm. If you want to join us for a meal before hand be there for 6.30pm.
All makes welcome.

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

Tuesday 14th August HoE Bulkington from 6.30pm

Sunday 19th August Dalos Day Run

Saturday / Sunday 1st/2nd September Shackerstone

Family Festival we are only going on the Sunday.

Sunday 8th September Corborough Reival Day
Details to follow.

Sunday 23rd September Kettering Vintage Rally

Cranford www.ketteringvintagerally.com

We have some forms on the way.

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

CUMBRIA Tel. 01229 474077
e-mail: roy.anne@tiscali.co.uk

Grasmere Show was well attended with 11 cars on the stand with one or two new faces as well. Two Spartans, [now getting common in Cumbria!] Gentry, Herald 13/60 Saloon [new face], Vitesse MK 1 Convertible, Dolomite Sprint, GT6 Mk 3, Courier Van, 2000 Mk 2 Saloon [new face], Stag and our TR6 [first time to a show this year!]? The Show was well attended overall and is growing in size each year with 5 Club stands and more stalls. Unfortunately the afternoon was somewhat damp with a steady Cumbrian drizzle but other than that it was a good day enjoyed by all. Apologies to the "new faces" but I lost the bit of paper with names on to give you a mention and thanks for joining us!

Hayescastle / Distington Show - Roy was at the Le Mans Classic and we were away for our granddaughters birthday so thanks to Tony and Helen for setting up the stand and passing on the entry tickets. Having seen one or two photos on Facebook looked as though there were 5 cars on the stand and pretty good weather. Spartan, Dolomite Sprint, Toledo, Courier Van and MGF guest car. Hope you had a good day. Ronnie Spencer was due to attend with his Spitfire but the clutch gave up! Hope you get back on the road soon.

Car updates - George is making good progress on his Bond Saloon rebuild which is booked in for painting at a specialist fibreglass spray shop later this year. On the road for next spring George? Roy has really got stuck into his second Spartan [having sat in my garage for many years looking sorry for itself!] Now runs and drives with new door skins and white/cream paintwork that goes well with the green wings and bonnet. On checking against his red Spartan he has found the bonnet and interior are several inches longer on the two tone Spartan chassis car. It also has a boot which, to my knowledge, makes it a unique Spartan build although Trevor C. may tell us otherwise? Roger is still waiting to get the cylinder head sorted and refitted to the Acclaim so he can then get new sills fitted and get back on the road - hopefully this year Roger!?

Ripon Show Club stand is fully booked and as you read this we will have attended for the first time albeit in the motorhome!

The Club Stand is booked for **Dalemain Show 19th August** and as per last year you must have an entry pass with you to access the show field. Roy will have given these out at Ripon hopefully.

Remaining Shows for 2018:

Bootle 27th August & The Green 16th September

The Lakeland Motor Museum are holding another Classic Drive in day on Sunday 9th September. No need to book,



TSSC AREA NEWS

just turn up and there is discounted admission to the museum for the driver and a passenger.

AOB : A past Club member is selling his green Spitfire 1500 if anyone is interested. Contact Roy for details.

Safe Motoring and hope you are making the most of the hot weather here up North!!

Phil

DERWENT VALLEY Tel. 07970 619149
www.derwentvalley-tssc.org.uk
e-mail: roger@derwentvalley-tssc.org.uk

Well the summer is in full swing and several weekend events (including the Peak Run) have been and gone. On the bright side there are still more to come in August and September plus lots of local Fetes and Car Shows.

The Peak Run was a fantastic event and for the first time in many years it did not rain. More about this year's Peak Run will be in a future edition of the Courier.

Due to the World Cup our July's monthly meeting was a little down on attendees but a good time was had by those that did join us. It was planned to have a **Fish and Chip run** on that day but this is now re-scheduled for the **7th August**. We have decided on a new starting point for the Chippy run - We are meeting at Sainsburys in Ripley (DE5 3AW) at 7:15pm to set off at 7:30pm for a scenic drive to Matlock Bath. If you cannot make the starting point, meet us in Matlock Bath somewhere along the promenade.

We usually end up in the Fishpond!

Derwent Valley members will be attending the Leicester and Rutland weekend and the Manchester weekend in August. Why not join us.

It goes without saying but the more the merrier.

Dates for your Diary's

**3rd to 5th August - Leicester and Rutland
Sunshine Rally.**

**7th August - Derwent Valley's fish and chip run
12th August - Ilkeston Car Show**

31st August to 2nd September - Manchester Weekend

**4th September - Derwent Valley's Monthly Meeting
from 7:30pm**

Regards

Colin

DEVON Tel. 01548 821348
www.tssc-devon.org.uk
e-mail: sueandjohn@tssc-devon.org.uk
or e-mail : nigelk57@gmail.com
Facebook - TSSC Devon

What a fantastic get together at the South Devon Railway for our Trains & Triumphs event. A total of 47 Triumph cars from all over the South West plus 5 Triumph bikes. The weather was just right, and from early cars were rolling in. We were supported by the local Stag Owners Club and the TR Register, and there was one lone Dolomite Sprint.

Delighted to see the Northcotts in the Spitfire again after her firing problems of the last year. Friends from West Country Classics brought along a now rare Tristan conversion Herald and there was a 'smattering'





DEVON . . . DEVON NORTH

TSSC AREA NEWS

Devon Continues

of TR5's. A 'Ferrari' rolled in, but in name only, with another V12 lump in it. We raised an astonishing £284.11 this year for the Devon Freewheelers, a voluntary group of Advanced Motorcyclists who carry blood and now organs on behalf of the NHS.

We were late getting to the Claycutters for our Midsummer Club Night. Beautiful weather had encouraged loads of cars there, including Andy's lovely Volvo together with daughter Faye. Lots of Spitfires, and it was lovely to see four 1500's parked together, with three on a T plate. We welcomed new members Aaran and Simon, both with silver 1500's, Simon's having previously been Ian M's. We hope you will enjoy both your cars and your Club membership.

Several members were able to join the Cornwall Camping Weekend, and all said what an enjoyable time they had.

The last weekend in June saw the 2000/2500 Register have their National Week at Whitehill Country Park, Paignton and a number of us popped in to join them. It was a fantastic sight, with nearly 100 big saloons on display, from all over the country. Once again, we were able to catch up with Triumph owning friends, including the Leicester boys and Jonathan Ingram with his brilliantly modified car. Locally we saw Paul Barlow's, Simon Jones' and Wayne Bendall's cars. Mark Parsons' previously owned Mk2 was there, believed to be the earliest surviving Mk2. The Quicks had their lovely white car, along with their son Tom who now has the stunning Dolly Sprint which he has recently acquired from Vernon Jones. The Register made us very welcome, and after next year's show in Northumberland, they plan to return to Somerset for 2020. We took the Stag along to see how she behaved after her woeful Spring which included split radiator, core plugs and water pump, brake servo, clutch slave cylinder and last weekend the bearing went on the viscous fan! So far so good but fingers crossed.

It continued to be hot hot hot for Powderham Show, probably rivalling Classic Le Mans in temperature! We had an amazing display of cars on both days, with around 35 cars each day amongs the 2000 plus cars on show.



The beauty of our Club is the variety of models we can display. This year, everything from Sam's Mk1 Spitfire through to 2 TR7s and Steve Ford's TR250. The wonderful colours of the 70s came to the fore with the Spitfire display but we also had the early colours with Shaun Wray's and Peter Greenslade's Heralds in Cactus and Olive. Having bought his restoration project Vitesse last year, Russ was delighted that Kirsty brought it along, so the whole family of them, Robbie and Ruby and of course Simba were able to come along. As usual, we welcomed visitors from Monmouth (the Monmouth Mafia), Somerset, Avon and Cornwall and for the first time Dan Cooke from Glos joined us with his white Giffire. We met so many members too, including Paul Soper for the first time, with a stunning Mk1 Spitfire – we are so privileged to have at least two of these lovely cars in the Devon area – are there more out there? Powderham is always a very social occasion and the Club gazebo and Event shelter were fully utilised for shade both for Club mem-

bers and accompanying dogs. We were hugely grateful for the help given in setting up, running the stand and most well-come, in breaking it all down again. The 2019 Powderham Gathering will be on the weekend of 13 / 14 July so mark your diaries now.

Powderham was our first opportunity to promote our 2019 calendar – 'Fifty Shades of Triumph'. We sold 46 over the weekend at only £5 each plus p&p and we will be giving 10% of the profit to the Devon Freewheelers. Some great pics in there – your car may well be amongst them. Let us know if you'd like one (two or more!).

COMING UP IN DEVON

Shows - The first weekend in August will see our cars split between **Mt Edgcombe at Torpoint, West Somerset Railway near Taunton, and the Torbay Steam Fair**. We are trying the latter for a change. Lots of local shows too, details of which are on the calendar at www.tssc-devon.org.uk and we know that members will be at the South Hams Machinery Show, Hennock and Christow amongst others. Nigel has found a replacement show for that previously held at Ugbrooke House on **Sunday 26 August. This is at the Port Eliot Estate** and sounds like a good one to go to. Then on **Bank Holiday Monday is the little show at Aveton Gifford near Kingsbridge**.

August Club Night at the Claycutters is Wednesday 15th, and we love to see lots of members there. Good food, good company and good cars – what's not to like?

Going into September, our first Club run of the Autumn will be on **Sunday 9th**, organised by Jon Chartres and will take in lots of the West Devon area of our county. Note the change from our usual first Sunday date. We will leave the House of Marbles at Bovey Tracey between 12 – 12.30 and finish at Lifton Farm Shop with a cream tea at 3pm. There is another route starting at Torrington at around the same time. Booking ESSENTIAL with the AOs please.

Finally, Agreed Insurance Valuations can be carried out by Nigel Kenneison by arrangement – just contact him at nigel@tssc-devon.org.uk. With the prices of our cars seemingly on the up, don't take the chance of being under-insured or even worse, having to risk a payout at nothing more than Market Value if your pride and joy has no Agreed Value cover.

DEVON DIARY

Thursday 2 August North Devon Meeting at the

Crealock Arms, Littleham

Weekend 4/5 August West Somerset Steam

/ Torbay Steam

Sunday 5 August Mt Edgcombe Show

Wednesday 15 August Club Night at the Claycutters

Arms TQ13 0EY

Sunday 9 September West Devon Run

DEVON NORTH Tel. 07806 351499

e-mail: darren@tssc-devon.org.uk

Date: Thursday 5th July

Venue: Crealock Arms, Littleham. EX39 5HN.

It was a warm evening for the July Club Night, so plenty of topless action for those attending, I mean the cars by the way not the people.

I was running a bit late so most people were already there when I arrived. Geoff & Dawn Wheeler in their Stag, Nigel Kenneison, Mike Hadley, Lee Williams and Alan & Janet



Brace all in their Spitfire squadron. Bob Mellor and Andy Luckhurst were also there, but unfortunately Andy was still not in his TR4. A TSSC member from Torrington called Paul (sorry, didn't ask for a surname) made his first visit, as did Brian West, whilst being a TSSC member is actually from Bedfordshire, but was holidaying in Woolacombe so decided



to come and join us, it's always lovely to welcome someone from another area.

Regular Club Night attendee Malcolm Huxtable couldn't make it, as he was overseas celebrating yet another birthday. Would have thought he wouldn't make such a fuss given how many birthdays he's had.

Nigel was in full salesman mode trying to shift as many copies of the 2019 'Fifty Shades of Triumph' Calendar, I think he's missed his vocation; he should have been a double glazing salesman. I somehow managed to come away with two, but there was plenty of money changing hands, so I think he done reasonable business.

Andy and I were discussing final arrangements for the North Devon Area BBQ on 5th Aug, Andy has kindly offered to host this, let's hope that the glorious weather continues through until then. Could it be he's trying to get as many Triumph enthusiasts around his place to get some jobs done on his TR4?... even if it is, we're all really looking forward to it. Alan is still on the lookout for his next project, he went to see a local TR3 he'd been following for a while, but was extremely disappointed in its condition given the seller description of it, so decided walk away from that, wise move by the sounds of it. Bob reported that his Stag seems to be doing fine after its recent cylinder head issues and that the car performed well on the recent Derwent Valley Peak Run.



As the weather was so nice, the evening finished up chatting around the cars in the car park, before we all headed off home.

The weekend after the Club Night was the very popular Powderham Historic Gathering, more about that in a later report, but whilst I was there I noticed my radiator dripping water from the core. A quick circuit of the stalls and I managed to find a water container and some 'Bar Leaks'.

I've never been a fan of these leak fixing potions, but to be fair to it, it slowed it down enough that my journey home was uneventful. As I type this my radiator is at Exeter Radiators ready for collection after being repaired, so should be ready for Shelsey Walsh.

That's it for another month.

Date of next meeting: Thursday 2nd August 2018

Darren

IMPORTANT NOTE

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

Before the report, Essex Have been asked my members to do a repeat of the 40th at Christmas, a bit on the smaller side and plans are being made for the exclusive **Christmas party bash**. The format similar to April. Staying at the campanile in Basildon, prices are being negotiated.

The Friday night a meal out at one of the many restaurants locally and back to the bar in the hotel after. Saturday's run out to a Christmas market and battlesbridge antique centre. In the evening a set Christmas meal at hotel and again a natter. No disco this time..

Sunday a run to our cafe meeting place this is the weekend of **16/17/18 th November**, so watch this space.

Club day was well attended with a fair few spitfires in the carpark, it was almost the spitfire club. A big welcome to melvin and his blue spitfire much admired by us all.

We filled 2 big tables in the corner of the garden centre nice and cool by the door. Later on we headed out to the patio area for coffee cakes and cold drinks.

The girls went looking for bargains they couldn't live without.

On the 17th we headed out to the Epping and Ongar steam railway and classic car show for Father's Day. Meeting up with Mike and sue, mick and Marian, and Dave.

Later on we were joined Benjamin and friends and another Dave in a yellow spitfire who had popped along to wings cafe on the Sunday of the 40th birthday party. The Epping and ongar show we have been to before and Mike titchen has also written a report as follows,

On the 17th June was the Fathers day car show at North Weald steam train station. With car and trailer ready we waited for Dave with his Spitfire to turn up to our house, as soon as he got to us we both set off to meet up at Ongar with the rest of the cars at a car park nearby and then all arrived at the show together 5 cars, half pint & one MG with spitfire engine. It was a really good day spent and weather there was excellent, vouchers given to us for a bacon roll, vintage steam engines and route master buses to ride on. We collected some money for our ongoing Essex TSSC 40th year chosen Charity The Essex & Herts Air Ambulance.



1st July saw our usual trip to Maldon always a good show. It was very very hot and almost unbearable. An early start again meeting at 7.30 and 8 am in two meeting places.

The girls were straight for the vintage stalls while the boys set up our little camp for the day. We had visitors from family which was nice. Mike titchen has a report also on the day so over to Mike.

On 1st of July we set off with the GT6 & half pint trailer, myself & Sue to go to Maldon and met up with 4 other cars at the



ESSEX HERTS & BEDS . . . M25 EAST

TSSC AREA NEWS

any new, old or returning members, you don't have to be a member or be in a classic to join in it's free to all. That's all, I'm sure, I've left something out?

Pete

Essex Continues



Morrison's. One of our members spiffires wouldn't start & had a flat battery, so me the hero ran around the car park trying to give it a push start. Another group finally put on his leads to jump start him, so off we went to the promenade Park where the show was. With parasols up for shade, so that we wouldn't catch too much sun, Ice Cream & plenty of soft drinks to cool us. We again collected money for the air ambulance. I got talking to a lot of people about the cars and the trailer. It was another baking hot day. Melvin's car wouldn't start again, I remembered that I had a power pack starter kit in my boot, so used that to start his spiffire. Maldon is a lovely show with so much to see and do.

Mike

Birthdays 1st August Sue Andrews, 16th Marian Smith, 17th Steve Hall, and 20th Janet McCall. Happy birthday you lot.

Up and coming

11th Waltham Cross

12th club day (we are on holiday as are a few others so numbers may be low)

**27th Rayleigh church car show see Marian for details
2nd September Capel Manor**

9th club day and Duxford (we will be at club)

Allan & Janet

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

Well the suns' really brought the cars out, 17 cars at the Raven in June and over 30 members, all having a natter, the raffle went well with some unusual prizes from a bunch of flowers to some crumbly strong cheddar! Thanks to all for making an effort.

I've handed out 12 Kimbolton passes for July 8th, **Tewin is on August 19th and Quinton Bucks Steam Railway Classic August 27th.**

We hope the weather is holding out to have an **adhoc picnic in Ashridge NT near The Bridgewater Monument August 12th** (date moved) around 2 pm, bring a picnic and a bottle or whatever for a natter and a walk through the forest, even climb the 172 steps to the top of the monument.

I have 24 names for Duxford volunteering and could do with a few more ...let me know, 2-3 hours work gets you a free day out.

Don't forget it's our areas **All Triumph and Classic Day at IWM Duxford on September 9th**, its our 25th year! Many from here are volunteers but it's a good day out with so much to see, including a good few Triumphs, the Raffle is worth a prize giving to get round some rules. Still good value at £14 ea. which is discounted normal admission, to the collection. Paul's trip to Gaydon British Motor Heritage proved a success with all the vintage motorcycles arriving from the Banbury run, made parking a little distant but a shuttle bus saved the legs, Martin's Run to the Shuttleworth Collection and guided tour will be over and report next month.

Please make a visit to the **Raven**, we are please to greet

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

Hello fellow M25 Easter's and welcome aboard the good ship August. We're right slap bang in the middle of the show season and boy have we been busy. A few recent shows we've done worth a mention are the Swale Vehicle Show back in June. We returned to this one after missing it for a few years and I must say it's got bigger and better, so, we'll have to keep it on our list. This one also gave new members Jeff, Sharon and son Matthew an opportunity to come out with us for the first time in their lovely Herald 13/60 Convertible. It was good to meet you all and hope you enjoyed yourselves, the first of many hopefully.

One show in mid June we've been to many times is the



Aldham Old Time Rally but we've never camped. Well, as the weather was so nice we thought we'd change that. Just Us and Kevin and Lisa on Friday and after setting up camp we had a route march through the country lanes to a lovely Indian Restaurant. The walk back was fun, in the dark with just one torch and no pavements lol. The Wings duly arrived Saturday afternoon to boost the numbers to 3 Dandy's. A BBQ was the order of the day on evening 2 and we were going to wander over to the show field after dinner for the live music but we got so comfy in Kev n Lisa's awning, and, with good company and alcohol of course, that's where we stayed. We were joined on Sunday for the actual show by Barry n Laura and Brian n Jean. An enjoyable couple of days but so dusty, never



seen the car that dirty ha ha. Oh, and the shouty lady on the Crepe's stall was very entertaining, wasn't she? lol.

A new show we tried was the Senlac Car Show at Bodiam in East Sussex. It actually sounds further away than it really is. It's only just outside Kent and what a lovely part of the world, proper 'picture postcard' scenery. The show itself was the usual mix of cars and toot stalls, some of them selling local grown produce. The strawberries were gorgeous, they didn't make it as far as home lol. Brian was the hero of the day when the ice cream van had a flat battery and wouldn't start. He raced into action and before long we were treated to the vision of the offending van being towed around the show field by 'Lightning'. Eventually the van spluttered into life with a few coughs and bangs and a cloud of black smoke, 'hurrah' went the crowd. Our hero was rewarded with a free Magnum for his efforts. Looks like we'll be returning to this one in future years.

And so, we're into July and time for the Maldon Show. Once again we were given a nice pitch on the main field for our

TSSC AREA NEWS



Club stand. We had quite a bit of space which enabled us to park the cars at jaunty angles, ooh, very avant-garde I hear you say ha ha. Nice to see 'Lilley' with Vince and Amanda out for the first time this year.

So, how have our cars been behaving? Well, on the whole, pretty good. A few niggly problems - Malc has had starter motor trouble which at one point resulted in Lesley and Myself pushing him (the car not Malc) around the field at Aldham. Although these cars are small compared to modern stuff they're still blooming heavy when they don't work lol. Chris is still having an ongoing battle with his new driveshaft conversion, brake shoes binding/scoring, hmmm...lots of head scratching on that one. With a bit of luck it'll be sorted by the time you're reading this, well, it'd better be cos it's got to get to Silverstone. Jeff has completely resprayed his car, going from Valencia Blue to Green. He's also fitted a brand new hood, all in record time and all done with his own fair hands. Hats off to you mate, looking forward to seeing this brand new vision of Heraldness.

Lastly, I had a bit of a saga with my reversing light. I won't bore you with the gory details but all I'll say is 'check, check and blooming well check again' your bulb. Because when you've got all the lamp assembly stripped out and all the interior of the car stripped out, to find out it was just a blown bulb after all, gives you the hump a little bit ha ha. Especially when you pick up the soldering iron by the wrong end, ouch!!

Right, that's all for this month folks. The sun's out so I'm off for a dip in the pool. See ya'll at a show somewhere,

John.

August Events

- Friday 3rd - Monday 6th - L & R Sunshine Rally
- Sunday 12th - Saffron Walden Show
- Sunday 19th - Purlidge Country Show (poss Camping)
- Friday 24th - Monday 27th - Hellingly Festival of Transport

MANCHESTER Tel. 07954 784342

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www.tssc.org.uk
www.facebook.com/groups/tsscmanchesterarea

Hi Everybody. Hope everybody is enjoying the summer weather, think it puts the one in 1976 to shame lol. We had a good turn out at our July meeting, I wasn't expecting many as it was the world cup semi final night but less of that I think. As it was still great weather we held the meeting in the pub garden area, whilst there a Mk1 Stag turned up and parked with our cars so we presumed it was a new member, however it turned out that he was just driving his dad's cars around and saw us all in the car park, so came in for a chat.



We would like to thank all who sponsored us on all our Benidorm or Bust banger rally in June for both the charities, we raised funds for think the total was about £1600. We attended a couple of shows in June, The Wilmslow Show & The Lymm Historic Vehicle day, both enjoying excellent

weather and had good attendances. We also attended a newish meeting at Barton Aerodrome near Trafford Park ran by the veterans garage, which is on the 2nd Sunday of each month in the summer. looks like a very popular coffee & cars morning meet where you can just turn up with no need to book.



At our next meeting in August we have decided to change things a bit in line with what other areas do, so we will meet up a normal time 7.30pm but then go out for a short drive (classic & moderns) and then have a stop off where we can have a quick club news chat & a looks arrange the cars. hope everybody is ok with this and hope you can all join us. Now roll on July & August and hope the fab weather continues....



Please check the website news for updates on our forthcoming events on www.tssc.org.uk/tssc/areanews.asp Also please look at our Facebook page www.facebook.com/groups/tsscmanchesterarea That all from me, see you soon.

Mark K

NEWBURY

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It looks definite now that we are to lose our A.O. Lloyd and his lovely wife Debbie. At first we thought he was doing a 'Mark' from East Berks but no Lloyd and Debbie have sold their house and are moving to Wales. We wish them our very best wishes for the future but will miss them. We have enjoyed some good car runs lately with some members of our group attending the Popham show. There were good reports on this, weather good as well. Roy set out for Popham in his Midge but had to turn back after a mile or so limping back home at five m.p.h. Bet he was popular. I am not sure if any of our members attended the S.E.M. But if they did I hope they took advantage of the trunnion oiling and tune up service. The 13th June saw us at The Five Bells, Wickham with two TR7s and a Spitfire. Roy left home like a rocket in the Midge but had to creep back home finally arriving in his modern car. Our Triumph on Tour has taken us to the Craven Arms, The Tally Ho and Wednesday 27th will see us at The Furze Bush.



Thatcham festival started on 24 June with a fayre and classic car show. There was a good selection of Classic cars to look at despite the fact that Yattendon and Bourne End were on the same day. Oh yes, I believe a football match as well ! Newbury managed six Triumphs who all managed to park together. Nigel in TR7, Phil in Spitfire, Dave and Mary in Vitesse, Ian in TR6, Josie in TR7, Malc in GT6. Ollie went to Yattendon as did Eric who's Herald looked good in the photo's. Back to the Henwick field it was good to see Dennis again, his Son Nigel brought him along for a look round.



NEWBURY NORFOLK . . . NORTHANTS

TSSC AREA NEWS

Newbury Continues

Other news , Ian has purchased a boat so he will be all at sea now he is retired. The club has enjoyed the lunchtime meets at the Cottage Inn on the last Saturday of every month. Please check Facebook and watch for e mails from Ray about future events.

Newbury College Classic car show is being held on the **12 August** in aid of Bloodwise and always a good show. TriumFest will be held on the 27/28 July and the usual culprits will be attending. **Dunstan green classic** is on this year after all and the date for this is **6 October**. Also in **October is Shalbourne**.

Malcolm

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Hi everybody I've just returned from Classic Le Mans so I hope that the late notes are accepted for inclusion. Having checked through my photographs of the trip to my surprise there is not a single photograph of a Triumph and very few of any other cars but there are lots of friends and acquaintances having a really good time all brought together by their love of Triumphs and Classics but most importantly the wonderful people we meet as a consequence of our occasional-ly troublesome cars. Lots of fun was had on our trip to Classic Le Mans with our group travelling from all areas and meeting up at several points along the way. It was great to see Colon Cole at Le Mans and also meet up with Dominic Horner another Norfolk member who brought along almost the entire male members of the Horner clan including a few budding future Triumph owners although it must be admitted that they loved some of the exotica on display so we shall see what the future holds in that department. A huge thank you to Dave Soloman the AO for Wensum TR Register and his partner Lyndsey for joining our group at Newhaven on our way to Le Mans via Lisieux where the cordial relationships with-in the Triumph groups in Norfolk were further cemented over a few drinks a lovely meal and a whole barrel of laughs. I personally have not laughed so much in years

Also a big thank you for the magnificent turn out at the June meet. I was blown away with the number of Triumphs in the car park. It was our best turn out for many a month and reward for the effort put in to make the club successful and from the feedback I had the new TSSC Norfolk Facebook group drew in quite a few potential new members.

I may not have had the chance to speak to you all personally as I was very busy doing car valuations but I really appreciated your efforts. Hopefully the short break from static meetings over the summer months will not blunt anybody's enthusiasm to attend once again when we return to the Oak Tree in October. I

If you cant wait to see us again then you have the opportunity to join us on one of our roving social meets such as the **Fish n Chip run to Cromer or the Broads Run to the Malters at Ranworth Broad**.

Keep checking out the main TSSC website for area news and events the TSSC Norfolk Facebook page and also read your newsletters as our events will also be mentioned in them.
Regards.

Mike.

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How does it go "The best laid plans of mice and men". We were contacted around Christmas time about a couple of events at Delapre Abbey and we found we could attend the Father's Day event. We found ourselves with several days to go and no entry passes, after a couple of messages we sorted this out but the original passes turned up a week after Father's Day having been posted the day before, very strange. Despite this and the fact we turned up with only



four cars we all enjoyed the day and had a very interesting tour of the Abbey. With only about 15 cars showing up it



was a bit of a shame it was not better supported. The work that has gone into restoring the art and architecture is outstanding and I would certainly recommend a visit to one of Northamptonshires little known gems.

This year Tracey and I seem to be visiting a few places we seem to have missed, so when it came to Derwent Valleys Peaks run we decided to take advantage of the extra day and went to the Heights of Abraham. I really don't know why we have been to Matlock so many times and never went up there. The weather was brilliant in fact a little too warm on the Sunday.Friday we had the warm up party games and get together. Saturday the guys organised a driving skills test which is as much fun to watch as it is to take part in. Which I had no intention of doing until I was offered the chance to take a Freelander round, and yes I am insured to drive other peoples cars before anyone asks, I decided before I started it there was no way I would be reversing through the narrow section in a car that big but it was fun having a go at the rest of the course. Thanks Jane and Chris. We then took a walk over the fields to TheShoulder Of Mutton and found the Alpacas on the way.



Steve asked if the owners knew all their names and we were surprised when they named them all, or at least they said names as they pointed them out. We had a lovely lunch and it is a nice walk on what has become a kind of annual pilgrimage to this pub.

The Saturday night games were of the usual standard although I think hiding under the table is getting harder, for me anyway. Well done to Manchester and co



on winning the games and there Gypsies Trams and Cheese adaptation of the theme. Sunday as I said was hot and although we did the run to a point, the patriot in us kicked in and we headed back to watch at least some of the football. Thanks again to Derwent Valley for another great weekend.

NORTHERN IRELAND

Jonathan Ingram has been rewarded for his hard work on Beep recently with 3 trophies, congratulations and well done she certainly grabs your attention.



Our next meeting will be on **8 August at 8.30 in the Oak room at the Overstone Manor, Sywell.**

Hope to see you there.
Cheers

Nigel

Kimbolton

Convoy of four cars only gathered at the Chowns Mill roundabout (as usual) Butch in Spitfire 1500, Mike and Debbie in TR6, Gay Easton in her MX5 and ourselves in YOB (Herald conv.). We set off 8.40 and were at Kimbolton 9.05, straight in and not too much traffic. It was, even now, very hot. Fortunately (?) the organisers had not given us a pitch on the cricket ground and we were demoted to pitch 99 (dumping ground?). This was brilliant as we just picked a suitable spot under the large trees in the cool shade! Then the cars started to pour in! Soon full up with many looking jealously at us in the cool! I did venture onto the cricket area where we should have been, it was boiling! The show was OK, much the same each year but a good social event. I was surprised at the cider stall, £7.95 a bottle and only 4.5% Tony and Jenny came over from the Stag Club and stayed. There was a fly-past by a Spitfire with 3 or 4 turns around, brilliant sound! The Roundheads and Cavaliers were fighting rather well and discharging cannons and muskets which were exceedingly loud!! A few arms and legs and heads were lost in the battles! We stayed until 4.30 by which time quite a few had gone and we then made our way home. A very good day out, not too far, not too expensive and good company, Glynnis, Fern and Robert, Tony and Jenny joined us and stayed.

JF

NORTHERN IRELAND

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Another busy month this June with two ice cream runs, a visit to Kirkistown race track, Kilbroney Show and a garage check day at Scarva. Due to the very warm weather we were having in June we decided, at the last minute, to turn our monthly meeting into an ice cream run and this decision didn't dampen our enthusiasm to meet, as we had a good turnout. Peter (M) took the lead as we made our way to a newly established Morelli's at Oaklands to sample their offerings and I must say it was enjoyed by all. The evening was finished off by an over the hill run to the Beltoy and Ballycarry areas before dropping down to Whitehead to admire the views along the coastal area.



Sat 9th saw us taking up the offer of a visit to Kirkistown race track kindly arranged by Paul and Jacqui (Rob). Really good turnout from the club in support of Paul. I could mention all the cars that were there but hopefully a photograph will do some justice to the occasion, in case I run out of allotted words.



It was interesting to see Pauls GT6 in the flesh for the first time – very nice car and engine bay. It was also the first time that I had seen racing at Kirkistown and I must say that we all enjoyed the day – and the food. Some of us, including

TSSC AREA NEWS



Simon and myself, were given the opportunity, along with several other club members, of having two laps of the track. We made full use of the facility by letting the cars in front of us get well ahead and then having a bit of a blast as we caught up with them – especially good at the bends and corners. It's a pity that we didn't have a camera on board! Thanks for the day Paul.

Sat 16th June saw us joining up with the CCCC at Kilbroney, Rostrevor for one of the biggest classic car shows of the year. The Hogg family, and others, clearly set off early this year due to the previous problems getting to the venue due to the crowds and poor traffic management. I must say it was much easier this year until we got into the park as we were then sent in the wrong direction, as were many others. A quick walk around the stands and soon our allocated space was located, after meeting up with a member of the Carrick Club. Alan (F) was already on stand having his BBQ set up for the other club members about to arrive. He is 67 by the way, not 66 as I was reminded the other day. Surely it isn't seven years since his birthday party at Wooden Bridge and the romance of John (G) and the female golfer! As well as the usual members there at the show it was nice to see Robert (T) and Jarlath (McG), although I'm not sure that Jarlath really recognised me as he was leaving. A good day was had by all in the warm weather although the stands weren't, in my opinion, as good as in previous years that I have attended. Thanks to David Frazer from CCCC for setting up the stand and Alan (F) for the BBQ, as it really adds to the day.

It would be nice to make use of the Carlingford Ferry some time that we are in the area, it looks good from the leaflet given out at the show.

A new venue on our area programme this year was a visit on 30th June to the home of Colin and Heather (L) at Scarva to see and make use of his newly installed lift. It's nice to note that Colin retires, and Heather continues to work. Something not quite right here Heather! Once more we had a good turnout of club members, and their wives, to see what their pride and joy really looks like underneath. We were also joined by Barry and Elaine (F), former members, who are on the lookout for a good 13/60 Herald Convertible. If Barry can't get one locally perhaps he could meet up with Ernie (F) when he returns from Spain with Valerie in mid-July. I might add that the only time I see under my car is when the MOT inspector calls me over, and that usually isn't a good sign! Most of us took the opportunity to have our gearbox and diffs checked and filled whilst Simon also had two new lock nuts fitted to the end of his drive shafts while the rest of us availed of very much appreciated refreshments.



Not to be outdone Edgar (P) made full use of the day and had some alterations done to the area of his gearbox mountings, but more to be done in the future, I believe! Not to be outdone the ladies were given a tour of the house and gardens, and got a few hints, as well as viewing the grounds set aside for the family horse, Dancer. The day was rounded off with a very nice lunch in nearby Sintons that was enjoyed by all. A big thank you to both Colin and Heather for their hospitality and the very worthwhile use of the lift.



Our July area meeting again took the usual form of a short run from Carrickfergus Castle, this time missing out the annual band parade by going around the back of Carrickfergus to



NORTHERN IRELAND . . . NOTTS OXFORD . . . PETERBOROUGH

TSSC AREA NEWS

Northern Ireland Continues

Islandmagee, via Ballycarry village. The Rinkha ice cream parlour was our destination where, after joining the long queue, we all availed of their famous products. The weather was still fine, even late into the evening, and so we all had a seat outside and a good chat. Next call was the home of Brian (S) to see the progress on his Triumph Spitfire. We already knew there wasn't much change from last year, but it gave us all the much-awaited opportunity to eat the well-known chocolate brownies and cookies provided by Siobhan, via her daughter, Ciara. They are still available from Caldwell's Spar shop at Islandmagee, just in case you wish to know. Just as a matter of interest, the Morris Minor is nearly ready for Ciara with a brand-new set of tyres just after being delivered! A big thank you to the Spurlie family for the end of evening hospitality once again.



By the time you read this my area run in The Sperrins on 21st July should be over and hopefully it was better attended than my last run due to many members being double booked and others getting the date incorrect – although it could have been my fault!



On **1st Aug** we are back to porridge with our next area meeting taking place at Nortel at the usual time. This is followed up on the **Sat 4th with a BBQ at the home of Alan (F) at Donaghadee and a short run in the North Down area.** Details prior to the run by means of email when they become available. Two weeks later, the **18th Aug**, we will be having the **Antrim Hills run** in the capable hands of Alan (H) and again further details will be provided before the event.

So, there you have it then folks plenty to keep you entertained during the month of August so, if you have the time, come along, and support your area events and, of course, the organisers.

Douglas.

NOTTS

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Why not come and join us at the Sandy Pates football ground on Quarry Lane, Mansfield. There is a good mixture of classics. In 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.

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

Here is a list of local classic car shows:

**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 these website and Facebook page.
Griffins head and MFN which are on Tuesday or**

Wednesday evenings.

Also horse and groom in Linby.

What a fabulous weekend again, applause to the Derwent valley team for a fun packed camping weekend at peak gate-way in Ashbourne. Nigel and myself enjoy not only the camping and fun but also in Ashbourne town is the performing arts month which the town celebrates each year. Next year think about it and say yessss I'm doing the Peak Run. Not only camping but a gorgeous run out around Peak District.

Look on our notts Facebook page for up dates on events and on the Notts Triumph Sports Six website. (FACEBOOK Notts TSSC)

Hope to see you at one of our meetings.
Cheers

Nigel and Di.

OXFORD

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Oxford Area group July meeting usual place usual time. 15 of us were brought out by the sunshine to sit outside the pub for a lovely evening. There were 7 classics too, two Vitesses, a GT6 a TR7, two spitfires and a herald. Somehow we managed to get onto the subject of narrow boats and canals but some repairs were effected during the evening!



It was a beautiful evening to drive home with the top down. As usual more photos on our Facebook page. Last weekend some members went to the Festival of the Unexceptional held at Stowe School and it was a grand day out. Our favourite was a Humber Sceptre.



Tom and Nick

PETERBOROUGH

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What an excellent summer we are having – fine weather and almost seamless hours of sunshine. Theoretically more time to do jobs on the Triumph - as the lawn doesn't need cutting, etc..

It was nice to see a couple of strangers attend the Club Evening evening on the 9th. I believe it was Kevin in the nice convertible Herald and his friend who was a member of the Wolseley club and has a 1935 'New' Wolseley. Hope they both felt welcome. It must be beginners luck as they both won a raffle prize.

I entered the Bourne Classic Car show on the 17th of June and there were a number of other Triumphs there too. I tried to pop a TSSC Peterboro' Area 'visitors card' under the wipers of a few of these classic cars and hope that will bring in a few more meeting attendees and possibly Members. The weather was excellent and the field I was in was well organised - but unfortunately didn't get a chance to move far as I was busy chatting to just a 'few' folks.

SCOTLAND CENTRAL



TSSC AREA NEWS

The Baston Car and Bike Show was well attended with 9 cars on display on the TSSC stand. Sadly we were down on numbers promised - but Hey Ho. Even the weather had attracted Nevilles nice green GT4 (have I got that wrong Neville?) out. I don't think that car has been seen in the public eye before. The TSSC discovered the Club's Courier van had big holes in its floor - so Angie apologised that she was unable to bring it along with the gazebo, etc.. There were quite a number of other Triumph cars around the Show ground and though I spoke to a few I didn't manage to contact them all - unfortunately with my Show Team commitments I couldn't seek everyone out. We believe there were nearly 800 cars exhibiting and a total of 9,000 souls enjoying a marvellous day. How often do you get to see three McLarens in a row? What an eclectic mix of vehicles from a 1912 Model T Ford, one of the five Raymond Mays 1939 V8 Sports Cars (which had a very rare Standard Motors V8 engine), Nigel Mansells JPS Lotus F1, etc.. There were two new Mini's sold on the day - so the dealers of the new cars were happy too.

The Peterborough Boys sent a photo of their trip to the Classic Le Mans to me on the 7th of July and they all looked a happy lot of souls. I hope they applied the sun lotion - before the alcoholic lotion!!!! No doubt a report in the next months Courier on their (and everyone else's) exploits and hopefully not too many woes.

The Barbeque idea toyed with at a recent meeting for the August meeting will not happen - as we will not be able to provide enough numbers to make it a viable event for an outside caterer. Sad but understandable.

Paul had sent his apologies for the Club night as he had a last minute opportunity to whisk Angela away on a break in Northumberland. Hope both of you enjoyed the weather and break. Gary Howson also sent his apologies due to being back late from work.

We didn't get a stand booked for the BMC/BL Rally at Ferry Meadows - but some of us will be in attendance on Sunday the 5th of August. Hopefully news of our attendance will have been spread electronically by then.

As we get past the diary filled holiday months of July and August it's a time to look for other events than the local shows.

Dates for the diary :-

Something really special to look forward to - **Tim Peake's Soyuz spacecraft, suit**, etc. are being hosted in **Peterborough Cathedral**. An exciting time to see this piece of history locally from **August the 11th to November the 5th**. Entries will be free but the Space Descent VR (unique virtual reality adventure experience) - available to visitors over the age of 13 - will be charged around £6. A real 'triumph' for Peterborough to win that competition.

Sunday the 8th of October - Brunch at Downham! Meet at Thorney Abbey to drive the scenic route(?) through the fens to **Arbuckles Restaurant at Downham Market** - Classic American American Food and Cocktail bar for a Jazz accompanied brunch.

We will need numbers for the September Club night at the latest. Book soon to avoid disappointment!! Exact timings will be advised at the August meet.

The October meetings speaker will be our very own Doug Kendall who will be talking on the history and values of the Scalextric vehicles, etc.. Get yours out of the loft to see what value is among those boxes and the cobwebs.

Our next Club night is on Monday the 9th of August 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 Matt's superb buffet and a natter and of course that regular friendly exchange of experiences - and some pretty good advice in the bargain too!

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

Doug

SCOTLAND CENTRAL

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Well this is my first time writing the area report. Michael, Jacqui and Mark are all off to the Le Mans Classic, although by the time the next issue of the courier is out they will be safely home having had the excitement of Le Mans and other parts of Europe. Some of us, including myself and Iain Macpherson, that have been regular attenders, are not there this year due to other commitments. However, we will be at Glamis castle, with 6 other TSSC Scotland members, for the 44th Scottish Transport Extravaganza on the same weekend.

July meeting: We had a good turnout cars for the July meeting at the Harvester. 10 members attended on a warm and dry evening. Enjoyable banter in the car park before retiring to the bar as the sun was setting over Glasgow.



Dave Fray arrived with the TSSC Scotland regalia that some of us had ordered. Nice Quality stuff. Dave can order more if anyone is interested. T-shirts, polo Shirts caps and Soft shell jackets are available. See Dave or one of the area organisers for details and prices.

Member news: Congratulations to Alyson, our young person's co-ordination, on her successful university graduation. Well done Alyson.

Congratulations to Euan and Shaunce on the arrival of a new addition to their family. A boy and a future Triumph fan I am sure. Iain Macpherson and his Vitesse was off for Wedding duty on the Saturday 7th July.



The bride was Nikki and the groom is a school friend of Euan (Iain's son). Euan is the Best Man and his wife Shaunce is a Bridesmaid. The wedding was on Loch Lomond side, a beautiful spot.

Car news: Peter McKenzie has his Herald on the road and resolved his perished rubber boot problem. The club shop has replaced the ball joints. Ken has got Alyson's Herald back on the road with a rebuilt engine. Surely that is the end to her recent woes.

Colin (that's me) and Andy have got their cars back from the

Scotland Central Continues

film shoot. Generally the cars were well looked after. The Film is called "Loving you to Death" a comedy starring Craig Ferguson and will be out next year. Ian McFarlane has sold his lovely and newly restored Triumph Vitesse mk1 to Bob Grey. Enjoy it Bob and we look forward to seeing it at some of the up and coming meets and shows. I think Ian's nice original 13/60 may still be available if anyone is interested.

Shows and Events: The Scottish Transport Extravaganza was a great event with lots of good feedback from members. Colin (me) received 1st prize, Rosette and Shield for the Regularity Run.

The Biggar Albion show is coming up 12th August and will be done and dusted by now. We have 20 cars attending what is probably the biggest classic vehicle show in Scotland. Last year we won the best stand display award and accompanying shield.

All entries for the Bo'ness Hill Climb Revival event that includes the Scottish Triumph weekend will be closed by the time this report is published. I am told that the event, that includes the Scottish Triumph weekend, will be the biggest show of triumph cars in Scotland this year. 20 of our cars are paid up and confirmed for the event plus another 1 car is expected. Last year we won 2nd prize for the best club display. Our target is for 1st this year.



Colin

August Items:

Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP on 2nd August at 7:30

East Club Meet is at The Hawes Inn South Queensferry EH30 9TA on Monday 6th August at 8pm

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 19th August at 10:30am. Come along and sample good company and breakfast.

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

Please join in our social banter at:

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

SOMERSET

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Hi Folks, I hope you're all well and your cars the same. Fingers crossed that your cars are keeping their cool in this very hot weather. I know mine and a few other members cars have gotten really close to the boiling point.

I'm writing this after a very enjoyable day at "Classics at the Castle" (Sherborne Castle). This is the first time that we have attended as an area since I've been the Somerset AO. We speak about it every year and always add it to our calendar but up to now we have not attended. There was Steve & Kieron in his GT6, Charlotte in her 13/60, Andy in his Rolls, Pete in his Herald 1200, Alan in his TR8, Pete in his Princess, Mike & Ed in their TR6. Finally

me in my Range Rover, least said about that the better, lol. We had a great day with plenty of very hot sunshine, stunning cars and lots and lots of Triumphs. The day did have a



low point, that being Charlotte's 13/60 had to leave the show on the back of a pick up vehicle. Despite lots of help and advice Andy was unable to pinpoint the problem. Knowing Andy as we do I'm sure he will find the problem and get her back on the road in time for Shelsley Walsh.

Of course the other big event we have attended this year is the 24hr Classic Le Mans. We had five cars leave Somerset on 4th of July heading for Portsmouth for the overnight crossing to La Havre. Once docked on Thursday morning we started to make our way down to Le Mans. This year we decided to take the A roads and avoid the motorways. This is a far better run with very pleasant scenery and some very pretty little towns. We all made it to Le Mans safe and sound and set on camp on Tertre Rouge campsite. From the minute we arrived to the minute we left there were cars of the track and there was always



something to see or do. Saturday morning arrived and Tony and Anne assembled for their pre booked track laps. I was up early also as I wanted to try and catch a photograph of them whilst on the track. The picture below is just before they set off. Three laps later and it was all over, Tony had the biggest smile on his face when he left the track. Midday on Saturday the racing started, you name it then it was racing, trust me these guys don't hold back no matter how much the car is worth. I was up till the early hours on Sunday morning watching the racing, there is something about seeing a classic racing car at full throttle in the early hours. Bedtime and with the sound of thundering engines as a night time lullaby it didn't take long to nod off. We enjoyed all the racing on the Sunday and then came 16.00hrs, thousands of people just seem to vanish in about twenty minutes. Before we knew it Monday morning had arrived and it was time for us to leave the famous Le Mans circuit again for another two years. As was with the journey over we all made it home safe and sound. Well done to Harry, after all his worrying about his Spitty she got him there and back with no problems. I'm sure I've mentioned this to you before but if ever you want to take your Triumph abroad then this is the event to do so. Please, please book it into your diary for 2020, hopefully we can take an even bigger Somerset crew to France.

Don't forget Folks we have a large stand booked again at Norton Fitzwarren Steam Gala. If you visit the show please do pop over and say hi. Thats it Folks, Take care, drive safe and "do more with your Triumph"

Martin

- Events coming up**
- Saturday 4th & Sunday 5th Norton Fitzwarren steam gala show**
- Sunday 5th August Grove Park WSM (Live band)**
- Saturday 11th & Sunday 12th Morgansians BCVC**
- Sunday 16th Grove Park WSM**
- Saturday 25th & Sunday 26th Clevedon Flower Show**

IMPORTANT NOTE

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

SOUTHERN

SOUTHERN

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Hi folks. Sorry no report last month, a relief for some! Well Paul, being that you haven't had a good sleep lately, I am just about to put you into a coma!

Sunday 27th May saw the Haslemere show and run. Once again, an excellent run through the Sussex countryside on a splendid day weather wise. Club members attending were Wendy in her Spitfire, David TR6, Derek and Jackie Stag, Mike and Karen Healey and Barb and myself in the Stag.

May bank holiday Monday saw an early start at ours. At 7.30 with David and Wendy in the TR6, we made our way to Southwick near Trowbridge for the Selwood Steam and Vintage Rally, a first time for us. Quite a nice small show, an enjoyable day.

Saturday 2nd June saw David and Wendy, Barb and myself attend the Beale Park Boat Show. Definitely not as well attended as years past. We will give it a miss next year. The next day we attended Queen Elizabeth Park show where we had a club stand. Those attending were Wendy Spitfire, David TR6, Me Stag, Dave R and the boys Vitesse and a visitor in his TR4. As usual lots of auto jumble and stands of all descriptions, a nice hot sunny day.

Saturday 9th June we met up with Wendy in her Spitfire, and David in the TR6 just before the West Meon hut and continued on to Bishops Waltham for their annual fete. Met up with Paul. A nice sunny day so a visit to the beer tent was called for, I really must stop fining them. A very enjoyable run home.

Sunday saw Barb and myself making our way to Stoke Row for their Steam and Vintage weekend, a new show for us. Met up with Mark, Vanessa and kids who were exhibiting their classic caravan. A well put together show with good arena displays, and I let Vanessa take the Stag into the ring. On seeing the man with the microphone, I said, When it's your turn tell him you know nothing about it as you have just stolen it! All in all an enjoyable day out.

Saturday 23rd June we visited a local fete at Hambledon, near Godalming. A typical village fete with all the usual stalls. Yes, you know what's coming, and a beer tent selling beer from Dunsfold Brewery. A new one for me so I had half a pint of each brew. About twenty cars attended with lots of interest from the public.

Sunday saw Barb and myself make our way to the Dene Rally. We arrived to see Wendy Spitfire and Dave TR6 parked up with a neat space between them, which we slipped into. Many thanks! We have attended this show before, it seems to get better every time. We all took our cars in the arena, although David was a bit reluctant. Good beer tent, many stalls and all the usual. A good show, the only drawback is there never seems to be many public in attendance.

On behalf of all that went on the club Lake District tour, a VERY BIG THANK YOU TO NEIL for all his organisation, all his side of things went like clockwork. I hope to coerce some kind soul to do a write up for the next edition of the Courier but once again, many thanks Neil.

WAKE UP PAUL – I will ask you questions!

Mark – I hope my new carrier pigeon performs.

Mike

Well sorry to say I missed the roaming meet at the Shoe, as did the core of the group.

We were out gallivanting around Britain.

Jackie and I set off Thursday tea time hoping to get to our overnight stop at Andrew Hayes Caravan park before it got dark. Unfortunately it was short lived as Vanessa phoned to say the road was closed at Bridport from eight pm and we were only at Dorchester at quarter to eight. Yes we were diverted, via Crewkerne, Chard and Axminster a total of thirty two miles and an extra hours drive.

Dave Moore joined us on the Friday morning and with Mark, Vanessa and the kids in tow we made our way to Whitehouse Services on the A30 near Okehampton for a large breakfast. We made Penmarleam campsite before lunch and got set up. Carol the Cornwall AO was already there as were a few more

TSSC AREA NEWS



of the Cornish brigade so we said our hello's and waited for friends Steve and Lynne to get sorted before making our way across the Fowey river for a few well earned beers and a bit (only a bit) of window shopping.

Friday nights has traditionally been a steep walk down to the Ferry Boat Inn for a meal and beers, but this year they had said there were too many and could not cope, so therefore we withheld our custom all weekend.

Saturday was the usual format of a hearty breakfast followed by a good run out in the Cornish countryside and down to Torpoint area and loads of other little villages en route the back to camp for the evening BBQ.

The weather had been fantastic and Sunday was no exception, except Dave, Steve and Lynne decided to make their way home early as to miss the Sunday traffic around Ringwood and the M27. We how ever that is Mark Vanessa and the kids and Jak and myself decided to take the long route to the Luggar pub in Polruan. That route was via the ferry across to Fowey then a walk through the town to catch the water taxi across the river again.

After lunch it was more shopping and more beer in Fowey before heading back to the campsite. Monday was a day for moving on to our next campsite at St.Martins east of Looe grateful for a fantastic Cornwall camping weekend.

So on behalf of Dave, Steve, Lynne, Colin, Jak and myself I would like to say a very big thank you to Carol Coventry for all the hard work that she and the rest of the Cornwall group had done to make the weekend such a success.

Well it didn't stop there for us, we did go on to our next campsite, the weather stayed with us and we did have a very good holiday.



The regular meeting at the Seven Stars was again, as it has been all year, well attended. Nice to see Tanya and her husband and their lovely MK3 Spitfire. Didn't make an actual head count of cars, but must have been in the mid + teens. Lets hope for a lot more when the MG's visit the next regular meet on the 7/8/18.

Tanya has passed on a classic car meeting on the second Thursday of the month at the Trooper Inn near Petersfield GU32 1BD.

**GU32 1BD August 3rd, 4th, 5th Stroud Vintage Rally
5th White Dove Sportsports 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



SOUTHERN . . . NORTH STAFFS SUFFOLK . . . SWINDON . . . THAMES

TSSC AREA NEWS

Apedale 26th Aug Eccleshall Show 1st Sept
Cholmondeley 2nd Sept

Make the most of summer it all ends too soon.
BFN

Dave

Southern Continues

October 2nd regular meet, Seven Stars GU32 3PG
21 Sunday Lunch meet, Fishers Pond SO50 7HG
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

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Welcome to summer, Hot Hot Hot certainly is hot when working with metal as it gets too hot to touch.

Having tried to repair the driver's door on the Vitesse I decided that it was so bad a new door skin was the answer, I then looked at a spare door I have which looked in a slightly better condition, with angle grinder in hand I started to grind back the lower part of the door which seemed to have lots of filler on it.

Having discovered two badly rusted areas it looked like it was worse than the original door so I decided to use the spare door to fit the new skin too, when I got the old skin off it the filler wasn't hiding as many holes as I thought and I would have been better using the original door to repair as this also had a slight bow in it, and keeping the spare which would have only needed a door repair panel at the bottom Dumbo!

I need to add some metal to the lower part of the inner door, as my welding is rather poor I'm hoping it will improve if I use some gas with my welder so I'm waiting for delivery of plain wire and argon gas before I can carry on with the repairs.

The heat is making it unsuitable for spraying as I'm not sure what effect it has on the paint as it dries almost before it hits the metal, does anyone know if it can cause a long-term problem?

At least the weather is great for taking the cars out on the road that is if you don't have water problems, I said last month I needed to renew the antifreeze in the Stag due to it losing water at the MOT.

I have used the car since the MOT and not lost any more water, I drained and refilled with 50% antifreeze I found some water in the front footwell which points to the heater matrix leaking not sure if its the searching effect of the antifreeze but for the time being the heater is bypassed as the weather is too good to miss getting out on the open road.

Belper Steam Fair was the first show after returning from holiday which had fine weather but rather cold especially after coming from temperatures of around 34c the following week was the Alton Classic Car & Beer festival which came with the lovely sunshine and great atmosphere music beer and England winning the football what more could you ask for on a Sunday afternoon.

Last months meeting was changed at the last minute as no one could get a table to eat due to the sunny weather and it was bikers night at the Swan so apologies to anyone who didn't get the message and went to The Swan.

This weekend we have Lichfield Cars in the Park on Saturday and Draycott Summer fair on Sunday.

At the end of the month is TriumFest

I'm still trying to find a suitable date for our run with so much on it looks like it will have to wait until early September.

Dates for diary in Aug

Hebden Bridge 4-5th Aug Motors at Moira 12th Aug
Tatton Park 18-19 Aug Ipfstones Show 25th Aug

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

On a very sunny evening at the Sorrel Horse, there was a good turnout for our July meeting. Some of the regular attendees were missing due to enforced shed clearing or preparation for LeMans, with tales off mis-fires, steering rack mount replacement and missing passports. I shall hopefully catch-up with them later in the week.

So a fine selection of cars in the car-park. Geoff arrived in his Herald, bringing the total of those up to 3. Ex Suffolk area report writer Julian came with Peter in his Vitesse. Rodney was in his Spitfire, Brian in Lightning the GT6 and me with my 2000 estate.

Top mention has to go to Mike, who took his Herald Estate to the Lisburn Totally Triumph Show, and won 2 awards. Furthest Travelled and Best Cruised and Used. A great effort, but then he went on to the Shetland Classic Motor show as well. 2500miles completed with no issues, that's the benefit of having a car that is a well prepped daily driver.

If this glorious weather continues, then hopefully we can have a bumper turnout for the **August meeting, on the 7th August**. The Capri Club are still arriving at the same time, so lets make sure we keeping beating their numbers. Great to see the variety of cars though.

See you next month.

Russell,

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

We had a pleasant evening with at the June meeting, and had decided not to have a formal meeting in July as Suzie & I are going on holiday that week on our shared canal boat.

We met Dave and Julie at a local Fete who have recently bought a Vitesse but work patterns do not match meeting evenings so we may try some other options over the winter months.

We are reserving judgement on whether to continue with the evening meeting and hoping for a great turn out in August to encourage us to continue - realistically this one might be our swansong but we are ever optimistic, so please come along and join us.

Guy & Suzie

Wednesday August 15th - Regular meet at The Village Inn, Liddington, SN4 0HE

THAMES Tel. 0777 362 3807
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Welcome one and all. We have had another busy month, in the glorious sunshine, hope that you have been making the most of the fine weather. My Vitesse has gone through its MoT with a clean bill of health, but I did let the rear drums off one turn afterwards. Julie's Herald is due next month.

SOCIAL EVENINGS - 7th JUNE @ THE FAIRMILE INN, COBHAM.

TSSC AREA NEWS

We are in the Vitesse this evening heading to the meeting where we meet up with George B, Martin F & Chris C. Tonight we have a full complement of Triumphs in the carpark Chris was in his Mk3 Spitfire, Martin in his Mk2 2000 saloon, George in his Mk1 Vitesse convertible & Julie & I in our Mk2 Vitesse convertible. All our Triumphs are going well & no work was reported. Talk was of the coming Double 12 meeting at Brooklands & mainly car related stuff, as well as working out George's cross word. A lovely meeting in wonderful company.

21st JUNE @ THE GEORGE INN, WRAYSBURY.

A lovely sunny evening as we pilot the Herald to the pub, as we park up we are welcomed by Richard, John P, Graeme C, Doug B, Chris C, George B, Tony H, Richard E, Eric W, John I & a big warm welcome to Mark L from Manchester Area (working in Aldershot) & owns a GT6 & Dave N in a TR6 invited by Eric who lives nearby. Triumphs in the carpark tonight were: - Richards Mk2 Vitesse, John's Mk1 Vitesse, Graeme's TR6, Chris's Spitfire Mk3, George's Mk1 Vitesse, Tony's Stag, Richard's GT6 Mk3, Dave's TR6 & Our Herald 13/60. Work on our Triumphs has been: - John I GT6 is getting closer to the road after finding the fault in the ignition switch. Eric is enjoying rebuilding the engine on his Spitfire IV. Richard E is in need of a Webasto sun roof for his GT6. Doug B has new tan carpets for his GT6 & has painted the floors ready to fit the carpet. John has fitted a new clutch master & slave cylinders to his Vitesse & MGF Mk1 seats in tan. My Vitesse is in for it's MoT tomorrow then we are off to the Peak Run. Tonight we had a raffle & Julie's winners were Graeme who won a window Squeegee. Doug won the WD40 oil mini can. John P won the 3in1 oil mini can & I won a pack of 3 sponges. A very busy meeting with lots of nice comments about our Triumph & great company.

SHOWS & EVENTS. - 16th /17th JUNE. BROOKLANDS DOUBLE-TWELVE.

This is our first stand at this famous event. Originally run as the English Le Mans, but as they were not allowed to race through the night, the cars raced for 12 hours & were locked up in a hanger overnight & commenced racing the next morning for another twelve hours.

On Saturday we had our stand next to newly opened start / finish straight along side the newly restored Aircraft Factory, we soon had our TSSC banners, flags & bunting on display & today's five Triumphs were organized in red, white, blue, pale yellow (we were going to give Julies Herald a white wash, but Julie had washed & polished it the day before) & red. Those were Alan M, Vitesse. George B, Vitesse. John P Vitesse. Julie's Herald 13/60, & my Vitesse. Opposite us were the Pits with all of today's competitors, with the speed trails held on the Mercedes-Benz test track next door. After looking around the pits at the wonderful cars on show. Divided into 14 classes ranging from 750cc class 1 to Post war racing cars built before 1961 class 18. The earliest was Berliet Curtiss 1907 up to modified Frazer Nash BMW built last year. After we had a nice cuppa in the sunshine & explored the museum exhibits & passenger planes. There were some stalls to look through but nothing caught our eyes. We enjoyed our packed lunch back with the Triumphs with an ice cream while we walked some more. We had a great day & a great display of Triumphs.

Sunday we are in the same spot with, my Vitesse, Tony, Penny & Harry in their Stag, Chris & his Brother Phil in his Spitfire Mk3 & Bob R in his Vitesse, today theme was red Triumphs. The start/finish straight today was the Driving test Area right in front of us ...nice. The pits were by the Campbell sheds, & the test hill was the starting point. Today's competitors were taking part in the Double Twelve driving tests. There were a lot more cars involved & three Triumphs running the test, Two Spitfires a Mk IV & 1500 as well as a TR6. I think it was the better day as we had prime seats. A lovely weekend & well worth visiting.

21st/25th JUNE, DERWENT VALLEY 30th PEAK RUN.

It's Friday & Julie is in the Herald leading the way (via sat nav) & I follow with the Vitesse & caravan in tow like a sheep, as we seem to run into every traffic hold up along Britain's Motorways. After a stop for food & fuel we make it to the camp site with the sun still shining. We are giving a choice of spots to put up our weekend home & soon are catching up with friends. After a shower we head into Ashbourne to stock up on supplies & our meal for the evening, returning to enjoy in the lovely setting sun while we eat. Once watered & fed, we go to the bar & enjoy the fun & games put on by our hosts, a great start for the weekend.

Saturday morning & we take it easy enjoying our breakfast in the sunshine. We are soon walking to the field to see what was happening. There they had set up a driving course were you were timed to drive along a plank of wood with your passenger wheel, stop at a marked gate & have your passenger to roll a tyre down hill through another gate, reverse through a narrow parallel fence, drive in & out of a row of traffic cones, park up & get your passenger to remove a wheel & once back in the car you had to replace it, it was very entertaining, & we both had a go in our Triumphs, this was open to all vehicles. After we had a bacon roll at the caravan & later we took the Vitesse to explore the area taking in some lovely sights in the country side, stopped at a garage sale & got some bargains, headed out to Matlock. Stopping at Matlock Meadows for a coffee & ice-cream. On the way back, we picked up a salad & cooked up some chicken for our tea. There was a series of burglaries around the campsite around this time where I managed to rescue some drying washing of our & managed to ransom the burglar's footwear for Julie's fan (all part of the themed, Gypsies, Tramps & Thieves party night). Then at the bar we had some more games before the entertainment started the room was divided into three teams, then were had to do tasks to complete a spider man puzzle it was great fun & quite complete at times. I am not sure what team won, but it was a very good evening.

Sunday after breakfast we take the Vitesse (as it was still sunny) & park up ready to take part in the Peak Run. We manage an egg & bacon roll with coffee as we wait for the off. It is a well-planned route & we have a direction route to travel 96 miles to go 6 miles up the road. The drive is at your leisure & stopping when you want is encouraged. The route takes in some lovely scenery & great driving roads. We all ended up at Ilam Hall where you could walk the grounds & gardens. Buy some more raffle tickets, pick cars of your choice. A round 3pm they started the awards presentation. We were shocked to get the best time for yesterdays driving test & were presented with a glass trophy. We even managed to bag 2 prizes in the raffle draw. Finally, I was awarded the Spiderman puzzles from the night before for my courage to see off the burglar that evening. Once back at the campsite we took the Herald to the Shoulder of Mutton pub where we joined friends for a meal. We also carried on drink back at the campsite with them & had a wonderful last night.

Monday morning & another breakfast in the sunshine. Then we started to pack up our weekend home. Once ready for the off we looked at a map & planned a non-motorway trip home using Britain's A-roads. Ok we got a bit mislaid at Burton on Trent due to a closed bridge & my coil packed up due to getting to hot, but once swapped for another we had a pleasant trip home stopping at Jack Hills road side Café on the A5 near Towcester. But were got home ok & in the sunshine still. A Fantastic weekend Thanks to all that ran the event.

Our next meetings are now: -

1st Thursday of the month at The Fairmile Inn Cobham. 3rd Thursday of the month at The George Inn Wraybury. If in doubt or more info please call me on 07773623807

Thames Continues

UPCOMING SHOWS
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**
- 26th Littlewick Show Littlewick Berkshire**

SEPTEMBER

- 2nd Shere hill Climb Shere**
- 8th Aldershot Vintage car show Aldershot**
- 9th Duxford I.W.M Duxford**
- 15th Kop hill Climb Princes Risborough**
- 16th Rural life centre SCVG Tilford, Farnham**

Mickey & Julie

NORTH WALES Tel. 01691 600215
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Hello, everybody. On Saturday 2nd June Ellesmere College held their first classic car run and show with all money raised going to Hope House Children's Hospice. The start was at the Four Alls in Market Drayton, and from there we had a really good run of 48 miles, finishing at Ellesmere College where refreshments were provided. Everyone attending could enter the College and view the vast art exhibition. The cars that took place on the run and were on display were well worth having a look at, as so many have not been at the usual car shows, so a really varied selection. The weather was a bit miserable at the beginning, but improved as the day went on. Another good event, and we hope that it's one we can attend again next year.

Tuesday 5th was our meeting night, and those of us going to Spain attended early so that everyone could go over the final details of our trip. Then the meeting went ahead as normal, with Richard and Helena going over the last month's events and future ones coming up. The raffle was drawn, with some very good prizes, as usual. A great night's get-together.

On Friday 8th Richard and Joyce reinstated the "Chippy Run", which had been instigated by Stewart many years ago. Fourteen cars met at Chester for 7.00 p.m. departure, then took the picturesque route to Parkgate on the Wirral to meet up with another four of our group, making a grand total of thirty-two people. We all enjoyed some great fish and chips, overlooking what was the Dee estuary but is now sandbanks with the Welsh coast on the horizon on what turned out to be a glorious sunny evening. What a smashing time!

On Tuesday 12th June we set off to meet Julia and Alan in their newly acquired Stag to make our way down to Portsmouth. We had a good journey down and arrived at the Travelodge ready for the overnight stay before catching the ferry to Bilbao the following morning. This trip was not without incident, however. Richard and Malcolm got there shortly after us, and Richard's M.G. was parked up, but a short time later we noticed some fluid running out from under the car:- it turned out that the head gasket had gone, so Richard, Joyce and M.G. had to go home on a low-loader the next morning, which meant that they had to miss the extra days in Rioja, but got the car home, got it mended and joined the rest of our group who travelled to Plymouth the following Saturday ready to sail to Santander. In the meantime those of us who

were lucky enough to have the extra days in Rioja had a real treat as Ilene had organised a mini-bus to pick us up for two tours around the wine-making area. It was so interesting as both the places we went to still make wine in the old fashion-



ed way, treading the grapes. The owner of the winery in the photo was sitting on top of one of the barrels, and just scooped the wine out for us all to try:- it tasted great. We brought a fair lot home having the space in our Stag boot! We had been recommended a visit to the nearby wine museum, so went along the next day, and it was very good, really educational. After that we all walked up into the local village where there was a medieval festival taking place, with people dressed up in costumes of that time and lots of entertainment.

There will be a few contenders for the Golden Spanner this year, as Pete and Alison came to a stop on the journey from Bilbao to Ribadesella, but after a fiddle with some wires got going again, Barry and Glen also had a bit of a problem travelling to the hotel from Santander, and as for Julia and Alan, well they had a fuel leak, which meant that the tank had to be emptied and removed and then repaired with some Epoxy Resin, but this was enough to get the car going again, with a new tank ordered and waiting back in the U.K. On the way home from Portsmouth Malcolm and Joan noticed that the road was getting a bit bumpy, but this was proved to be the back tyres, so they were duly replaced. All part of the travelling experience, but sometimes these things we can do without.

Saturday 23rd was the Aldford Show, and Helena realised just before the Spanish trip that we would not be in the country when the show was held, and had to return the cup, so M.G. Joan kindly took it back for us, but we had to have a photo of it on our Spitfire first. This show is one of the smallest that we attend, but they have one of the biggest trophies that we have seen. This year the cup was won by Neil Wallace with his very lovely M.G. TF1500:- he said that it was nice to be "keeping it in the family". Well said, Neil, thumbs up to that!



M.G. John and Chris did organise an OFFAL on Tuesday 26th June for anyone who was not away, so half a dozen of our Chester & Wrexham group went along. The meeting place was the Bluebell Cafe at Great Barrow near Chester, and after a short but very nice run they landed at their lunch destination, this being Ness Botanic Gardens, Little Neston, after which they had a guided tour by none other than Chris, who helps out at the gardens. Joan told us that it had been a good day, and of course the weather was very kind.

That's that for now. Don't forget that our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m. Look forward to seeing you, and remember it's not just for the men, ladies are also welcome.

Forthcoming events:-
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 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.**

SOUTH WALES

25th - 27th August:- Oulton Park Gold Cup.
28th August:- OFFAL.

September

2nd September:- Potteries and South Cheshire Charity Road Run.

2nd September:- Cholmondeley Castle.

4th September:- Monthly meeting at the Trevor Arms, Marford.

16th September:- Wheels of Wem, Horseshoes Inn, Tilstock.

23rd September:- West Cheshire Candles Show, Chester Lakes.

25th September:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068

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Barry Festival of Transport Sun 10th June 2018

What was actually 'Occurin' at 6.30am in the morning was that we were converging on the M4 services at J33 for the annual early morning invasion of Barry Island (home of Gavin and Stacey). In order to outwit some of the local clubs that actually sleep out all night to reserve their pitch (the local big cat protection league!) we would be heading to the island early. I was soon joined by Mikey J in his soon to be elevated to sainthood GT6, having won a best in show the day before and Bern and Jack in his immaculate Standard Vanguard in Arsenal 'Va va vooom' red and white. It was great to see Eddy and Mo out again in their 13/60 Herald after their mid-year once over and MOT, Eddy's emissions having much reduced and Mo can close the windows now. Mike the Cake arrived in his works Fiesta ST and we all agreed that he would have to park with the Dagenham Dustbin Appreciation Society or on the end of our row at the venue at least. Paul G and Dotty arrived in the Vitesse Convertible and we got on our way passing lots of other cars in the car park who were assembling for the 5 mile run to Barry Island. My spitfire 1500 was running well and the few tweaks I had completed were working well including a new temperature sender.

We headed for the venue of Barry Island being careful to drive in one line at random distances apart in case Plod had finished their tea break and were back on the road with their traffic car equipped with convoy detectors. All the moderns were blasting past us on their way to the island sea front to bag the best spaces, we didn't need to worry as Monmouth John had made a phone call to remind Nessa Jenkins who owns the Amusements that she was behind with her window insurance so make sure our spaces were kept. We pulled onto Barry Island and did a half lap to pick out our park up position in front of the Jaguar Owners Club who had camped out

all night in the band stand to get the best spot. "I say what appears to be going on" their AO muttered "What's occurin" said Mo "Your on Barry Island" as we laughed and pulled in and parked up with the Vanguard in pride of place. Paul and Dotty soon had the kettle on and a well-deserved mug of beverage on the way to be served late afternoon, the stove was struggling in the force 10 which had blown up. Terry arrived in his rolling resto Vitesse and we found an ideal space for him beside a Bentley and a selection of Jaguars where his car gained a lot of interest.

We went for a tour of the show and came across lots of interesting classic busses and local classics before we sampled



TSSC AREA NEWS

the lunch menu amongst the famed Barry island Chip Emporiums. We eventually found the one that wasn't claiming to having been the one in Gavin and Stacey as it had the smallest queue. As it happens the curry sauce and chips were excellent and the squadrons



of circling gulls agreed. The sun was blowing and the wind shining as it always does on Barry Island and we sipped tea and coffee into the afternoon. Dotty made sure the various Raffle and tea monies were collected as if it wasn't for her efforts the coffers would be empty. Time marched on towards the end of the show. Mikey J led us out slightly early to get the best positions at the head of the traffic jam through Barry going home. When we were eventually all present and correct we were all efficiently marshalled on our various ways off the island and home. Another great day out, in a great location with a great bunch of people. Yes it's all occurin here in South Wales and lots more runs to do this season. "Excellent" I said, "Fantastic" said Bern

AI

Pembrokeshire Classic Car Show Scolton Manor Sun 3rd June 2018

The early morning weather was indicating that a beautiful day was on the menu even by the indications of a 6am start as I headed for Area Navigator Ant's house and then to our first meeting point at Cardiff Gate in my Spit. We were soon joined by John and Mike Partridge in the immaculate white Triumph Mafia Acclaim and Bern in his TR4A. Rob joined us in his Herald 13/60 convertible 'with overdrive' and after a few hasty good mornings we were off with Bern's TR4A leading the way heading West on the M4 towards our next meeting point at Pencoed near Bridgend. We were joined by Paul G and Dotty in their well sorted Vitesse and because of our tight time schedule we were proceeding at a pace on the road again towards the west and the end of the motorway which was surprisingly quiet for a sunny morning in June.

We pulled into Pont Abraham services at the end of the M4 and headed for McBreakfast Emporium for some well needed early morning indigestion fuel. We headed back to the cars coffee in hand and got all the tops down. The Mafia wound the windows down a little and gave a stem look. We were soon progressing further west towards Carmarthen and into beautiful Pembrokeshire. We started to see breaks in the blue sky; Ant reckoned they were clouds coming from the West so we would head in that direction as we arrived at Pemblewin Truck Stop. It looked like Thumper had left and headed for Scolton Manor ahead of us so we headed for the show and were soon crawling along the entry road ahead of the usual collection of Classic Tractors who are always at the show. We were greeted by the marshals and directed into our show positions on the field and were soon treated to a fine paper cup of coffee (as I had forgotten mine as usual) by Dottys Tea and Coffee Emporium.

As normal we did a quick lap of the stalls and auto jumble to check out the early bargains. Bern and I were certain we had seen some of the jumble the previous year. Triumph bits are rare in this part of the world but some gems are to be had if you are prepared to dig in the piles of rust dragged from the various barns of the county. Soon the show was well under way and there was a great display of classic cars, Lorries and military vehicles and tractors but not so many motorcycles this year. The sun was at gas mark 11 and we were all seeking whatever shade could be found, just the



SOUTH WALES . . . WESSEX

TSSC AREA NEWS

South Wales Continues

ticket for a very popular show with over 500 exhibits. We caught up many old friends from West Wales and admired many of the unusual cars from the area. Time marched on and it was soon time to go and as the show came to a close we witnessed an unfortunate fire in one of the attending Triumph Stags.

Fortunately the fire brigade were on hand and no one was hurt. Well marshalled chaos ensued and the traffic was nose to tail on our way out of the car park and headed once again for the picturesque roads of Pembrokeshire and homeward. Area Navigator Ant took a bearing with his sextant and three wrong turns later I set the sat nav for home and we soon caught up with Rob and Bern who kindly waited for us in a lay by.

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

AI

Dogs Trust Show Pencoed College Sun 24th June 2018

The sun was up and already melting the tarmac as the heat-wave continued and I made my way to Junction 35 on the M4 to our only rendezvous point for the run. The Spit was loaded down with the new inflatable events shelter and all the club flags etc. as a good turnout was expected and we always like to put on a bit of a show to remember Gareth, Action Man who gave so much to the Dogs Trust as well as being a great club member. I was soon joined by the Monmouth Mafia Heather and Mike in the Acclaim looking well-polished, immaculate as usual and the car was very clean too. Bern's immaculate Standard Vanguard glided into the car park with Jack riding shotgun. Paul G and Doty arrived in their Triumph Vitesse. We were off at the pre-arranged time to the venue at Pencoed College and in my attempt to lead our little convoy to the venue which was only two roundabouts away I managed to lose them as I had taken a wrong turning and missed a 6x6 foot sign saying Dogs Trust and a big arrow. "Will be going to Specsavers" I thought to myself. We or rather I eventually arrived at the show fields and after each car was checked out by the sniffer dogs looking for new owners we were directed to our display area and got parked up. The flags were erected and Paul and Doty soon had the stove fired up and tea on the boil. We got the new shelter out and after ignoring the instructions we soon had it blown up with lots of puff

provided by Jack on the hand pump. We were all impressed and soon had our various chairs located inside to



take advantage of the shelter from the scorching sun. We all took a look around the show and having tripped over the 27th dog lead I decided to retreat to the safety of our shelter and a refreshing cuppa. We were also joined by Glamorgan Classic Car Club so there were 30 or more cars on display as well as all sorts of Dog bits and pieces like leads coats and homemade dog biscuits which we all enjoyed. "Dip them in your tea first" advised Bern. Dogs of all shapes and sizes passed by and the day was a very successful fundraiser for the Trust. I heard Mafia Mike mutter under his breath "Well what we lacked in Mo's pasties was more than made up for by the quality of the Welsh cakes that Doty produced. A big cheer went up from the crowd, the Bishop of Bridgend's whipper got off the lead for a second year and he was seen running off down the field shouting "Judas, Judas" at the top

of his voice again. He eventually caught the rather rapid canine and on his 3 mile trek back to the show he



passed by our shelter and asked us if the bloke with the Herald Estate was still selling it for £850 as he was still interested. We said yes but he wants £750 now.

Time soon marched on and we all felt somewhat deflated as we packed up the new events shelter, "like packing a parachute" I said "different kind of jumpin'" said Paul. We made our way home eastbound on the motorway heading off at our various exits. Another great day out with a great bunch of un-sunburnt people.

"Well what we lacked in cats (no cats on a Triumph) was more than made up with the amount of dogs" I thought, "must stop thinking" I thought....."Fantastic "said Bern, I think.

Al

WESSEX Tel. 01425 475376
www.triumphnewforestrun.co.uk
 Email Trevor: trevorcarlyle@btinternet.com
 or Martin Berry: berry223@btinternet.com

As I write this, Trevor, Neil, Richard, Paul, Jon, Oliver, Duncan & Peter are sweltering in temperatures of 33 centigrade at the Le Mans Classic, hopefully one of them will write a few words on how it all went, to be included in the our next report. Likewise when we go to Silverstone Classic a couple of weeks later, though I am hoping that the temperature will have dropped a bit by then. As you can see, this report is quite short as June was a quiet month with most doing their own thing and those summer holidays that seem to get in the way of more important car related dates. As I have already mentioned, July was taken up with Le Mans & Silverstone!

- Other events on the calendar include:-
- Breamore Show 12th August
- Thornfalcon 19th August
- Beaulieu Auto-Jumble 1st - 2nd Sept
- BPPC Swanage Railway 7th - 9th Sept
- Christmas Dinner Saturday 15th December

Trevor will of taken names at the July meeting of those who wish to attend Breamore, for some unknown reason, that I have not yet fathomed out, this is our most popular event. It is very central to all, being situated between Ringwood & Salisbury. A decision on Thornfalcon will be made a few days before and as always will depend on the weather and what else is happening. Always a popular event and is run on the same basis as our local "Christchurch on the Quay" which Duncan, Dave, Mel & myself attended the other week, where we were informed that they had over 300 cars attend. Thornfalcon gets a similar response, with some interesting vehicles. The official times 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.

Those interested in Swanage Railway should be thinking about getting those entries in, though on previous years they have accepted entries on the day, but no guarantees. Most, only do one day, usually the Sunday. Some of us diehards like to get our monies worth and go on the Saturday as well!

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 30th August**

N.B. I will try and remember to send an email reminding you all of the next meeting, also I will not send it too early in the week as it still gives some of you time to forget, in fact it might be prudent for me to send another reminder on the actual

WEST MIDLANDS



TSSC AREA NEWS

night!! – I keep forgetting that we are all getting a bit older and some minds aren't as nimble and as sharp as they were!!! That said, we always have a good turnout, with a gathering of 20 to 30 who can remember the date, the venue and more importantly where they left their car!!

Martin

WEST MIDLANDS Tel. 07505 110922

Lots going on here in the West Midlands Area, the group aided and abetted by Shropshire area, responded well to the RAF centenary celebrations at RAF Cosford, great day had by all, there was at least a squadron of Spitfires (triumph!) It was a very early start for everyone involved but the organisation was a bit lacking from the RAF, strange really you would have thought they would have been regimental in their approach to such things.

Meanwhile I was at TSSC Cornwall's camping weekend down at Bodinnick near Fowey, a very well attended event and we were made very welcome, the organiser Carol Coventry had her finger on the pulse, and the arrangements went like clockwork, from pasty suppers to a Sunday Carvery at The Luggier Inn at Polruan. The campsite was great, and the weather was fantastic.

I then went off to Devon to join the 2000/2.5 register for their national week at White hills Country Park near Paignton where the fun and weather continued, it was a long hot drive home pulling the caravan up the M5, a real test for my Triumph 2000.

Our Tuesday meeting started off quite quietly, mainly due to England playing in the World cup at the same time as our meeting, but eventually about 16 cars turned up, the meeting taking place mostly outside taking advantage of the lovely sunshine.

Sunday the 8th July saw the group at Cars in the park at Lichfield, although the turnout was not as good as we hoped for (some members on holiday and others with family/health issues), 9 cars braved the sweltering heat Tony Jones's stunning Vitesse taking centre stage, and we welcomed, Andy to his first event with us with his smart 43k from new spitfire. Adam and Luke were there in their herald and spitfire, Chris and Barry with their lovely GT6's, Edwin & Vera in their 13/60 convertible, Phil and Min in their Spitfire, and finally me in the mighty MOE.

Plans are afoot for the post **Christmas meal** and **West Midlands camping weekend** next year, watch this space.

Chris

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BORN 1932 - REVIVED 2037

3 EVENTS IN ONE
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CLASSIC CAR SHOW
SCOTTISH TRIUMPH WEEKEND
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Great fun for all the family
Two days of Historic Racing
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400 cars on Sunday
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Paddock access

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At Kinneil Estate, Bo'ness Entry £10 / Children under 15 free
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Incorporating the Scottish Triumph Weekend,
the largest ever gathering of Triumphs in Scotland.
Dedicated and competitive Triumph Class within the Revival Hillclimb
Contact your Coordinator for Scotland for club display entry details

TSSC MANCHESTER PRESENTS

HAMMERED HOUSE OF HORRORS

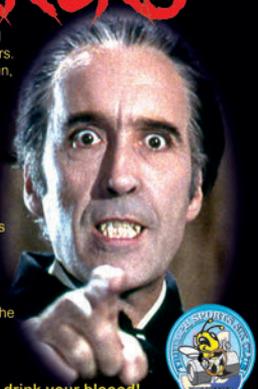
Book your holiday away with the Manchester Area at our weekend retreat with our very own Monsters. Join us at "Castle Mancula" for fun, games and fabulous runs in the countryside.

Venue:
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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

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TSSC Herts & Beds Area Present the 25th

ALL TRIUMPH & CLASSICS DAY at DUXFORD

THE TRIUMPH SPORTS SIX CLUB






Event Tickets
Adults & 15+
£14.00 each
5-15 **£6.50** each
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TSSC Club Shop
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Location
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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 .

