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HISTORIC HILLCLIMB  
CLASSIC CAR SHOW  
SCOTTISH TRIUMPH WEEKEND  
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Great fun for all the family  
Two days of Historic Racing  
Classic Car Show with over  
400 cars on Sunday  
Trade Village | Food Stalls  
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**1ST & 2ND SEPTEMBER, 2018**

At Kinneil Estate, Bo'ness Entry £10 / Children under 15 free

ORGANISED BY ENTHUSIASTS FOR ENTHUSIASTS

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



THE COURIER NUMBER 459 SEPTEMBER 2018 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 459 SEPTEMBER 2018



TSSC Southern Area Visit to  
HMS Queen Elizabeth - This issue.



## TSSC COUNCIL OF MANAGEMENT 2018

Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Martin Hughes - Director



Tom Hartley - Co-opted



Jane Rowley - Director



Neville Wright - Director



**TSSC HQ** TEL. 01858 434424

Membership. Angie Hill - [info@tssc.org.uk](mailto:info@tssc.org.uk)



Shop Team. Martyn Sankey - [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)



Accounts. Trudi Prettyjohns - [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)



## TSSC HONORARY MEMBERS

Chris Allen. Dennis Barbet. Dave & Sue Bayliss.  
Trevor Collett. Martin Cox. Mike Crewes. Eddie Evans.  
Dave Gleed. John & Pam Griffiths. Leon Guyot.  
Pip Flegel. Michael Hancock. John Macartney.  
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.  
Frank Spencer. Paul Swanson. Peter Williams.



**TSSC  
MEMBERS  
Parts  
Accessories  
Regalia**



**Free Technical Advice Service  
to help you select the  
Parts YOU need**

**E-Mail : [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk) or Tel. 01858 434424**  
**Visit the Club Shop and Save Postage at TSSC HQ**  
**Sunderland Court, Main St, Lubenham, Leics. LE16 9TF**  
**or order all products Online 24/7 at**

**[www.tssc.org.uk](http://www.tssc.org.uk)**



The Courier is printed on well-managed FSC Paper using vegetable-based inks. Printing plates are aluminium and are recycled, as are any surplus/old inks, while printing blankets are shredded and used for rubberised play areas and footpaths. The wrapping it comes in is degradable and will break down in the soil.

THE September 2018

# COURIER

Price £3.50 Free to Club Members.

**THIS ISSUE - 459**

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Cover Shot



SOUTHERN AREA VISIT TO  
HMS QUEEN ELIZABETH

PICTURE JESS SMALE

## Courier Copy/Area news



Editor. Bernard Robinson

e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

We will only accept e-mail TEXT & jpeg files

NO Word/etc Document attachments please

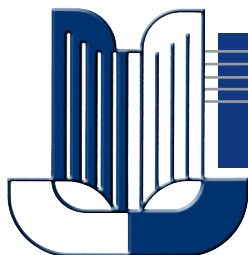
**Courier Copy By 8th of Each Month**

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](mailto: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 £50.00  
Young Member (Age 17 to 25) £25.00

**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](mailto:info@tssc.org.uk)  
Website: [www.tssc.org.uk](http://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](mailto:info@tssc.org.uk)  
Form on Website: [www.tssc.org.uk](http://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](mailto:clubshop@tssc.org.uk)  
Shop Online: [www.tssc.org.uk](http://www.tssc.org.uk)  
Tel: 01858 434424 Fax: 01858 431936

## TSSC ACCOUNTS

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Main Street, Lubenham, Leics. LE16 9TF  
e-mail: [trudi@tssc.org.uk](mailto: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](mailto: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](mailto:info@tssc.org.uk) Tel: 01858 434424

## COUNCIL OF MANAGEMENT 2018 meetings:

**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](mailto: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



# Record Summer Attendances

**Wow, Just Wow**, we have not had a summer this good for over forty years, I've driven the Vitesse to work every day for over six weeks and it's all the better for it. Every event I have attended has been absolutely packed with beautiful cars.



The Club's social media is full of pictures of local areas and individual members attending events all over the country, all in glorious sunshine, I hope everyone has enjoyed driving their Triumphs as much as I have.

Then we had TriumFest!! On the wettest weekend for months, it might have been pouring but it did nothing to dampen the spirits of everyone attending, an excellent venue with lots going on and lots and lots of cars to see going up the hill and in the display field.

The TSSC Team worked hard to put this event on and a big thank you to Bernard and Angie from HQ and Nigel and Di (Area Liaison) for all the effort over the weekend.

I still find it amazing that we can get more people to drive to Le Mans than we get to go to our national event and it's a lot nearer !!

Anyone putting the effort into organising any event needs the support of YOU the membership, remember get out and Do more in your Triumph, never has it been so easy to make the most of your membership with events happening both locally to you and nationally.

The Agreed Value Insurance Values (Guide further in this magazine) have just been updated again, we are constantly looking at market forces to make sure that these prices are as correct as they can be, making sure YOUR car is covered for as much as it should be just in case you should ever need to claim.

The take up on TSSC agreed value insurance valuations has never been higher and NOW with most Local Area Organisers being able to do valuations there is no excuse not to be covered correctly and go and meet all those other Triumph enthusiasts at your Local Area meet.

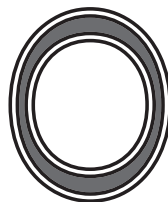
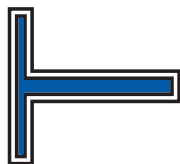
I hope you all enjoy the rest of the season and look forward to meeting you out and about, remember

**Do more with your Triumph**, the more they are used the better they get !



**BY CHRIS GUNBY**

**TSSC CHAIRMAN/GEN SEC**



# EVENTS CALENDAR

e-mail [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

**TRIUMPH**  
SPORTS SIX  
CLUB

## TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

PLEASE SEND ANY 2018 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.

e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

### August / Sept 2018

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

SUN 23 SEPTEMBER 2018

**THE 3RD TSSC HQ  
TWIDDLE & TUTORIAL DAY**

STARTING FROM 10.30AM - LE16 9TF  
PLEASE BOOK IN - ANGIE 01858 434424

E-MAIL [info@tssc.org.uk](mailto:info@tssc.org.uk)

## CLASSIC CAR SHOWS (CLUB INVITED)

### September 2018

SAT SUN 1 & 2 SEPTEMBER 2018

**BO'NESS REVIVAL HILLCLIMB & CLASSIC  
CAR SHOW**

**INC. SCOTTISH TRIUMPH WEEKEND**  
KINNEIL ESTATE, BO'NESS

### November 2018

FRI SAT SUN 9 10 11 NOVEMBER 2018

**LANCASTER INSURANCE  
CLASSIC MOTOR SHOW**

NEC BIRMINGHAM

[www.necclassicismotorshow.com](http://www.necclassicismotorshow.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](mailto: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

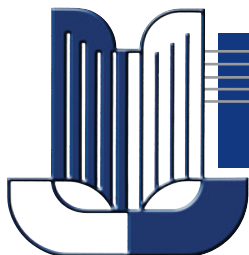
P & P 0.100Kg



Disc 1: Volume 1, 1959 - 1963  
Disc 2: Volume 2, 1964 - 1968







# NEWS REVIEW

## Monthly News of a Triumph Nature

### 3rd TSSC HQ Twiddle Day Sun 23rd Sept

Hi Folks our ideas of Twiddle and Tutorial day have now been sown and its looking like a Bi yearly event at HQ to promote some simple maintenance and 'how to' ideas and not teach you to suck eggs. This is a fun day with a number of cars with unsolved mysteries that the Team from Herts and Beds have a crack at providing advice and guidance to help the running problems, you don't need a Triumph to attend although we are only giving advice on those! This is number 3 and on the past 2 everyone learned a bit more than they expected.

We can't do major rebuilds, this is primarily how to use the Tri-

umph specifications and apply them and hopefully sort out any misguided misadventures. So come along from 10.30 am with a smile and see what you can gain from some friendly Members and a bag of spanners.

Please book in with Angie (01858 434424 or e-mail [info@tssc.org.uk](mailto:info@tssc.org.uk)) so we have an idea of numbers, Bern will be providing a low cost BBQ for lunch, the shop will be open and you can collect pre ordered parts to save postage.

Pete and Ray

### New Stag Parts

Rimmer Bros have re-manufactured Triumph Stag Brake Calipers, priced at £72 inc VAT each, these all new assemblies are sold without a surcharge so there is no need to return an old unit!

Orders can be placed online at [www.rimmerbros.com](http://www.rimmerbros.com), or by

phone on **01522 568000** or by email to [sales@rimmerbros.com](mailto:sales@rimmerbros.com)

### John Cudmore



It is with great sadness that I have to tell you all that **John Cudmore** (ex Oxford Area organiser) passed away on the 25th July 2018.

John and his wife Pam had been long time Club members from the very early days of the TSSC and his Mk 2 Vitesse convertible is a very well known club car now owned by our ex President John Griffiths

Chris Gunby



## OFFER for September 2018

Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)

e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)



P & P 5Kg

## Special Offer on Pennine 'Heritage' Oil

Change oil before Winter lay away!

For September only we are offering

5 litres of Pennine 20w/50 oil

for only £12.00 Inc. VAT!

Pennine oil is a quality British product with high ZZDP additive levels which are essential for our engines.

## A Melange of Michelotti Motors

The hottest summer on record takes a break for TriumFest and resumes straight afterwards. What did we do to deserve that? In spite of the weather, and because of Bernard's and the HQ team's hard work, the event was a success. I was only there on the Saturday and had a great time meeting and talking to members and eating fish and chips from the Sidemoor Fish Van. I've often had fish and chips from their shop in Bromsgrove and it was a real surprise to see them at our event.

**"I reckon that about 30 Triumphs were in the parade up the hill and I was lucky enough to hitch a ride with Richard Gash"**

The first car featured belongs to **William MacNeil** who has taken it from an incomplete disaster to this beauty.

The car had been off the road and in bits for the previous 8



**Pic 1. A general view of the Display Field**

years when William bought it for £300. It was then not much more than a rolling shell with no doors, interior or brakes. Over the next



**Pic.2. William MacNeil's 13/60**

6 years he rebuilt it at the front of his house, obtaining bits from here, there and everywhere. He found a set of seat frames which



an upholsterer friend rebuilt for him. The original radiator was recored. The alternator is a beefy unit from a Land Rover. The dashboard is a copy of one he borrowed and which he veneered himself. After taking the body back to bare metal another friend undertook the painting but William did virtually everything else. The total cost of the restoration was about £4000 but the quality of the work has ensured that the TSSC agreed insurance valuation is quite a bit more than that. It just goes to show what can be done if you've got the enthusiasm – and time.

Back on the road this year, it has misbehaved just a little by breaking its clutch but a new one was soon fitted. The trip from Northants to Shelsley Walsh went without a hitch but William says that an engine rebuild is on the cards for the coming winter.

Other 13/60s included this lovely restored estate car from Cardiff that was for sale at

either side of Trevor Collett's 1200 Estate.

climb. I reckon that about 30 Triumphs were in the parade up



**Pic.3. Invest in an Estate?**

£7500. (Photo 3), and two more convertibles photographed on

At around 6 p.m. we assembled for a blast up the hill

**Pics 4 & 5.  
Convertible hoods up  
because of the rain**

the hill and I was lucky enough to hitch a ride with Richard



Gash in his Mk1 2 litre Vitesse. Pic 7: At the start



November Courier, so if you have knowledge of the law or experience of using these devices then please contact me.

Phil

**Pic.7. At the start**

I noted another variation of the LED headlight theme on the light blue convertible below (see also July 2018 Courier, reproduced here in photo 10). That article has prompted a



**Pic.8. final hill to the Top**

couple of queries from members about both their effectiveness and their legality so I am going to try to research the subject for a future article. Even if they are not strictly legal, whose job is it to police such things? I am aiming to write this up for the October or





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Filled in one of  
these lately?

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**TRIUMPH SPORTS SIX CLUB**  
**VALUATION CERTIFICATE**  
Tel. 01858 434424 Fax. 01858 431936  
Triumph Sports Six Club, Main Street, Lubenham, Market Harborough, Leicestershire. LE16 9TE.

**TSSC INSURANCE PANEL**

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

Insert name of TSSC Insurance Panel member:

Footman James  
0123 245 2080  
www.footmanjames.co.uk

Lancaster Insurance  
01800 013 0080  
www.lancasterinsurance.co.uk

Peter James  
0121 506 6040  
www.peterjamesvaluations.co.uk

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

**POLICYHOLDER'S DETAILS**

Title (Mr/Mrs etc.) and first name(s) ..... Surname .....

Date of Birth ..... Membership No. / ..... Expiry Date .....

Address (Including Post Code) ..... Post Code .....

Daytime Tel. No. .... Evening Tel. No. .... E-mail: .....

Fax No. ....

\*Must be completed with current TSSC membership number and expiry date to validate certificate.

**VEHICLE DETAILS**

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

**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 prepared for entry in concours competition and evidence of entry may be required.

**A1+ TOP CLASS** The vehicle must be in excellent condition with little effort to be considered to be Concours.

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

**A3 SERVICEABLE** The vehicle must be in a reasonably good condition and be capable of satisfying an MoT test requirement. The bodywork/ chassis must be free of extensive rust and/or damage.

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

Provided the details and member's 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 value may request more information or a personal inspection.

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

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

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

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

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

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/Cyls	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	12000	7000	5000	2500	1300
Herald 13/60	saloon	1967-71	1296/4	8500	5500	4500	2200	1000
	dhc & est	1967-71	1296/4	14000	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
TR8 (Factory/Grinnall)	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	26000	19000	12000	8000	3500
2000/2500S 2.5PI	saloon	1963-77	1998/6	13000	6300	4900	2100	700
	sal/est	1968-77	2498/6	15000	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	4500	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)**

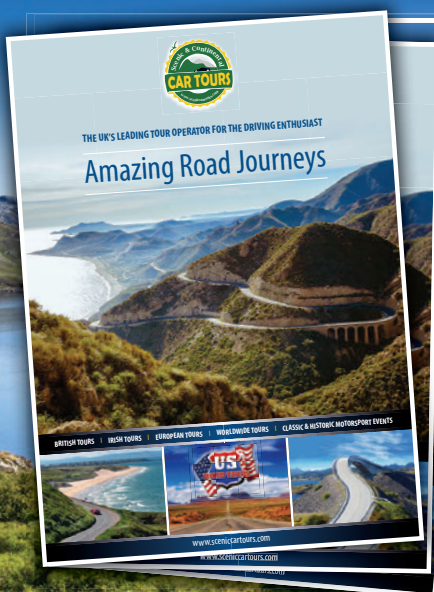
**Convertible GT6's:** These Values only on proper 2 ltr chassis conversions otherwise 1500 Spitfire prices.

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


Above Values Revised as of 1/9/18

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# Herald

948/1200/1250

COLIN LINDSAY [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

## Topless cover up!

**Extreme modifications seem to be the in-thing these days** and I've given up arguing against putting things like a Scania lorry engine and a Routemaster Bus gearbox into your car; if that's your thing, and it really does help you carry sixty passengers up a steep hill whilst towing an articulated trailer then go for it. I know, I'm boring and stuck in the past, but it's like my view of brown sauce: some people like it, I don't, but I never understood why you want to cook one thing then try to turn it into something else. Why not just eat the sauce in the first place? Similarly, if you prefer modern engines and ours are so slow and unreliable, why not just buy a modern car?

**"I do worry that some unsuspecting buyer is going to end up seriously injured or worse"**

However, having seen some horrendously dangerous vehicles advertised recently and allegedly MOT-exempt (just don't tell anybody it's been modified, says the seller) then I do worry that some unsuspecting buyer is going to end up seriously injured or worse after buying a



**Tristan Conversion**

heavily-modified Herald which is perfectly legal to drive on the public road just because someone ticked a box on a form.

It's not a new phenomenon, but it's been brought to the fore with the recent changes to the VHI legislation and MOT exemption. As yet it doesn't apply to Northern Ireland, but we've already had endless on-line debate on multiple forums concerning almost every make of classic car, usually along the lines of "Why isn't my Centurion tank-engined Herald with Flying Scotsman locomotive axles eligible for MOT-exemption?" Sadly, the reply is usually: "Just tick the box and claim that it hasn't been modified." closely followed by "You can argue that they're all from the same era so were a period conversion." No doubt the Top

Gear Herald-yacht is still listed as factory standard in official records somewhere, and you can always call it an amphi-car to fool officialdom.

Up until extreme modifications started to be mooted almost everywhere as bigger and better, almost a necessity these days, the biggest concern during my years of Herald ownership has been the concept of creating a convertible by simply unbolting the roof of a saloon, and with this heatwave continuing I'm sure more than a few saloon owners are tempted. Yes, it can be done, but: is it safe? Not only is the Net full of dodgy Herald adverts highlighting this: "On hot days you can simply unbolt the roof and make a convertible" but I was amazed to find magazines such as Classic Motoring advocating

such a move: But even if you can't afford (a convertible), for very cheap you can buy a saloon and unbolt the roof –

I'm sure their research is as accurate as their commission number, which should have the CV at the end.... Just as I'm

Tristan provided the solution. For what I can only call a hefty price - £646.25 according to this brochure – you got super style, super safety, super finish and spiffing colours. Hooray! The idea was to remove the roof – only eight bolts hold it in place after all – and store in a safe place. Then fit the four major components: firstly the header rail across the top of the windscreen, where the saloon rail differs from factory convertibles, to give the hood something to attach to. Then comes the t-shaped frame, which will be familiar to Stag owners, and which bolts to the windscreen frame and down to the B-post on either side of the body tub. For the rear deck area, which again differs from the convertible – no hood lip or well – there's a special panel to which the last component, the hood, is attached. The hood also has to lie across the rear deck, just behind the rear seat, as there's no hood well, but there is a

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which is held on by eight bolts. Thanks to the separate-chassis construction the car will take it quite happily as there's no difference between a saloon chassis and its convertible equivalent. With the lid removed (remember to tell your insurance company you're doing it) you can enjoy topless motoring for hardly anything – just remember you've got no protection if it rains...

The same worthy tome goes on to state: Saloons converted to convertibles are common, as are overdrive conversions. If done properly that's no problem, but a genuine factory overdrive equipped convertible will have a commission number starting CVO. Also, factory convertibles feature anti-burst door catches on the B pillar – they can be added but few people bother.

sure that everyone who does it does indeed tell their Insurance company too.

Back in the day, if you'd



bought a boring old saloon and later longed for the wind-in-your-hair experience of a convertible, companies such as

hood bag to tidy things up, and it folds very compactly. And there you have it: almost instant convertible. Of course, there

were some slight differences from a genuine convertible: the hood isn't as... aesthetically pleasing.... as the factory convertible version, with a greater area to cover so more material on the sides, and there is that large t-frame across the top of the car which strangely enough gives a sense of reassurance when sitting beneath it, almost like a roll-bar, but realistically it doesn't have the strength to protect passengers in a roll. There are two things which are immediately noticeable here: firstly that Tristan thought it necessary to incorporate a t-frame to improve chassis rigidity, and secondly that they don't feel it necessary to incorporate any kind of anti-burst catch on the doors.

These last were fitted to factory convertibles to overcome the lack of support which saloons gain from a solid roof; going over uneven ground the convertible body will flex and this will cause the rather primitive door catches to pull apart, thereby allowing doors to fly open unexpectedly. The metal hook on the door fits into the socket on the b-post, and as the same b-post pressing was used for all models you can still see the two dimples where the bolts go even when the catches aren't fitted; make sure, if you ever buy a set, that you get the backing plates too as they're not built-in. The same mechanism was used in the later TR7 although the backing plate is much reduced in size – the lower set in the pic. Tristan obviously believed that their t-frame took the place of a solid roof, thereby reducing body flex and shake, and so additional safety catches were un-



necessary.

You keep the saloon seat belt mounting points here too; in the convertible, due to the thinner skin of the rear wing top, they were moved forward to the b-post area. This area is reinforced, with strengthening for the seat belt bolts, but it's the only differentiation in terms of any additional reinforcement that I'm aware of between the

tub types. The convertible, thinner wing is to the top of the photo with the saloon version below and you can clearly see the difference.

So the Tristan conversion is a worthy enough solution for its time, and with its' own benefits – a full width rear seat, for one, and the t-bar which does give your passenger something to hang onto on tight bends, with





**Convertible thinner wing**

that lovely mirror-finish trim to the rear of the door glass. You don't even need to source round-edged convertible windows! It's rare enough these days to be a talking point at shows and of course, you really do have the best of both worlds – a convertible for the summer days, and a real, solid and hopefully leak-proof roof for the colder, wetter weather. I read whilst researching the product that only about 200 sets were ever sold, so they are a rare item indeed.

As for just unbolting the roof... Well, that's entirely up to you. I personally wouldn't, as Triumph saw the requirement for extra catches on the doors, and Tristan required the t-frame to reduce body flex. Classic Mo-



**- Tristan - Hood Down**

toring magazine is correct about one thing: there IS no difference between a saloon chassis and the convertible equivalent. They'll BOTH flex and move about. We may, as Club members, be relatively

well-informed on these things, but I always feel sympathy for the buyer of any of these dodgy Internet-auction cars who find that things may not be as simple, or as safe as the seller claimed, and sometimes the hard way. When it comes to some of the more extreme modifications currently on offer, you might find that they're not even roadworthy, and may be illegal on the public road. I'll bet the vendor won't tell you THAT. An angle grinder does not a mechanic make, and you'll never see the same smug wink-and-grin that sold you the car as not requiring an MOT or any kind of vehicle inspection, in court facing charges of causing death or grievous bodily injury. By that time, it's more serious and often too late.

If you're selling, be responsible. If buying, be careful and

more importantly, be sensible, and if in doubt - ask!

It's often much cheaper in the long run...

*Colin*



## TriumFest 2018

Hello folks, I am typing this month's article having just got back from TriumFest at Shelsley Walsh hill climb. Yes, a bit wet but as this was their annual Classic Nostalgia Show there was a lot going on at the hill climb from pre-war rally cars right through the to 2000's cars. [Picture 1](#). There were even F1 cars going up the hill and a lot of interesting machinery to see in the paddocks.

**"Well, did we have the sound and smells of classic motor sport?"**

The answer is a big yes and the rain didn't stop the cars going up the hill.



**Pic.1.**

didn't have the money to buy a Bentley, most people didn't, you could still enjoy the hobby in your Seven or its rival the Morris specials. Morris saw this as an opportunity and started to build Morris Garage (MG) cars. Both Standard and Triumph also produced small touring, two seater convertibles, models. As these cars were built on a chassis, used a

chassis using the parts from Triumph saloons and in my view the Spitfire was last of the traditional British roadsters. The Herald and Vitesse being the last mass produced four seater cars with a full chassis.

Last year I took a TR7 so this year to even the mileage over my cars I took the Vitesse. With the smooth feel, and sound of the straight six, the pointy bon-



**Pic.2.**

My favourites were the pre-war Austin Seven specials and the 1953 Sterling Moss F1 Cooper. The Austin Seven specials were normally home-built on a budget and were the beginning of motor sport for many. If you

small capacity engine and parts from the existing saloons they could be produced at costs that made them affordable to many. This tradition continued right through to the last Triumph Spitfire 1980. Yes, it's built on a

net and the roof open, all brought a smile to my face as I drove to the event on the Friday morning. Even through the temperature was around 28 C and with a short delay on the M5 motorway when all the traf-





**Pic.3.**

fic came to a stop I am glad to say I had no over heating problems. By Friday afternoon the TSSC camp site looked quite full, [Picture 2](#), so I guess the attendance must have been good, the sights and sounds of Triumphs everywhere. On the Sat-



**Pic.4.**



**Pic.5.**



**Pic.6.**



**Pic.7.**

urday I took time to take a few pictures of your cars on the Triumph line up. [Picture 3](#) shows the line up looking down from near the top of the hill climb and gives a good idea of the turn out. [Picture 4](#) shows a well known Vitesse 6 Convertible. [Picture 5](#) shows a 2 Litre (Mk1) Convertible. [Picture 6](#) shows a 2 Litre Mk2.Convertible. It was nice to see a saloon, [Picture 7](#),

in this case a 2 Litre Mk2 with a Sunroof. Whenever you get a group of classic car enthusiasts together there will be discussion, [Pictures 8, 9, 10](#). Just to put the balance in as most of the Vitesse's were Mk2's here are a couple of Mk1's in [Pictures 11 and 12](#). Finally, in [Picture 13](#) the 1950/60's style with



**Pic.8.**



the later 1970's style. I guess the rain kept the bonnets closed and in many cases the hoods up.

**Pic.9.**



Apologies if your car is not here but as with all magazines there is a finite space available.

**Pic.10.**



I was asked why I didn't put my car on the Concours, Triumph, line up. The reason is it's your

**Pic.11.**



**Pic.12.**



event and I am there not for my own sake but to collect copy and pictures for an article to represent the Vitesse at TriumFest. From what I saw we had a large turn out of Vitesse for which I thank you all.

Thanks must go to the TriumFest organising team for all their hard work producing yet another

successful main Club event. That's my stuff for this month See you all in October.

*Safe Driving & Keep Running  
On All Six*

*Dave*

**Pic.13.**





# 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.**



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Front floor mounting bracket fr 607548	£11.50
Front floor mounting bracket rear 607549/50	£11.50
Rear floor mounting bracket 607655	£12.00
B post mounting bracket 703625/6	£24.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£40.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13.60	£38.00
Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£80.00
Front/Rear wing arch repair panel	£29.50
Rear wing front repair panel	£23.50
All chassis outriggers/side rails/boot extr.	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£135.00
Rear overriders 703708/9	£60.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£50.00
Door hinges 807824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£175.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£15.00 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/16PB	£56.00
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£12.50 set
Her/Vit Recon steering racks RHD (exchange)	£60.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Syncro (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
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Herald O.E. head gasket GEG 314	£17.50
Spark plugs 1200/12.50 (set of 4)	£9.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£19.50

### TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) KXC3822	£350.00
Doors FHC WKC5286 LH	£450.00
Door skins YKC74/75	£60.00
LH rear wing Coupe, original	£400.00
Late type boot lid KXC3854	£180.00
Rear deck assembly convertible WKC4255	£95.00
Window regulators KXC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£60.00
Petrol tank retaining strap TKC131	£10.00
Petrol tank	£250.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£60.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
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Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

### STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£185.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange) Reconditioned	£400.00
Recon exchange J Type overdrive	£385.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£100.00
Recon rear hub assy (exchange)	£130.00
Recon Brake Callipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trims	£100.00 set

### TR6

Front L/H fitch panel 907079/576477	£120.00
Late type rear centre bumper O.E.	£165.00
Rear quarter bumper 910158 O.E LH Only	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£65.00
Front trunkion 142377/8	£35.00
Top ball joint GSJ131	£10.00
New Brake servo	£125.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£400.00
Recon drive shaft assy (exchange)	£190.00
Recon rear hub assy (exchange)	£130.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

### SPIRIT MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£65.00
Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£62.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£85.00
Door skins	£85.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£430.00
Dash top cover 714482	£55.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Syncro (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50



Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Recon exchange brake caliper type 12	£46.00
Recon exchange brake caliper type 14	£41.00
Original head gasket GEG314	£9.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£6.00

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£57.50
Front wheel arch inner 909797/8	£77.50
Headlamp support panel assembly 818871/2	£65.00
Front quarter valance 815391/2	£97.50
Door skins	£77.50
Sills non original 903097/8	£58.00
Sills O.E. 903097/8	£87.50
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£32.50
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£170.00
A' post lower pivot panel 706288/9	£27.00
Bonnet hinge pilot box RKC362/3	£62.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
Rear wing non O.E.	£195.00
Rear wing front repair panel	£30.00
Rear wing rear repair panel	£32.50
Rear lamp panel 716182	£240.00
Rear valance 908970	£110.00
Boot floor	£180.00
Boot lid 911327	£600.00
Rear inner wheel arch 725563/4	£190.00
Rear outer wheel arch 909661/2	£112.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£55.00
H/I top seal roof/ door glass 716183/4	£12.00
Door hinges 807824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 911271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£50.00
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£25.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£15.00
Front shock absorber GSA364	£20.00
Front suspension vertical link	£125.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£385.00
Recon exchange J Type O/D Mk IV	£385.00
Recon exchange J Type O/D 1500	£385.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£95.00
Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£55.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
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Inertia seat belts less warning light wire	£65.00 pair
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## GT6

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Bonnet assembly Mk III 913766	£1,400.00
Front wings Mk II 908113/4	£1,400.00
Front wings Mk I 907154/5	£1,005.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£385.00
Clutch kit	£80.00
Front suspension vertical link	£135.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototflex GBS750	£17.00
Brake shoe non rototflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

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Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
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Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - 2KC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£185.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Rostyle Wheel trims	£125.00 set

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Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Boot floor carpet 1300 F.W.D. 617831	£25.00
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50 3 rail	£350.00
CV joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
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## TSSC TriumFest 2018

As I had been unable to attend in 2017 due to BREXIT campaigning I was really looking forward to the TSSC main event of the year, the last "International" as it used to be called that I had missed was in 2001. The fact that it was being held at the historic Shelsley Walsh Hill Climb was an added bonus (a big added bonus).

As recent news reports had

loaded with all the essentials,  
Carling – check, Coors – check,



Nice TR6

**"the historic Shelsley Walsh Hill Climb was an added bonus"**



A Brace of TR3's

been about a heat wave in The Lost Lands I had previously packed a waterproof coat, warm jumpers and an umbrella in preparation for the drop in temperature when we crossed the Welsh/Lost Lands border. So on Friday 27th with my TR

Jack Daniels – check, Amstel – check, Birra Morretti – check, spare pair of underpants – check, Budweiser – check, I headed off to my local ASDA to meet AO Al to buy the BBQ food for the Friday evening, we soon returned to the car park

with a trolley full of sausages, burgers, rolls, baps, ribs, various relishes, Stella, Cider, Whiskey, black pudding and Spam. We then headed off to the meeting point at Cardiff Gate Services where Ant in his van and Rob & Pete were waiting in their immaculate 13/60 Estate which they were planning on putting up for sale at the show (a reluctant sale, but with a beautiful ex Crazy George Red 13/60 with over drive and a Stag about to hit the roads, it had to go). Area Navigator Ant had all of our camping equipment loaded in his van and he led the way turn-





**TR4A - note Alloys**

matic area event shelter erected and anchored down while Ant put up the tent that Al & I were sharing with him, Rob & Pete erected their tent while I made sure that the beer was arranged in a "use by date" order, some were due to expire in less than 3 months so I made a start on those. We all then had a walk around the site and had a chat with old acquaintances. Cars continued to arrive through-

ing West onto the M4 from junction 30, AO Al followed in

out the afternoon then at about 5pm Ant & AO Al started up our BBQ and we had a good time chatting, drinking and eating while

Rob cooked the food after The Hammer, Mals Per Hour, Mike The Cake and Area Princess Emma had arrived and set up their tents, so after a few more beers we all had another walk around saying hello to the others who had arrived since our last circuit. We then returned to our encampment for snacks and more beer and a good chin wag with stories of past camping nights with the club the main subject.



**My TR4A**

his Spitfire as his Sat Nav had confirmed that Shelsley Walsh was in West Wales, but I decided to go the correct way and headed East, closely followed by Rob & Pete. We pulled up for a late breakfast at Raglan Services and waited for Ant & AO Al to catch up then shortly after our early lunch Ant and AO Al pulled into the Services and decided to let me lead the way in my TR.

We had a great run along the scenic roads and soon covered the 82 miles to Shelsley Walsh and we were efficiently marshalled to a good camping area, AO Al soon had our pneu-



**Great TR6**

Waking up early on the Saturday morning I soon had the kettles boiling for tea and coffee while Rob cooked the bacon and last of the Spam for our breakfast rolls.

We were soon joined by Gwyn and Tim in their immaculate 1500 Spitfire and Craig & Liz making our numbers up to 13. The morn-





**Immaculate TR3**

ing was spent watching the cars race up the hill then lunchtime Rob, AO Al, Ant & I jumped in

Wales area members to prevent further damage to an event shelter that the rain and wind



**Striking TR6**

Ant's van and went to buy food for lunch, evening BBQ and Sunday breakfast, the only negative part of the weekend then occurred, we couldn't find anywhere that sold SPAM! AO Al typed SPAM into his SAT NAV, but the closest supply was in Raglan, so dispirited we returned to camp with only BBQ and breakfast food. Area Webmaster Gwyn had in the meantime assembled a group of S.

caused by the heat wave had practically destroyed and was in danger of breaking loose and causing damage to other shelters and Triumphs, well done that group.

With our food safely stored and with us refreshed with beer we returned to the hill climb and TSSC showground area for more hill climbing and car viewing. I was able to photograph the lovely TR's that were parked

up so if you recognise any of the cars whose images appear in this article please contact me with some details. AO Al made a notice up which he fixed to Ant's back asking for anyone who had any spare SPAM for sale to let us know, but by early evening we had given up hope.

Rob and Princess Emma did a great

job of cooking our food on the BBQ while the rest of us did a great job of reducing the beer stocks. Just as we were finishing up a Fish & Chip van pulled into the field and we dashed over to see if they had any SPAM, they didn't so we retired to our event shelter for a quiet drink, then as the rain and wind abated for 8 seconds there was a "knock" on our shelter and in came a couple from Kent (but of Norse descendant), Chris said "I heard you boys were out of SPAM, we can spare you a few tins" and he handed over 2 X 5 Kilo tins of SPAM! "SPAMTASTIC" we all said and invited them in for a drink. Over the next few hours Chris (with a horned helmet on his head and a goatskin tunic) managed to teach us a song all about SPAM. As we come from the land of song it only took the few hours to learn the 2 words, many repeats of SPAM with the very occasional WONDERFUL, so armed with this new skill we all went for a walk and practised singing the



**White TR4A**



**Blue TR6**

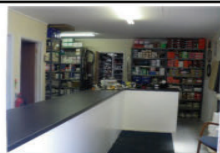
song. We even impressed the doormen who wouldn't allow us access to the bar that had live music there and it was amusing to see the people come out of the bar and listen to us in preference to the band.

Sunday morning dawned with the heat wave continuing to soak us and as we didn't have enough SPAM for lunch we had a SPAM breakfast and packed up our tents and shelter in the rain and headed off home to the land of song, pulling into a lay bye as we crossed the border for me to remove my TR's Surrey top and for AO AI to lower his Spitfire's soft top then stopping in Raglan to buy some SPAM to fill our left over rolls. With the SPAM eaten we said our goodbyes and I led the way onto the M4 with cars turning off at their various junctions.

Another great TSSC weekend and a big thanks to those who made it possible.

*Whether 3 Kilo's or 4 a tin of SPAM is more!*

*Bern*



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## Harriet's Breakdown Part 2

Following on from my article on Harriet's breakdown in last months edition of the Courier I would like to share the details of how we repaired my poor Harriet. I was given a detailed explanation of what caused Harriet's breakdown and how she was repaired from my unpaid mechanic however words like "conrod" and "pistons" were being banded around so I confess it all became white noise after a while!

**"So here is a female friendly version of that information..."**

As some of you may remember from the last article I described how whilst driving Harriet to the first car show of the year I heard a loud bang and Harriet lost power although amazingly she did continue to drive!. My two mechanics informed me that the conrod broke into two pieces and squeezed all four of the big end shells into the wee bowl thingy (the sump I think?). The crankshaft was damaged and the piston's skirt wasn't in the best of shape either ..... is the skirt a real thing? Or have I just written the car equivalent of being told to buy tartan paint?. To make a long story short (partly to save but mainly because this was the only informa-



### Shattered Piston Skirt?

tion I managed to retain) grinding the crankshaft and making the block more boring was going to cost £300 plus an additional £400



in parts so around £700 in total for us to rebuild the original engine!..... I confess to finding this a little steep, £700 would buy me a LOT of shoes but anyway I digress... We did manage to get a tired engine block (I know how it feels!) from another member for £100, the pistons were in good shape and the block had previously been bored to +20 thou. The crankshaft again had been ground to +10 and +20 thou. We honed the boring bits and fitted new rings to be on the safe side, we also fitted a new main bearing and four of those big end shell type things.





A new set of core plugs and a new top and bottom gasket set were also fitted to try to prevent future oil leaks... although it is still a Triumph!

We think that all of the parts including an oil filter, a gallon of

were vital to the successful rebuild of Harriet. Thank you to **Marty Pantz** for donating an old engine block which had a very useable oil pump with gauze filter. Thank you to **Peter McKenzie** for the propshaft (more on my propshaft debacle in a later article) and for your hands on assistance in the workshop. A big thank you

I would also like to take this opportunity to thank several members of the Club who

ried and I are very grateful. I did feel a little bit like I was accepting an award at the Oscars when I was writing that section but without the knowledge, advice and support of our fellow TSSC members classic car ownership would, at least for me, be a lot more difficult! After my first article was published I received emails from numerous young members who wanted to make contact, many of whom have agreed to write an article sharing their own experiences on classic car ownership so I shall continue to bombard them with requests for articles, all being well I should be able to post one next month!! If that is not possible then I will instead be discussing my eventful North Coast 500 trip which I took in July of this year.



oil and the purchase price of the new engine was less than £300!! It now runs better than the previous engine did and so



far it uses less oil too. It is also worth noting that when I say "we" I very rarely actually helped, it is more an emotional support type of "we".

to **Lee Jenkins**, my partner's 12 year old grandson who helped to grind the propshaft and painted the engine block... stick with it kid you are turning into a super mechanic! Lastly a huge thank you to my partner **Ken** and our friend **Colin Miller** for your knowledge, time and endless patience with my car, both Har-

I once again would like to invite all young members to make contact with me, whether you have an article you would like to write or even if you just want to say hello then please do so.

I love having the opportunity to communicate with our members, young and older (see what I did there?) so please do get in touch.

My engine rebuilding skills are also available for a small fee should anyone require assistance for me, I can say with complete confidence that I will be able to make tea and sandwiches although my mechanical skills need a lot of work!

Until next month

*Alyson*

## French Cul-de-sac?

I take pride in keeping myself abreast of any interesting happenings around the globe that involve Triumph-connected kit cars or specials, but I have to fess up to having missed quite an interesting happening that interestingly happened back in 1915.

This particular interesting happening involved that particularly interesting car, the Moss Monaco. The Moss Monaco must rank amongst the most eccentric kit cars ever produced and we are lucky enough to have it in our Triumph family. The model was introduced to an intrigued public round about 1985, being the fourth model from **John Cowperthwaite's** successful Moss Motor Cars company. It caused quite a lot of interest in the kit

car world. At that time kit cars were getting more and more sophisticated as the industry tried to move away from its Dutton Phaeton image. Sophistication was all well and good but at what price? Build-

cost of all the bits you needed that weren't in the kit was going even upper.

The outturn cost of many kits was more than real production cars, and if you really wanted wind up windows you could



ups were getting more difficult and taking longer. The cost of the kit was going up and the

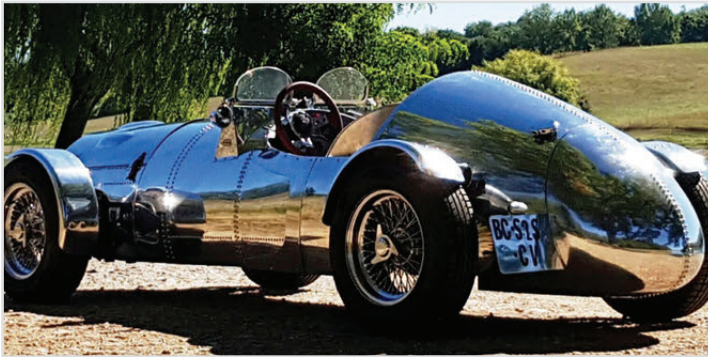
have bought a Sierra.

When the Moss company announced the Monaco it came as a breath of fresh air to a lot

**"if you really wanted  
wind up windows you  
could have bought  
a Sierra"**



of people. In fact this car rams the air so far into your lungs that breathing doesn't come into it. The price of the fibreglass body and various bits and pieces from Moss was modest. The car could be finished without vast quantities of expensive chrome and other fancy bits. The interior, a potentially ex-



The launch of the new manufacture in Gironde of the roadster Monaco of the English brand MOSS took place this Saturday, March 7th at 73 Le Lieu in Bordeaux, at the showroom of the owner **Bruno RICHET**.

LES CORDELIERS are proud to be partners in this new Girondine adventure that begins...

pensive area when building kit cars, was also intended to be cheap and cheerful. The mechanics are, as you know, Herald/Vitesse, so need no description here.

The car appealed to those looking for a cheap, fun, cobweb shifter. The Monaco met these criteria admirably. It had no aspirations to be a practical car. Seating for two was basic, luggage space virtually nonexistent, even carrying a spare wheel was a problem. Although Moss produced a hood, I have never seen one fitted.

Its style is sort of fifties racing car, but some might say it is not exactly good looking. Beauty or beast, can you think of another car that would turn as many heads in the high street as a Moss Monaco?

The Monaco was popular for a while; Steve Hole puts the number built at 300, which seems high to me.

As the Eighties moved on production rights changed hands a couple of times, but sales began to dwindle. The rights and moulds ended up being owned by the enthusiasts of the Moss Owners Club, but I suspect they never actually produced any Monaco bodies.

This brings me to the 2015 news that I missed. In a nutshell,

in 2015 the Moss Owners Club sold the moulds and rights to a chap called **Bruno Richet**, who, apparently already owned eight Monacos. Bruno Richet? Sounds sort of French? Yes, he is French, living and working in France, and



he intended to supply "new" Monacos to the discerning petrol heads of Europe.

You'll see why I put "new" in quotes later.

Now I've been Googling like mad to go beyond the nutshell to bring the Moss Monaco story right up to date. First problem is one of language; technically I've an O-level in French, but if I've got to go beyond "vin blanc", I'm lost. So, I'm reliant on good old Google's dubious translation service. Here's a translation of a news article dated March 2015:

#### **"LAUNCH OF THE NEW MANUFACTURE OF MOSS MONACO IN GIRONDE**

...**MOSS** is a car brand of English origin, creator of the famous Monaco, Malvern, and thus becomes French today.

Indeed Bruno RICHET, Bordeaux entrepreneur, has just bought the brand to revive the manufacture of the Monaco

model in Gironde, to revive the brand at the Phoenix with a French haute couture assemblage.

The models will be offered with three 1300, 1500 and 1700 4-cylinder engines and a 2000 6-cylinder engine.

The weight / power ratio will be very advantageous since the car weighs about 300 kg. We find the pleasure of driving type "Lotus" powerful vehicles but very light, the original spirit and more... This excellent weight is provided by the hand-made, manual and fully custom-made aluminium body.

The constructions are thus launched with the order.

The marketing and maintenance



nance of these cars will be provided by Gentleman Classic Car, also owned by Bruno RICHET.

*LES CORDELIERS* are very happy to have been partners of this event and wish the best success to Bruno in this beautiful and Vintage adventure."

Sounds all very exciting doesn't it. The article appeared on the web site of Les Cordeliers, a producer of sparkling wine based near Bordeaux. One key point you no doubt noticed is the reference to "custom-made aluminium body". Yes, the Monacos Bruno would sell would not be built from fibreglass as John Cowperthwaite's were, but from aluminium. From another article I discerned that the "new" aluminium-bodied Monacos would be priced at just **35,000 Euros**, and production would be limited to 200.

Without even further research, I feel a reality check coming on... 200 Monacos, at 35,000Euros each? How much sparkling wine had Bruno consumed? No way Jose (sorry, is that Spanish?).

There was one further complication, that is beyond the extreme impracticality of the car and exorbitant cost, it seems French automobile regulations would not allow Bruno to build a kit from scratch, or from aluminium, so it seems he had to start with an already built Monaco imported from the UK, and only ones that were properly registered, i.e. registered as Moss Monacos and not still as Triumph Heralds, which no doubt some still are. You see the madness in his 200 unit production target, he would have to Hoover up just about

every existing Monaco from the roads of Britain.

So, what's happened on the other side of La Manche since 2015? As far I can tell, not a lot. There is a Facebook site, that hasn't been that active for a while. The shiny silver car here, which I assume is polished aluminium, is the car pictured in the 2015 publicity stuff. It does appear in a view



worthy Youtube video published in September 2016, with commentary in French, titled "Essai du MOSS MONACO", its link is [https://youtu.be/\\_K2Y7wiKSxk](https://youtu.be/_K2Y7wiKSxk)

I could only find pictures of one other Monaco that looks like it is aluminium. I can honestly say that if someone in 2015 had asked me to forecast the sales potential of a 35,000 Euro, aluminium Moss Monaco my estimate would have been much nearer to two than 200.

I do think the Moss Monaco, as it stands, has its good angles, and I can imagine it could be real fun to drive, in short spurts. I've already hinted at some reasons why they were never going to be big sellers, and their good looks are, in my opinion, severely compromised by the addition of one, quite necessary, extra – a driver.

Check the video and see if you agree with me.

Seems, unfortunately, that this chapter has just about come to an end; unless anyone knows different?

During my surfing I did come across another silver Monaco, painted fibreglass most certainly, BVH121K. I think this car may well now be in France, having been sold in December

last year to, I think, a French dealer in English classic cars, called Lucky's Cars.

I've looked up the reg on DfT web site. The car is registered as Triumph Spitfire. It is currently SORNed and last passed an MOT in July 2017. I looked through its MOT history, and I found a couple of fascinating facts. In May 2013 it failed an MOT, for the reason, "Offside Headlamp missing (1.7.3)" – now that's just careless!

It also appears that between 25th January 2011 and 24th July 2017 the car clocked up just six miles. Yes, an average of one mile per year – rather backs up my view that you wouldn't want to do a long journey in one! Ha ha ha.

As I said, anyone know any more about the French Moss Monacos?

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

## Slovakia or Bust!

This month's news was going to be a write up on GT6s at TriumFest Shelsley Walsh. Unfortunately though my plans to attend TriumFest got completely wrecked as I developed a double vision issue with my eyesight a couple of weeks before and I was stopped from driving by the doctors until further notice, I also had great difficulty in using a computer so couldn't work, also it would have stopped my GT6 ramblings in the courier.

However, the good news is that my eyes are now sorted and I'm back behind the wheel of my GT6, but it does mean that my planned article on TriumFest hasn't materialised. So if anyone who did attend has any GT6 related pictures or wants to write some words around GT6s at TriumFest please send them on to me and I'll include them in a future GT6 register news article. (send to [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)). I know there were a couple of GT6s competing at the event, so pictures or details of these in action would be especially appreciated.

Many thanks to **Nigel Paine** who sent in the article below to Club HQ, part 1 this month, part 2 next month.

### Slovakia or Bust

(Or how I drove our Mk3 GT6 to Slovakia)

by **Nigel Paine**



It's May 2017 and I have flown back to the UK on a one-way ticket from my home in Slovakia. One-way because the prime purpose of my UK trip is to collect my Mk.3 GT6 after a rather excessively expensive and extensive overhaul! My wife and I want to run the car in the vicinity of the beautiful High Tatra mountains in northeast Slovakia where we live.

Seven years previously, at our home in Northampton, I had started the car only to find that there was a serious problem somewhere in the drive-chain somewhere between the clutch and the rear differential. The car was transported to a Triumph specialist who diagnosed that the rear differential needed changing. On dismantling the rear axle a whole host of other horrors were uncovered resulting in the GT6 having new inner and outer rear wings fitted and

the body around the tailgate being replaced by some magical panel beating whose workmanship still has me amazed. Later came the really expensive work including a full rewire, new metal bonnet (kerchinggggg!) replacing the fibreglass monstrosity followed by a reconditioned engine (kerchinggggg!) and clutch being fitted. Windows and doors were removed and stripped so a tatty white GT6 could be repainted into a very smart French Blue (kerchinggggg!) and a special rubberised under-seal applied.

Numerous trips had been taken to see the progress on the car and by April 2017 it was finally finished (i.e. ready to go back on the road). Body fittings had been reassembled, windows refitted and it was looking good. The car was put on a rolling road and tuned for op-



eration at 2,000 feet, the altitude of the town where it would reside. Not that you'd notice it; the terrain around us is like driving in Northamptonshire except for some massive pointy mountains around 8 miles from us! The final job (well so I thought) was the MOT, which the GT6 passed with flying colours. The garage took the car out for a daily run to help with troubleshooting any problems. My plan was to collect the GT6 upon arrival for a two week visit in order to clock up around 1000 miles and reacquaint myself with its foibles. It would then be returned for a nut and bolt check before setting off to the continent.

On the morning in question I set off in my hire car to the garage some 40 miles away only to receive a phone call when half way there. The gearbox had packed up at a roundabout! So, seven years after going in with a drive-chain problem, it still hadn't been sorted . . . great, the law of sod had made it's presence well and truly felt. I wondered if this is what happens to everybody who leaves their pride and joy in the hands of a garage?

"No problem, we can rebuild the gearbox in a week or so" they told me. "Errrm sorry no, I'm booked on the 04.00 ferry to Dunkirk next Wednesday and have hotels and trains booked and paid for" I replied. I was really impressed when they said that a gearbox could be built up over the weekend and fitted on Monday, and even more impressed when I received a call to say it was ready. I was less impressed when I received the bill for their efforts (another kerchinggggg!).

Anyway, I dropped everything and made my way to finally collect the car.

My GT6 looked magnificent in the Spring sunshine as I set off with the car very much in control since I hadn't driven it for over seven years. I'd forgotten how noisy it was and how you got shaken around at every bump you encountered – LOVELY. My first port of call was in Lubenham at the TSSC



headquarters where I wanted to pick up a few bits and pieces. I got out of the car after my first run to be greeted by Bernard Robinson who told me I had a lovely car. A nice warm feeling ran through me and I knew that all that work was worthwhile. I spent some time in the shop, had a chat with Bernard and Angie Hill before heading for home. By the time I was on the A508 Harborough Road I knew the GT6 needed refuelling so I swung into a petrol station in Brixworth. I remember the place clearly as it was an old independent garage where you would have filled your GT6 back in the day. "Nice car" the owner said; I could see a theme starting with this trip.

The following morning was May 16th and I loaded the car with goodies and essentials needed for Slovakia and packed things around the spare tyre and on the shelf above. An occasional seat had been found so my son could accompany us on our Slovakian adventures. For now it was loaded with boxes 'O' Gauge model railway track that were to be used for our planned garden railway

over there; much cheaper than paying a courier!

At 14.00 I said my farewells and set off to Dover. However the route from Northampton was to take me via Gloucester since I was booked to present a lecture about the Napier Deltic engine (some of you might have heard of these famous opposed piston diesel engines) to the Gloucester branch of the Royal Aeronautical Society. By the time I was passing the old Peugeot factory at Ryton on Dunsmore the blue skies were turning grey. At Stratford-upon-Avon the windscreen wipers were switched on for the first time. I then got soaked during a pit stop at Alcester whilst adjusting them. By Evesham the rain was becoming

somewhat intense (British understatement) and shortly before reaching the M5 at Tewkesbury the wiper motor stopped dead! A wave of panic passed over me as I lifted the bonnet to see what was wrong. To be honest I think the motor just was not used to running after all this time and had thrown all its teddies out!

After turning the drive manually for a turn or two it sprang back into life and nearly took my finger off! After that it was plain sailing (literally) through the flooded lanes to Gloucester airport. The lecture went very well and at 22.00 I made my way back out to the GT6. **"Nice car"** a few of the attendees commented. One gentleman said he had owned a Mark 1, 2 & 3 over the years and confirmed my fears, saying that the wind-screen wiper motor had also let him down when he really needed it!

I now had 6 hours to get to Dover, which would take less than 3.5 in modern car travelling via Swindon, Reading, Heathrow and Sevenoaks for the M20 down to Dover. It had stopped raining and the GT6 was running really well so I took it easy running the car at an average of 60-65 MPH all the way. The roads were quiet except for the M25, which was manic even at midnight. Of course, by the time I hit the M20 tiredness had caught up with me so I filled the car, had a meal

passport control because it was geared up for lorries and the car was so low down and I couldn't

### Priority Boarding



reach the counter. **"Nice car"** they said and sent me to the front of the priority boarding lane next to queues of other cars.

The trip had taken just 5 hours so after checking the oil I settled down for a snooze. Forty minutes later I was woken and told to drive on to the DFDS Seaways ferry to Dunkirk. The crew were fantastic; they realised that the car was very low and directed me the smoothest way on to the ship. When on board I was parked immediately by the exit ramp whilst everyone else parked in the adjacent lanes.

This must be the Triumph lane I thought to myself.

Priority boarding also gave me access to the "Premium Lounge" which was the perfect quiet place for a well earned break. The trip



### Wakey wakey! - Ashford services

and forty winks at Ashford services only to be woken by a camera flash going off as a group of lorry drivers admiring the Triumph. I was on the last lap to Dover only to be diverted off the M20 and forced to follow the lorries through Capel-le-Ferne and the back way into Dover where I promptly got lost! A mile down the road I returned into Dover and headed to the docks. The police and I had a laugh at



### Pole Position!

across the Channel was uneventful other than two occasions when I woke myself snoring. At 06.30 CET we were nearing Dunkirk, so I went on deck to see the sun rising to reveal a beautiful day on the continent. The same crew carefully guided the GT6 off the ferry and we set off south towards Loon-Plage and 'le' A16 ahead of the other cars that had been forced to make a lap of the ferry before disembarking. Within five minutes of course the lunatics were on my tail trying to get past so, on a nice straight in the middle of the docks, I booted the GT6 and left them standing. This of course is something all GT6 owner love about the car. However, I wanted to pace myself as I was driving to the Harz mountains in Central Germany.

I drove on to the French A16 for a few kilometres before it became the E40 in Belgium. Having lived in Slovakia for six years now, driving on the 'wrong side of the road' was not such a problem, however it took a while to get used to the low driving position in relation to other vehicles and especially lorries. In Ghent I drove on to the E17 towards Antwerp where there were roadworks slowing the traffic. It was really disconcerting to be in the middle lane of a motorway and all I could see to the left of me were coach tyres and lorry tyres on the right both towering above the car! Looking up I made eye contact with the driver who stuck his thumb up – I was pleased that despite its size other drivers were looking out for the Triumph. Shortly before Antwerp I took a break at a services at Kruibeke in East Flanders next to a massive wind farm avoiding the worst of the rush hour traffic.

After Antwerp I drove on to the E34 towards The Netherlands, skirting Eindhoven and heading to the German border at Venlo. Driving east I noticed that the GT6 was running low on fuel. This slowly developed into slight panic as the E40 from the Dutch border to Duisberg is flat, featureless and devoid of service stations. In Duisberg I came off the autobahn assuming that I could find somewhere quickly. Ha, ha, ha of course not! I had to find a layby and Google for one



**Kruibeke services**

around a mile away. It turned out to be one of those places where the forecourt staff fill the car for you. Hans liked the GT6 very much as it turned out that he owned a Vitesse. As well as filling the car he washed the windscreen and gave the headlights a wipe down. It needed it as the beautiful morning was developing into a sunny day bringing out insects which, even driving at a modest 100 km/h (60 mph), turned the GT6 into a massive fly swat!

After Duisberg I took Autobahn 2 and headed due east. The road was clear of traffic and the GT6 was



**Wir fahr'n fahr'n auf der Autobahn**

a pleasure to drive. HOWEVER the heat from the exhaust was turning the cabin into a sauna so I de-





**Bielefeld Upperland Süd Services, Germany**

cided to open the windows to cool things down. Oh dear, the seven year overhaul which included the removal of door fittings evidently did not include refitting the glass in the front vent windows correctly. It turns out that they had only been held in by magic as the rubbers had perished and the glass fell from the car. Luckily I had some spares buried deep in the boot. The beautiful sunny day turned into a beautiful hot day and by the time I got to my next break at Bielefeld the sauna was doing its job. The sweat was pouring off me, trickling down my back and making the seat damp!!

As the end of that day's journey was coming to an end I decided to come off the autobahn before Hannover and drive across country through beautiful Lower Saxony.



**Pattensen, Lower Saxony, Germany**

Driving with the windows down and using my arm to direct a flow of slightly cooler air into the car was now resulting in sunburn! Indeed, by the end of the day, I looked like the guy who stopped at the level crossing in the film 'Close Encounters of the Third Kind'!! Away from the autobahn things were much slower as I drove down leafy roads and through villages and over bridges that did not appear to have changed in many years.

Around 18.00 I finally arrived at Schlusshotel in the town of Blankenburg near the Harz mountains in Saxony-Anhalt. I had found the place on Expedia and the price was really reasonable. It turned out to be a large and quite posh spa hotel filled with elderly Germans and a group of slightly drunk Americans on a Lutheran tour of Germany!



**Schlusshotel, Blankenburg (Harz), Germany**

The kind people at reception allowed me to park the car in the shade right by the entrance to the hotel, the GT6 looking incongruous next to all the large Mercedes and BMWs parked there. After a meal

and rehydrated by plenty of beer I decided to check the car over. I decided to top up the oil however, after covering over 700 miles in 24 hours.

I discovered that it didn't need a drop! Other than the front vent windows the car was in great condition.

**Part 2 Next issue**

## GT6s out and about

Now I'm able to drive again, I took my GT6 down to a local classic car show, The Crotch Cooler Classic car Sunday meeting that takes place at the Departure Lounge Café in Alton, Hampshire on the first Sunday of the summer month. Quite a few of the TSSC South-



**GT6 Mk2 at Prescott 2012**



**Tim Ward's GT6 MK3 EFI at Prescott**



ern Area were there at the August meet, including this GT6 owned by **Dave Moore**.

## From The Archives

So to make up for the lack of GT6 pictures from TriumFest at Shelsey Walsh here's a few taken at another Triumph event at a hill climb.

The GT6's below are ascending the Prescott Hillclimb at the Triumph Marque Day, 2012.

**My GT6 MK3 at Prescott in  
(Picture courtesy of  
Magic Car Pics)**



**Jane Rowley's GT6 Mk1, I think it's being driven by  
Andrew Boyd**





## New & Re-aquainted

I was pleased to hear recently from a couple of Club members about their cars. Firstly, Josef Gluyas, who has quite recently acquired his Mk3.

"After 10 years with a Herald 13/60 I found myself in the position where I could add to my fleet (there's a modern Mini Cooper S as my daily driver too!). A Mk 3 Spitfire was at the top of my list, and I had been poking around various classifieds and websites looking for the right one. I had to have overdrive given I do miss a 5th gear in my Herald, and had to need a bit of work doing, both for price considerations and as I actually wanted something of a project. Eventually my wanted ad in the Courier was answered by another member who had somewhat reluctantly decided it was time to sell the car he'd owned since 1998. So, I'm now the new (15th!) owner of a very solid factory overdrive Mk3 which has been mechanically extremely well cared for over the past 20 years, but needs some TLC with regard to the pretty bits (paint, rubber, trim and so forth).

So far it's had a replacement main wiring loom, all new petrol hoses (I brought it home the same day as last month's magazine arrived with the ter-



**"To help me with the re-wire I re drew the relevant wiring diagram in colour"**

rible story of a 13/60 up in flames due to a perished fuel hose, so my peace of mind demanded it. Given about £15 replaced the hoses, all clips and the fuel filter it's probably something that should be more routine), an ABS tunnel cover, and is waiting for a few bits on back order from Canley's to get it back on the road. To help me with the re-wire I re drew the relevant wiring diagram in colour, which is available here <https://gitlab.com/jovisg/SpitfireMk3WiringDiagram> if any other members are

interested."

I look forward to hearing more from Josef as he gently fettles the car and, I hope, enjoys using it along the way. I have also heard from **Giorgio** in Italy:

"I recently found and bought the Spitfire MK3 I had in the seventies. I would like to restore it as it has been abandoned for many years in a warehouse. The frame is the number 218\*\* L and I think it is the early months of 1968.

I send pictures of my stay in UK in 1974 and after finding it and back to home (June 2018).

The air filter and the tappet cover are painted in hammered gold, the air fan is yellow and the engine block is black. Do you turn out to be the original colors? Is there any publication with color photographs? Can





of print now it is occasionally possible to find a copy on ebay, although it mainly has black and white photos.

We used this book as our reference when Guy rebuilt Sybil, our 1962 Spitfire4.

There were a few areas where such an early car had slight differences to those shown in John's book but in the main it's still a great reference.

I noted that the hammered gold finish on Giorgio's air filter box and rocker cover was unlikely to be original, the hammered finish in particular being perhaps more a product of the 1980s/90s (I can well remember sitting on the front tyre of my MkIV Spitfire painting the bulkhead with black hammerite! I'm sure owners after me would have cursed me for that)

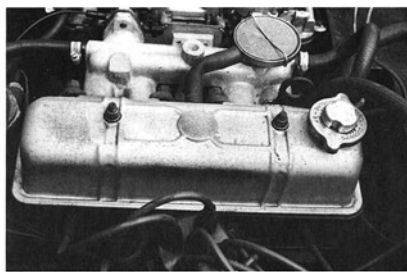
I sent him a scan of one item in the book regarding the rocker box cover according to which, based on the commis-



*you suggest any book for helping me in the restore?"*

We were happy to point Giorgio towards the "Triumph Spit-

fire and GT6" by John Thomason, (the Club's 1500 Spitfire secretary for many years), ISBN: 1-85223-893-3. Although out



**3.30** The closed-circuit crank-case breathing system was revised so that the fumes were sucked from the rocker cover via an emission control valve directly into the inlet manifold, and thereby prevented the air filters from becoming clogged with oil fumes. To prevent the manifold suction from creating a vacuum within the rocker cover and engine, a two-piece oil filler cap allowed air to be sucked into the engine. Note that on early cars the rocker cover was coloured gold/bronze like the MK1/MK2, whereas on later cars, it is believed after FD 75,000, it was painted silver.

sion number of Giorgio's car, gold/bronze was the correct colour for the rocker cover. However, just to confuse matters, although Sybil's original engine did have a bronze cover

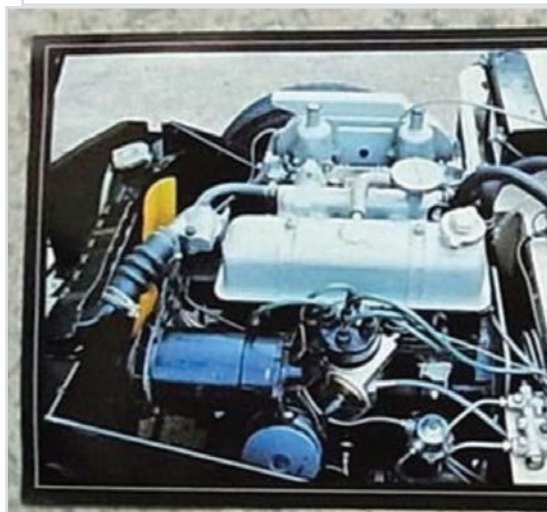


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my Mk3, a little earlier than Giorgio's had a silver one, and both had silver coloured air filter boxes.

And to confuse things even further, we were also

ound some Mk3 brochures online, one of which has a clear photo of a bronze rocker cover box and a black air filter box. But an American brochure shows both to be in a silver finish.

I can imagine that there may well have been differences in the final spec of cars destined for different markets, the UK, USA and Europe, but does anyone have a definitive answer to what colour rocker boxes and air filter boxes were used for which market and at what times? (**Correct Rocker box Gold spray cans are available from the Club Shop as is the Silver Air Filter box paint. Ed.)**

And one final comment here on this, it's great to hear this story, of Giorgio finding and buying back a car he once owned so many years later. Does anyone else have a similar story (Apart from Guy who I know did this with one of his Bonds). It made me wonder about that MkIV I had back in the 1980s so I thought I'd look it up on the DVLA's website

([www.gov.uk/check-vehicle-tax](http://www.gov.uk/check-vehicle-tax)). Sacrilege – someone re-painted my lovely Mimosa yellow car red! It also turns out it hasn't been taxed since 2012 so is probably lurking in a shed or field somewhere or even scrapped.

And finally, something from Andrew Walton *"I notice from the Courier that you seem to like anything non-car with Triumph written on it, I saw this during the International GT6 weekend in October at Klassik-stadt in Frankfurt."*

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## Le Mans Classic 2018

The weeks seem to have flown by and Le Mans was upon us. I was unable to make the Laon trip which had taken place four or five weeks prior, I could only witness the build-up and excitement with envy, the last minute issues with master cylinders and oil leaks which had appeared only days before as if to warn the driver that there may be trouble ahead. The comradery as all gathered round and tried to diagnose the problem and offer to work late to help resolve any issues.

Now it was my turn to have the last minute 'panics'. The sticking brakes had been resolved by replacing the calliper pistons – it felt much better but there was still something not quite right – but no time to dig any deeper, they were working adequately (or so I thought on my short trips around the block). I had a few oil leaks of 'old' which were on my to-do list – but not of any serious nature – the front aluminium sealing block (which is now manufactured in a steel version) had seen better days and someone had overtightened the sump bolts causing the threads to be partially stripped and hence unable to be torqued sufficiently. As a consequence, despite copious amounts of gasket sealant on the sump gasket, a small drop of oil would form on the floor, specifically after a



'good' run, but fortunately it didn't amount to much. A similar 'patch' of oil would form

**"a small drop of oil would form on the floor, specifically after a 'good' run, "**

under the diff casing, however I had a very good second hand diff on my garage floor that just needed a thorough clean and new gaskets and seals – again on my to-do list for this winter, along with the shorter prop shaft and overdrive gearbox. Putting all this to one side I was confident the car was as ready as it was ever going to be for Le Mans.

The plan was to head off at about 2pm Thursday afternoon and meet up with Paul Lewis

(from the TR register) and his good friend Gary who was hoping to drive his E-Type, however due to some last minute issues with the engine he had opted to use the good old reliable Triumph TR6! Gary only lives fifteen minutes' drive from Portsmouth from which we were catching the overnight ferry, due to depart at 11.30pm that evening. I was travelling with my friend Rob and we had planned on a leisurely drive down the M40 and A34 stopping for something to eat just past the half-way marker. We had arranged to meet at Gary's about 6pm which meant we had a few hours to relax and chill before heading to the docks in plenty of time to board the ferry and 'check-out' the food and drink available. We had factored in plenty of 'break-down' time – pessimistic

as this might seem – but in the sound knowledge that if we plan for a break-down it would never happen. What's the old adage? Those who fail to plan, plan to fail!

We had pushed on past the half way point and dived into services off the A34. The sandwiches, family bag of crisps and something that was trying to pass itself off as tea had 'hit-the-spot' and given us our second wind. The sun was shining, the roof was down and we had chatted to a guy in a replica jaguar for several minutes - who was obviously also heading for Le Mans - before we had decided to push on. We had just re-joined the A34 when my phone began to ring, with no hands-free I was unable to answer it. 10 seconds later Rob's phone rang – it was Paul.

Rob's expletives down the phone didn't provide me with much confidence – all was not well. Rob relayed the message from Paul that our ferry had been cancelled due to a strike in Le Havre! However Paul had miraculously managed to move us to an early crossing (no cabin – but we were on a ferry) however it left at 7:30pm to St Malo! I glanced at the time, it was 5:30pm and the satnav indicated we had another 45 mins drive to Gary's. OK it wasn't too big a deal, Gary was only 15 minutes from the port so as long as we had a clear run all would be good.

A few minutes later as I looked ahead the brake lights began to appear and before long we were travelling at 10 mph in nose to tail traffic! The sun beat down and the heat haze rose from the tarmac. The rattling clunking trucks rolled by and

then stopped, then we would roll by them and so it went on for several miles. The satnav indicated it was only for a few more miles and in under 10 minutes we would be through it. Eventually we began to approach the dizzy speeds of 40 and then 60 mph – we were through but only to hit another tail back 10 miles further down the road! Another 5 minutes delay and then we were through, the time was just after 6pm. The satnav indicated 15 mins more until we arrived, it may have felt like several hours in the heat and crawling traffic but it had actually only been 10 or 15 minutes lost thank goodness. We arrived at Gary's at about 6:20pm and Paul and Gary stood by the TR6, grinning from ear to ear. "Time for a cuppa?" Paul said, seemingly quite cool and un-phased by the last minute change in plan. He explained he had been walking the dog with Gary when the call came from Britany Ferries that a strike had closed the port of Le Harve.

He had immediately made the right 'noises' and called the appropriate people and managed to get our booking moved to the earlier ferry.

Tea drunk and Rob and I still in a state of bewilderment we jumped into the jalopies and headed for the port. Surprisingly boarding was painless, Paul and Gary were pulled over in the TR6



for a spot check but Rob and I 'sailed' through (pun intended). There was no opportunity to pull over and wait for them to catch up - we were on – and I hoped Paul and Gary would make it too!





8hr crossing. But before we contemplated sleep there was just time for a night cap or two! The bar was busy and a cabaret was just about to start so we quickly ordered our drinks and grabbed a table to take advantage of the 'entertainment' – a sort of sighted version of Peter's and Lee – for those of you who can remember that far back!

After much conversation and drink we decided to turn in for the night, we stepped over less fortunate passengers that were lying on the floor between seats wrapped in coats with rucksacks or various other items as pillows and quietly ('ish) eased ourselves into our 'sleeper' chairs – hoping that's exactly what we would do – sleep!

**To be continued.....**

We parked up, oddly behind a TR6 almost identical to Gary's. Rob and I wandered around trying to catch site of Paul and Gary boarding. There were Lamborghinis, Ferraris, and Porsches mixed in with the odd SUV and campervan all slowly making their way on board. Eventually we saw them – thank goodness.

After a few minutes we were reunited and headed to the restaurant and bar. It had been a little more excitement than we wanted for the start of Le Mans but we had made it. We chatted over our Fish and Chips and mug of tea – Paul had actually negotiated some 'sleeper' chairs so we may actually get some sleep on the now



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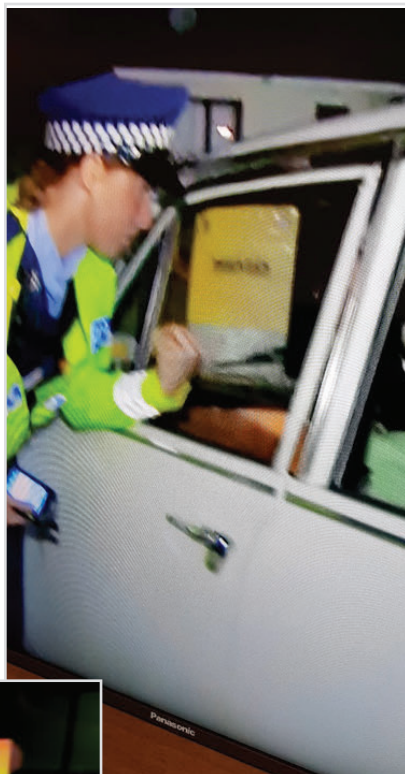
**Hello, as always, hope you and yours are well while reading this edition of the Courier, and the Big Saloon section.**

At the time of writing, we are just about coming down from the 30+ degrees and no rain for weeks, to hopefully something a little more appropriate for the UK! In fact, we had our family holiday in Northern Spain at the end of July, and it didn't get much above 23 degrees in the all the time we were there! Quite strange when receiving text messages from the UK and the issues of heat compared to what we had in Spain, which is quite the reverse of every year I can recall!

While on holiday (we generally drive to Europe for our summer holidays) we are always on the

ries involved a young lad and his friends out for the evening, in his Triumph 2000!!

We attended the Uxbridge Autoshow on the 15th July, TSSC stand kindly organised by Thames area organiser Mickey and wife Julie. It was very busy on the stand, with around 10 Triumphs of most models, including two 2000's. Mine, and a chap from the Triumph 2000 register. He has owned his car from new, and is in superb



look for Triumphs. Only one found in our 2432 mile round trip, and was a TR6 for sale at a garage in France. Strangely though, I was watching some day time TV and there was a programme on one of the channels about a Police team in New Zealand. One of the sto-

condition. This is also helped by his son being a great car de-

**" the TV show involved a lad out for the evening, in his Triumph 2000!! "**

tailer, who has worked on mine to resolve many of its issues. It was a little unusual as rather quiet, but it was that 'Super Sunday' of the World cup final, Wimbledon and Goodwood. Still, over 800 cars there so a version of most things could be seen. The show ground requires you to go under a tunnel, so on the way out, I gave the Triumph a bit of a press on the throttle, which made that sports exhaust reverberate around the tunnel in a rather



impressive way! I must admit, and may have said before, I didn't think it was that loud until Dan James from South Bucks said he can hear my car over his car ( a Stag!). I said 'I didn't put it on, it was like that when I brought it' ..'yes he said, 'but you haven't taken it off either.'!! After we returned home from holiday, we had a few days before work recommenced, which allowed a run to the cars on the common show at Croxley green. As it starts at 2pm and goes on to its dark, we turned up nice and early and enjoyed a

lovely summers evening, with several hundred cars of all types and ages. Its badged 'classics on the common' but as long as its interesting, and you put a few quid in the charity box, there isn't a strict guide. As my current loan car is the Honda Type R, and it had completed the 2432 mile round trip, it was treated to a wash and hoover, and to go to the

show! I did find one very nice example of a 2000 estate car, but again, two visits but no owner could be found!

I'm also most pleased to say I have another car and owner who has kindly made a contribution to this article. So, over to **Roger Harvey..**

**'Honeysuckle', (POR 681S)** the 1977 Triumph 2000 TC MkII my wife and I enjoy together, has been featured in The Courier



before, but since you ask for more photographs I have attached a few from which I hope

you will choose something for a forthcoming issue. 'Honey-





ning and on the road. That was one of my Fathers main points when setting up the TSSC in the first place, so I won't be changing that. So, please do send me an email, letter, pictures of your Big saloon, no matter what the standard or state, it's your car, and important to you, and interesting to the rest of us Big saloon owners I'm sure. Take care,

Carl

suckle' is a beautiful car attracting a lot of admiration and is very popular at shows around the North of England.

Thanks very much Roger for sending in the pictures. The car looks simply as new! I can imagine it must bring so much attention when driving around.

Now, your car maybe not to the high standard of Rogers, but it's as important the car is still run-



# Safety Check!

Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)

e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

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# BOND EQUIPE

GUY SINGLETON [guy@bondequipe.org](mailto:guy@bondequipe.org)

## GT4S Restoration

Last month I mentioned that I was in need of some input from Equipe owners.

No sooner than I sent it I received this article from Friedrich Holleis who I had been in touch with a couple of times – as you will see from his article. Friedrich is living in Romania – hence the distance from the Isle of Wight!



*Looking good .... Doesn't it?*

**"A Bond with FOUR  
Wheels? What the hell  
was this?"**

*I investigated the whole, rainy week-end this – at least for me – peculiar situation. The story became with every little information in plus more interest-*



### BOND EQUIPE GT4S RESTORATION

#### The Finding and getting

*I have heard already about this "marque" Bond earlier. I was convinced that these are "just the cars with 3 wheels". And there was this rainy day!*

*I was surfing the web for "nothing special" .... Maybe for a car .... Maybe something different? And it happened! I stumbled over a car, which seemed to be somehow "different". There was this dealer in Heidelberg, Germany who sold a car for restoration.*







ing. A limited number of cars. **VERY important thing missing:**  
Majority of the cars right hand **the rear window!**



and this example with French in matriculation and it was left hand drive.

The result of all these information: I bought the car. Without having seen it in reality! I sent somebody with a trailer over to get it to my place.

When I had the car "at home" I realized that there are no car papers with the car, that there was no identification plate on the car AND that there is a



**The Search and Investigation**  
In my investigation I stumbled over the TSSC again.

Again, because I was once a proud owner of a TRIUMPH VITESSE MK II and at that time (one year) member of the club.

So I addressed the club with my problem(s) and was recommended to Guy Singleton.

He resolved in the late summer 2017 the problem with the rear window! He gave me the contact to a person who apparently had this piece of window for sale.

After contacting Peter Cragg on the Isle of Wight, we quickly found an agreement and he sold me the desperately missing piece. I do not want to get into details regarding finding a possibility for transport from this Island to Continental Europe. But we resolved also this problem after almost 7 months!!!! I was VERY close in jumping into my car and driving up all the way to the Isle of Wight, which is app. 2.400 km – one way – from the place I live in the moment.

As I mentioned already, I did not get any papers of the car. The only number on the car I could find, was on the engine and something, which seemed to be a number, but impossible to be read

**Spares from the Isle of Wight arrived**



Welcome at the new home – what a surprise!!! number and this has upset the DVLA)



What kind of number is this? (Guy's note – the illegible number is that on the bulkhead by the battery carrier which was a production part number not a chassis number – I have known this cause a problem when a garage has read it as a chassis

I told this in an e-mail Guy Singleton, who told me that he might have some information on the car if I could send him the French registration number. But it came completely different: Guy Singleton was able to give me ALL the "birth data"

of the car!

So, now I know the engine number and the commission number as well as the chassis number. And on top of all he also had the Commission Plate, in which I can stamp all this information and plug it on to the car! Just as it should be.

Guy Singleton provided me a list, based on which I know now, from where I can get spares (knowing what the factory used)

Having now all the basic requirements together, which make a restoration meaningful and possible, I will start this project in August (after finishing my ROVER P6 3500S)"

By way of a further explanation, as Friedrich has said there was no Commission Plate with the car, and I had no record of the car on the Equipe Register under its previous French registration. I then checked the engine number against the Bond production records and was able to find out when it was built and therefore establish the Serial Number.

I was happy that the car matched the Bond records so that will allow Friedrich to stamp up a Commission Plate for the car and hopefully make registration easier when he gets to that stage.

It was interesting to note that the car was only 4 numbers different from a fellow 4s owner in Belgium, so it looks as if it was part of a batch of Left Hand Drive cars.

Looking at the pictures it looks as if Friedrich has quite a bit of work to do but great to see another car about to be restored.

Guy



# PRACTICAL CLASSICS SEPT ISSUE ON SALE NOW!



Long-suffering project Dolly is receiving some TLC.



We celebrate 50 years of British Leyland with a birthday road trip back to the factories involved. Plus, **Nigel Clark** takes his GT6 MkIII for the dreaded MoT test, while **Gary Stretton** edges ever closer to getting his Peerless GT on the road at last.



ALSO AVAILABLE DIGITALLY



COOL!  
No, 'J-LO' hasn't eaten poor James... he's fitting an uprated radiator to take care of that sporty MX-5 engine.



## Visit to HMS Queen Elizabeth

by Neil Fletcher - Southern Area

When two naval Commodores get together, one being the former pupil, anything is possible. With TSSC member **Dick Twitchen**, and **Commodore Craig Wood** (Cdre Portsmouth Flotilla) the possibility of a photo shoot against the backdrop of the Navy's latest aircraft carrier, HMS Queen Elizabeth, suddenly becomes a possibility. Craig Wood had previously been Captain of HMS Dragon, and in 2016 a photo shoot had

been arranged in front of HMS Dragon. So why not two years later, one in front of **HMS Queen Elizabeth?**

**" in front of us was  
HMS R08  
Queen Elizabeth "**



An email from Dick, out of the blue, advised that the photo shoot was possible, giving us one week's notice. With no club meetings arranged before the due date, the wonders of Email was able to produce 17 cars, advised to be at Portsmouth Naval Base, Trafalgar Gate, before 16.45 on August 1st 2018.

With Dick being there together with Commodore Craig, they soon found out that not everyone at the base were aware of the coming onslaught of Triumphs. Something about right



Did you leave that Mark?

the Navy's ships: Patrol Boats, Minesweepers, Destroyers, HMS Victory, a Harrier jump jet, and then through another set

lem, let's have the cars here, grouped together in no order so the drivers did as instructed.

Then out came the cameras

and photos taken from many angles and positions followed for the next 10 minutes. Having completed those, let's move the cars into a line, so another 10 minutes as the cars were shuffled around, and then more photos, all the while the police and dockyard personnel



and left hand comes to mind. However, having details of all drivers and passengers the necessary red cards and visitor labels were produced without delay. Even better, everyone turned up, not an occasion to be missed. Somehow the mix of Triumphs was excellent, with an Austin Healey 3000 also allowed in.

**GT6 4 Stag 5 TR5 1**  
**TR6 1 TR7 1 Spitfire 2**  
**Vitesse 1 Herald 1**  
**Healey 3000 1**

So a quick briefing was held and on time at 17.00 the cars wove their way through the dockyard following the Commodore's vehicle complete with pennant. Brief glimpses of

of gates, and there in front of us was HMS Queen Elizabeth. Where to park, what was the best position, where was the sun, was suddenly put to the back of minds as the Military Police complete with guns came out of their office to see what was going on. No prob-

looking on in amazement, and HMS Queen Elizabeth taking it all in, in her splendour, her size dwarfing all about. She might have turned her nose up to the little pool left under one of the cars on such a pristine jetty, the mark of a Triumph.

With the photos complete, and



with us all walking beside the Carrier, Dick gave us a resume of the ship, and pointing out non classified details and answering many questions. He was also able to advise on his involvement whilst still in the Navy of the conceptual underpinning and specification for the new Carriers. I think all those present were in awe of his knowledge, and it was only when Commodore Craig advised Dick that he was 18 minutes into his 5 minute briefing, that we all returned to our cars, and were then led back to the dockyard gates. Some of us then transported ourselves up to the 'Churchillian' pub for an excellent view of Portsmouth Harbour and its dockyard, and of course a chat about the evenings visit.



**" Dick gave us a  
resume of the ship,  
pointing out non  
classified details "**

## **HMS Queen Elizabeth Aircraft carrier R08** **Largest Royal Navy ship ever** **280m long and displaces 65,000 tonnes** **Capable of housing 40 aircraft.**

**Our sincere thanks to:**

**Commodore Craig Wood – Navy PORFLOT-CDRE**

**Miss Kate Elms – Navy PORFLOT-CDREPA**

**Michelle Day - Navy Assistant Base Security Officer**

And of course our own **Dick Twitchen CBE RN**





# The Sunshine Rally 2018

## by Neil Spencer - Tssc Leicester & Rutland Area

**Last weekend was our Sunshine rally at Greetham in Rutland** and it was a nice successful event with lots of nice feedback from some of our visitors from other areas as well as our own gang. It's great to meet up with old friends, some of whom we don't get to see for long periods of time.

The new venue was great and with a few minor upgrades could be even better. Greetham Community Centre is owned by the villagers and was originally a football club but the team no longer exists. Renting out the venue for camping weekends is a new venture for them and judging by our weekend I'm certain it will be successful for them.

The clubhouse is very comfortable with a nice atmosphere and it's own bar that served us from 6 till 11.

The shower/toilet facilities were good with a small room for improvement as the showers are still geared up for football teams! No-one complained as it's not a major issue. Some electric hook ups would have been nice for some caravans but also not a major issue. The centre officials are working on



the issue of showers and electric hook-ups and have promised to sort these as soon as they can.

All the centre officials bent over backwards to help and accommodate us and were very welcoming indeed.

Our own gang of helpers set up the gazebo on Thursday after-

including a gang from M25 East, Norwich, Derby, Nottingham, Northants, Yorkshire, Peterborough and Birmingham and the sun shone down on us all weekend (we don't call it the sunshine rally for nothing) which was such a contrast from the weather the previous weekend at TriumFest!



noon and we had around 10 pitches on the Thursday night. The majority arrived on Friday

Friday evening was a general get together with a large group eating at one of the local



pub/restaurants. A light quiz courtesy of Erica kept people amused for a few hours and some alcohol was consumed in the bar.



**Treasure Hunt Bus**



**Peoples Choice  
John Hill's 13/60**

roads and unspoilt villages and countryside. Not forgetting of course Rutland Waters, Britain's biggest man-made lake.

Saturday night back at camp we had our usual BBQ which always goes

down well followed by the quiz. Every adult who enters puts a pound in a bucket and the winning team share the contents of the bucket. There was £50 in the bucket this year which was won by the very knowledgeable M25 East gang who then gave us the money back to add to our charity fund for our two

chosen charities for this year, Air Ambulance and Rainbows Children's Hospice. Such a wonderful gesture from these guys and we thank them most heartily for this. We haven't worked out our profit (or losses) for this year's event yet but all profits will be equally split between these two charities.

Sunday is hang-over day so we put everyone on a coach and took them to Oakham, the county town of Rutland, for a treasure hunt around the town taking in the castle and old school along the way. After everyone had returned we had a car show of 20 cars, 18 Triumphs, a Mini and a Singer. Lovely line up with people's choice being a beautiful Herald from the M25 East gang

Saturday was our usual drive around Rutland day with a map provided for a 50 mile casual drive seeing the sights of our beautiful county of Rutland. Being the smallest county in England, Rutland is a very well kept secret. Without exception everyone who participated in the drive round said what a lovely area it is with it's quiet





owned by their AO, John Hill. A beautiful car probably better than the day it rolled off Triumphs production line! Well done John. The car of the show is chosen by us at L&R and we don't just

ning car was a Spitfire that had been owned from new by Collin Saunders from Peterborough and has done over 300000 miles! What an achievement for any car and wonderful to see.



**Car of Show**  
**Colin Saunder's Spitfire**

pick the best looking car but a car with provenance. The win-

Most people said their goodbyes on Sunday but a small gang stayed over until Monday when we finished our cleaning up and packing away for another year.

I would like to thank the following people without whose help this event would

not take place,

**Steve & Pat Goddard** for the Saturday drive-round route and for the the Sunday Treasure hunt.

**Andy Musch and Wally** who were the BBQ chefs.

**Wendy & Nobie** for making sure everyone got fed.

**Chris Edmonds** who did the printing, fetching and carrying, storing of equipment etc.

Erica Edmonds for the Friday night quiz.

And of course our **Jan** who holds the whole thing together like the conductor of an orchestra, ably assisted by her husband **John**.

All the rest of the gang who do loads of donkey work putting up gazebos, setting out and cleaning up afterwards and of course donating the many raffle prizes.

The planning for the 34th Sunshine Rally in 2019 has already begun. We will make an official announcement in the new year but the date is already set

**FRIDAY 2ND AUGUST TO SUNDAY 4TH AUGUST** with optional days before and after.

Thank you to everyone who came to stay with us and helped to make this happen from the L&R gang.

## Le Mans Classic - Doing More with Your Triumph

By Maria Bullen

### Classic Le Mans Virgins

**Tony and I went to Le Mans for the first time this year.** I would recommend it apart from the M6 Lancashire to Portsmouth. We travelled down with Andy Simpson, Lancashire group, who made it a lot more effortless as he had done this before. The ferry was the first time I had come up close with GT40's, C-Types and D-Types and many





more rare and expensive cars. The day and night racing was enjoyable with a lot to see and the Le Mans circuit, inside and outside is vast. The weather was too hot for Tony and I but we managed.

We decided to return via the A roads which was a lot longer and EBY 876J was a lot happier as our cars were made for them.

6 weeks before the trip, I started to panic as my car was trailed back home on a recovery vehicle twice. It was mis-firing on the M65 on a hot day and to rub salt into the wound, I noticed that the header tank on the radiator was leaking. Deciding that it was either fuel or ignition and time



Stromberg. Time was really running out and having read a few articles, it was either the needle valve or rubber 'o' ring on the brass 'bushing screw' I again

My car ran without a hitch on the 750 mile journey, thanks to Kevin and not to mention, Tim from Willow Triumph, Darlington who fitted new driveshafts,

revotec electric fan, servo and new discs and drums last year, which I felt brought my car up to today's standard of motoring. The handling and braking is now more precise and the electric fan gave us no cause for concern.



was running out, I purchased new ignition leads, plugs, cap rotor arm and coil (electronic ignition) new fuel pump and new radiator. On it's first outing, my car broke down again, I primed the fuel pump and she started first time, so I replaced the fuel pump and 1st problem solved. At least I have a collection of new parts for my car.

The second breakdown was fuel streaming out of no. 1

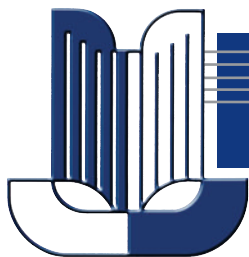
purchased new carburettor gaskets, needle valves and various 'o'rings and it turned out to be that the needle valve which was sticking. The day before we were due to leave, I wasn't completely happy with it's running, so I gave 'Stromberg Kevin' Makin (A.O Lancashire) a call and he dutifully came round and adjusted the jets and balanced them. Thanks Kev, you are a life saver!

It was great to meet up with the TSSC Team, putting names to faces and what a remarkable job you do organising the Le Mans event.

As a member, having the two marquees, bar, television for the World Cup Football and Grand Prix, seating area and the catering van made the camping experience more like a village atmosphere.

You all did a wonderful job.

Thanks



# Readers Write

e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

## Royal Connection?

Hi Bern,

Thought you might be interested in the attached photo. As you can see, my car EBY 876J is one digit away from Prince Charles Aston - EBY 776J

According to my Heritage certificate, my GT6 MKII was sent to Healy's Ltd, London in 1970 to be sold and I purchased it from Tonbridge Wells, Kent back back in 1990.

Hope you find this information of interest

**Maria Bullen**  
88/21647



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## Laon Historique Trip Part 2

Previously we had travelled from the Midlands, across the channel and was now residing in Lumbres after our first days travel on our yearly adventure, this time to the Classic Laon Historique.

**Day 2**, this was yet again another travel day. I find that short journeys stopping to see the delights of the local

**" The battle was successful but a high loss of life on both sides was the cost."**

regions are better than a fast slog on the motorway to get to a final destination. The aim of



the day was to eventually get to Soissons (just south of Laon).

We chose to stay here as opposed to



Laon due to the large number in our group and trying to find accommodation during the event. On route we chose to take in Vimy Ridge. Vimy is a famous Canadian WW1 battle that involved for the first time the four Canadian Divisions all together. The battle to take the high ground was aided with tunnels being dug underneath the enemy. The battle was successful but a high loss of life on





both sides was the cost. The ridge is split in to two areas, one being the memorial and the second being a trench and tunnel system that is free to investigate with the Canadian tour guides.

Leaving Vimy we called off for a late lunch at MacDonald's. The journey then continued

through the French countryside, stopping to regroup and chat before arriving at our home for the next 2 days the Ibis in Soissons.

The Ibis is a budget hotel but very clean. There is car parking around the rear of the hotel out of sight which is always a concern when booking any accommodation. A quick change and shower then out for dinner at the next door hotel as this Ibis is not geared up for large groups for evening meals.

The food at the Campanile hotel was good and everyone retired to their rooms late in the evening ready for an early start to get to the check in at Laon for the main event.



Total distance for the day 231 miles. Problems, none that anyone admitted to. Next time the event itself.

*Paul*



# TRIUMPH SPORTS SIX CLUB *CLASSIFIED*



## Spitfire



**1500 COMPLETE PROJECT CAR**, stood up in dry barn for 20 years, usual body TLC required overdrive, works hardtop, abandoned retirement project due to ill health, photos available £2500 ish Terry Symonds (Dereham Norfolk) 07931 679442



**1973 MKIV 1300** Very good condition. Recent TSSC valuation by Mike Crewes £5500.00 very low mileage. Huge file of history. Tax expect. Mot July 2019 for peace of mind. £4,850 Andrew Adams (Cornwall) 07788 732703.



**SPITFIRE MKIII IN RED**. Completed restoration, respray, very solid car, much money spent. Drives really well. Will put MOT on for sale. £6,000. J. Rowley (Gloucester) 07802 171227.

## TR6

**TR6 1969**. Excellent body condition, serviced recently, runs beautifully. Overdrive option. Purchased 18 years ago, had little use. Garaged. Original number plate. Full history. Serious buyers only. £20,000 Andrew Morton (Etchingham, East Sussex) 01580819209

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## Herald



**1200 SALOON PROJECT**. Restoration started. 98% Rust free. Glass removed. Body work preparation for respray started. Car is complete. Unable to complete due to illness. £1,100 ONO. Laurence Horwood (Devon) 01805 603408



**13/60 CONVERTIBLE**. White with blue stripe. Runs well, in need of tidying / rolling restoration. Car in Gloucester. £1,800 ONO. J. Rowley (Gloucester) 07802 171227.



**1971 SALOON** Reliable. MOT July 2019. 94,015 miles. Interior in great condition, engine runs really nicely, paintwork however is not pretty. This is essentially a solid car which could be made into a truly lovely one. £2,100. Maggie Love (Near Bruton, Somerset) 07894 471661.

## CARS WANTED

**WANTED**. Looking for a Vitesse or poss 13/60 convertible, long M.O.T. and solid car more important than cosmetics, cash ready for a sensible priced car. Alan Lucking (Northampton.) 01604 719435

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[www.tssc.org.uk](http://www.tssc.org.uk)

## Vitesse



**Mk1 2.0 Ltr. 1967 (Red)** Has been restored in lovely condition (No Rust). MOT May 2019. More pics available. £6,800 ONO. Leo Coelho (West Midlands) 07951 432302.

**VITESSE MKII SALOON 1967**. New MoT. Red. Excellent condition. Corbeau seats. Alloys. Electric fuel pump. Alarm. A1 Condition. Ex Dave Rumens car. £7,500 ONO. M. Mitchell (Northants) 07980 268674.

## GT6



**Mk2+ 1970** High spec restoration project to complete inc all components for road or track use. All major work professionally done. Long spec list available. £10,000 Andy Atkins (Guildford, Surrey) 07980 496609.

## BOND

**1966 BOND EQUIPE GT4S** for Restoration. Repsprayed Red. Original Les Leston seats, black interior trim, no headlining. Herald engine, twin carbs. Excellent project. £1,250 Mike Carter (Lincolnshire) 01790 763097.

**BOND EQUIPE MK2 CONVERTIBLE**. Red. Fabric hood, Mk2 Spitfire seats, good carpets and interior, wood rim steering wheel, Servobrakes, oil cooler. Good roadworthy condition. £2,500. Mike Carter (Lincolnshire) 01790 763097

# PARTS 4 SALE

**MIKE PAPWORTH.2018 GEARBOX'S STD ANDH/D-OVERDRIVES-A-D-JTOORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499.e-mail:mike.papworth1@btopenworld.com (Trade)**

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

**1200 PARTS CATALOGUE FULL SIZE** Reprinted full size Copies of Original. 5 only. First come first served. when they are gone they are gone, no reprint. £15 INC P&P. TSSC Club Shop (TSSC HQ) 01858 434424.

**HERALD UPATED POWDER COATED SPRINGS NEW** Old Stock Bargains. Reduced Price to Clear. Whilst stocks last. £35 PAIR. TSSC Club Shop (Leics) 01858 434424.

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

**VITESSE FRONT SEATS.** Pair of reconditioned black Vitesse 2L front seats for sale complete with runners. Reconditioned by Classic British Sportscar Trim in Plymouth in 2011. £325 ONO. John Palmer (Wokingham Berkshire) 07432 349562.

**GT6 MK2 PARTS.** Seats (pair) with subframes, 4x Rostyle wheeltrims, 2x overriders, 1x (boxed) Rotoflex coupling, luggage deck board, filler cap, few other bits. Collect only. £150 the lot. Peter Hall (London SW8) 07909 974524

**VITESSE RADIATOR.** Good condition radiator with boss for modern 22mm fan switch. Approx 3 years old with little use. Photo available £150 David Tidmarsh (Leamington Spa) 07967 470013.

**SPITFIRE MKIII HARDTOP.** For restoration. Black paint. Solid. Surface rust. Needs headlining. Barn stored 20 years. Glass good. Photos available. £80 Patrick Browning (South Gloucestershire) 07802 417645

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**WANTED SPITFIRE MK3** gearbox top cover (3-rail, 3-synchro) with fitting for reversing light switch. My car came fitted with parts from a Herald box! Josef Gluyas (Durham) 07761 716401.

**HERALD COURIER OR HERALD S DASH-BOARD.** Looking for a good/reasonable condition black fibre dashboard for herald courier Thomas Scates (Essex) 07947 610864.

**SPITFIRE MKIV SEATS.** In desperate need of seats for my spitfire mk4. Local upholsterer has quoted a silly amount of money to repair mine! Oliver Pattison-Appleton (Herefordshire) 07944 858180

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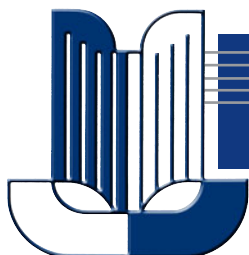


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## Triumph Sports Six Club

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

### HERALD 948/1200/1250

**Colin Lindsay**, 6 Old Mill Road Scarva Co. Armagh BT63 6NL  
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### HERALD 1360

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### SPITFIRE Mk IV/ 1500

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### VITESSE 1600/ Mk I/ II

**Dave Rumens**, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA  
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### GT6 MkI/ II/ III

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**Alyson Anderson**, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ  
e-mail: [youngmembers@tssc.org.uk](mailto:youngmembers@tssc.org.uk)

### TRIUMFEST UK

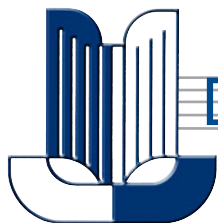
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Tel: 01527 894125 e-mail: [pro@tssc.org](mailto:pro@tssc.org)



September 2018

# AREA NEWS AREA

## AREA Directory • News • Events



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# AREA DIRECTORY

Triumph Sports Six Club

## SCOTTISH AREAS

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

## NORTHERN AREAS

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

## MIDLAND AREAS

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

AREA DIRECTORY CONTINUES OVERPAGE

## MIDLAND AREAS Contd.

<b>NORTH STAFFS</b>	<b>David Woodward:</b> 07939 603061 <i>George &amp; Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
<b>WEST MIDLANDS</b>	<b>Chris Allen:</b> 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.
<b>WORCESTER</b>	<b>Vicky Kitchen:</b> 07745 299457 <i>The Nightingale</i> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Tom Hartley:</b> 07795 436149 The Plough - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
<b>ESSEX</b>	<b>Allan &amp; Janet Jannaway:</b> 01375 672072 <i>"Passing Thyme" Cafe</i> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
<b>M25 EAST</b>	<b>John Hill:</b> 07938 526324 <i>The Wharf</i> - DARTFORD (Venue Swaps Monthly) The Good Intent - HORNCHURCH	4TH SUN. 12 NOON APRIL TO OCTOBER
<b>NORFOLK</b>	<b>Mike Carroll:</b> 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH NR4 6LA	2ND MON. 8PM.
<b>NORFOLK WEST</b>	<b>Toby Cowper:</b> 07966 386888 <i>The Sand Boy</i> - Gayton Rd - BAWSEY PE32 1EP	2ND MON. EVE.
<b>SUFFOLK</b>	<b>Colin Wake:</b> 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <i>The Hart &amp; Magpies</i> - BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Derek Hewett:</b> 07749 232024 <i>The Granville</i> - Faussett Hill, CANTERBURY CT4 7AL	1ST THURS. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
<b>NEWBURY</b>	<b>Lloyd Garvey:</b> 01635 255159 <i>The Cottage</i> - Bucklebury - READING. RG7 6QJ <i>Fox &amp; Hounds</i> - Donnington. - NEWBURY. RG14 3AP	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07900 657176 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST TUES. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <i>The Laughing Fish</i> - ISFIELD - TN22 5XB	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <i>George &amp; Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD THURS EVES.
<b>THAMES</b>	<b>Mickey Hazell:</b> 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

<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <b>The Plough</b> - GRATELEY. SP11 8JR	2ND THURS. 8PM
<b>AVON</b>	<b>David Stroud:</b> 07816 952524 <b>The Wishing Well</b> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
<b>CORNWALL</b>	<b>Carol Coventry:</b> 07979 464643 <b>Hawkins Arms</b> - ZELAH. TR4 9HU	2ND THURS. 8PM
<b>DEVON</b>	<b>Sue &amp; John Franklin:</b> 01548 821348 Nigel Kenneison: 07804 731599 <b>Claycutters Arms</b> - CHUDLEIGH KNIGHTON. TQ13 0EY <b>Ring A.O. Details</b>	3RD WED. EVES. 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <b>Crealock Arms</b> - BIDDEFORD. EX39 5HN	1ST THURS. 7.30PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <b>Red Lion</b> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
<b>GLOUCESTER</b>	<b>Jane Rowley:</b> 07802 171227 <b>Aviator Inn</b> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
<b>SOMERSET</b>	<b>Martin Hughes:</b> 07760 384236 <b>Puriton Inn</b> - Puriton - BRIDGWATER. TA7 8AF	2ND TUES 8.00PM
<b>SWINDON</b>	<b>Guy &amp; Suzie Singleton:</b> <b>CLOSED</b>	
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <b>Tyrrells Ford</b> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

## WELSH AREAS

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

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Doug Hogg:</b> 07707 288233 <b>Nortel Social &amp; Athletic Club</b> NEWTOWNABBEY BT37 0EB	1st WED. 8PM.
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# International Contacts

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<b>SOUTH AFRICA</b>	<b>Karl Illenberger</b>	<b>karl@kre.co.za</b>
<b>SWEDEN</b>	<b>Odd Hedberg</b>	<b>Odd@triumphclub.se</b>
<b>SWITZERLAND</b>	<b>Robin La Barre</b>	<b>Robin.Labarre@Bluewin.ch</b>
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	<b>0041 79 347 1221</b>





## ALO REPORT . . . ANDOVER AVON

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)  
Tel. 07976 163006

We would like to say a Big Thank you to Mickey and Julie Hazel for running and Choosing winners at the TriumFest Show N Shine at Shelsley Walsh, an absolute great turn out. Thank you to Vicki Kitchen, Jane Rowley and Sue and John Franklin for their marshalling skills. We think the event went very well and hoping next years will be even better.



It was great to see areas supporting the event as we all know it can not happen without your support and your members support. We know it isn't Stafford but those days with large membership have gone when we could afford to have an event have an event like that. We want to keep it going as long as we can, if you don't use it! you lose it. Maybe if you have any ideas of shows & venues we could tag onto in 2020 please contact Nigel hill and have you got skills that could bring interest to the show?

Don't forget to join us and the team either at Duxford show on Sunday 9th September and the lovely Lubenham scarecrow fest at head quarters. Di and myself are doing the bbq, Club HQ will be open for a natter and shop available. Hope to see you there.  
Get out and about, go on use your triumph, winter is creeping in fast..

*Nigel & Di.*

### New AO for SOMERSET

**We are Currently looking for an AO  
to cover SOMERSET**

**We can offer as Much help as  
needed, so please get in touch!**

email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)  
Tel. 07976 163006

### ANDOVER

Tel. 01672 514241

e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)  
e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

How unlucky can we be? We went out to the Plough at Grateley for our August meet - only to find it closed - the third time that's happened to us there. We managed to leave a note and went on to our backup, the Bell at Weyhill, arriving just in time to be able to order some fish and chips for dinner. We had managed to call Kevin and Ed to give them a heads-up and Southampton Bob and Robin both managed to follow the breadcrumbs to join us. Apologies to anyone else who got there but did not notice our message.

Having been a rather grey day the evening had brightened up a bit so our Bond 2+2, Ed's 'new' gold TR7, Bob's TR6 and Robin's Stag looked good in the car park, with Kevin's Australian Mk1 Spitfire there in spirit, when he showed us photos of it in undercoat. A lot more sanding now but getting closer to turning red again.

Given that we do not know what is happening at the Plough the next meeting will be at the Bell - the back up if that is closed being the Chalkhill Blue just off the A303 at Andover. We will try to return to The Plough if we can, it being relatively central to our Andover Area regulars, with a reasonable car park, menu and space - but if any of those change radically then we will be back on the hunt for a new long-term meeting pub. Any suggestions?

#### Next meeting:

**1st & 2nd September - Beaulieu Autojumble**  
(we'll be on Stand R051)

**Thursday 13th September - Regular meet at The Bell,**  
Weyhill, SP11 0PN

**29th & 30th September - Cotswold Airport Revival**  
Festival, GL7 6BQ

*Guy & Suzie*

### AVON

Tel. 01454 313768/07816 952524

email: [avon@tssc.org.uk](mailto:avon@tssc.org.uk)

Hello everybody. Well, last night's meeting has to be one of the best attended for a long time with 7 new members turning up, mostly local, but one Craig and his family came from Chippenham. Also Martin Hughes and his wife from Somerset took the time and trouble to visit us; it was a long way to come for a pint of squash, but still good to see them both. Let's hope that we see them all again soon.

There is only one event for September which is "The Northleach Steam Show" which is the 8th & 9th. All applications should be made on line.

Many of the Avon members have made the most of the events that have taken place during the month and there were good reports of the Powderham, Langport & Norton Fitzwarren Rallies.

Once again, a number of our members went to Le Mans and had an excellent time. But as seems to be the norm Adrian had a little problem and the ferry that he was on broke down mid channel, well, least said about that the better.

Talking about Adrian, it is he that is the subject of this month's profile.

Adrian has been collecting and driving Triumphs of various models for over twenty years, he currently owns, a TR4A converted to Pi, 3 Mk1 Pi's, a 2000 Mk1 converted to Pi, Mk2 2.5 Pi, Mk2 2000 & an estate that is ready to be restored, you could say he is spoilt for choice.



His latest project is the 2.5Pi shown in the picture. He purchased this car purely for spares, but found out that it was the earliest car of its type currently on the register so the decision was made to restore it.

There were many problems throughout the restoration which included the main ones being, lots of rust, engine block cracked, it caught fire, returned to the paint shop three times before it was correct and the final blow was that the DVLA would not recognise the car as being registered even though when it was taken for an MOT the car came up on the system and there was no problem. Still, the DVLA said it was not registered??. Hopefully this will get resolved soon. We will let you know, but you will probably hear the cheer from Adrian in Bristol. He also wishes to thank Steve for all his help in the restoration of this and other projects.

Let's hope this good weather holds out for the remaining season so that we can put a few more miles on the road.  
Safe Motoring

*Dave*

### IMPORTANT NOTE

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

## EAST BERKS . . . SOUTH BUCKS



### EAST BERKS

Tel. 01189 321390

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*Following is the East Berks June Area News Report which should have been in July's edition. As you can see Doug did supply, but I missed it, so Apologies to all East Berks Members. Bernard - Ed.*

I went to SEM and met up with my brother Paul, John, Mark & his lad Charlie and Mark S. Also bumped into Malcolm, the chap I meet in the petrol station car park last month when the GT6 broke down. The club shop was busy and I was pleased to see Bern's bought some new plastic chairs to replace the lethal autodestruct jobbies from the AGM. Once again Micky & Julie did a great job organising it all. A fantastic display of lovely machinery plus good weather and sunshine. Julie and I got valuation trained by Chris Gumbly. He let us loose on a one-of-a-kind immaculate coach built Vitesse estate. "What should it be insured for then?!!" "Ah, well, erm....."

But, Triumph is followed by disaster. (groan!) The following week my brother Paul had a heart attack, he was whisked off to hospital and came out a week later with a double bypass. He says he's too unwell to coming to the next area meeting, a poor excuse in my opinion. Plans for his Spitfire have been put back a bit. He thought we should get Fuzz and "Car SOS" on the case, till I pointed out how many of the owners expire shortly after the program.

Paul and I were supposed to go to his daughter's UK wedding reception for the people who didn't go to the first one in foreign parts. Paul obviously couldn't go and unfortunately neither could I, due to a nasty attack of Campylobacter Virus, food poisoning. On the upside I've lost 2 stone in 10 days. My doctor dubbed me up with the Environmental Health and I've had a letter wanting details of my eating habits for the last month.

East Berks are dropping like flies!

A good turnout of cars this month GT6s, Vitesse and Spitfires, plus a Sunbeam Tiger interloper.

Nice to have a run out in my GT6, so much cooler since I fitted the new gearbox tunnel. I've finally bitten the bullet and ordered new carpets. I hope to have them fitted before the July meeting. In the meantime I'm painting and sound/heat proofing my foot wells.

John has fitted Mk1 MGF seats to his Vitesse and is still deciding if he likes them. He's done some work this month on a Thames Area car, a very nice Mk3 Spitfire owned by Chris who popped in to see us and sample the shire horse food. That's the pub not an actual horse, obviously.

Malcolm, from the petrol station and SEM joined us for the first time with his pristine Carmine red GT6 Mk3. He's owned it since 1975 which beats me by 3 years. He's interested in my old tow bar which I removed a long time ago and is taking up space in my shed. I don't like 'em, too long a story to tell here.

Richard brought his 2.5 Spitfire. We had a demo of its power steering in the car park, effortless! I want one. Richard's just back from a French holiday. He bicycled up a mountain ¼ the height of Everest, each to his own, but I would have taken the Spitfire.

Once again Gary brought some very interesting documents, a reproduction of TSSC's first news letter asking for ideas for the magazine name. Also an ancient I Spy book of road signs, I liked the "heavy steam for half a mile" must have been a road next to a railway line.

Mark Smith and his lad Charlie arrived in the purple Gifire. Mark has the keys to his new house 'op North but still shows no sign of leaving EB. Charlie had great fun chasing our other Mark around the pub. Other Mark is still wrestling with the Heathkit constant speed kit, hard going without a manu-

### TSSC AREA NEWS

We have the Hurst horse show car show at the end of the month. Also the Twyford village fete car show, although a bunch of travellers have moved onto the show ground which may prove troublesome.

Doug

#### August Meet

Very quiet at the Shire Horse, odd for a summer evening. Seven of us tonight. The cars, two GT6's, one Spitfire, one Vitesse, one TR6, a Riley Elf and two Sunbeam Tigers. Although, the Tigers are still not talking to us.

Richard deeply distressed having bought a "genuine" choke cable off FleaBay which turns out to be nothing of the sort, a complete bodge. Much advise on FleaBay complaints procedures.

Richard brought a picture of his recently re-sprayed Atlas Van. There's a better picture on the forum, brown and cream like a GWR railway carriage. Very nice.

My brother Paul's first outing since his encounter with the surgeon's knife, graphic descriptions of the procedure. Richard turned quite queasy and Paul decided not to proceed with his slide show.

Steve had a man in to sort his recent GT6 break down, turned out to be the new coil, I've had the same thing, coils are becoming as unreliable as condensers.

Steve's repairman has a GT6 in a shed at the bottom of his garden and is looking for a buyer. Our beloved ex-leader, Mark, says he's not interested, but we don't believe that!

Mark brought his Riley Elf tonight, runs well, but needs a re-spray! The car, not Mark, obviously.

Mark does stuff on that Face thing and has spoken to Colin who has had his operation and is making a good recovery. He should be back by October if Paul's progress is anything to go by.

Other Mark still can't fathom Paul's cruise control kit, shame, it should work, but without a manual.....

Just to add confusion another Mark! He met us last year and decided tonight was the night to return. He has a very nice red TR6 and runs a farm, could be useful come the Brexit apocalypse.

Steve and I are going to the Twyford Village fete car show. Good beer from Bingham's brewery down the road. I wonder if I could get a son-in-law to drive the GT6 home?

Doug

### SOUTH BUCKS

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Hello all. Hope you are well. I've been to a few shows this past month and a bit maybe less than expected but I've still got some noteworthy experiences to share. This includes the area meeting at the Harte and Magpie pub.

Paul and Liz with Bonnie the dog came, as well as Simon with his TR6 fresh with his story's from Classic Le Mans and how it went including the story of how one of the ferries broke down so he had to go to another harbour which was another 100 miles away I believe! It sounded like a memorable experience.

After that I went on holiday. When we came back we went to the Croxley Green show in the Civic Type R (which we did 2000 miles with before then). Dan came in his Stag and many different cars came including many Stags. That leads us up to now, so here are the shows for **September**:

Sunday 9th is the **Amersham Heritage Day**  
its from 11am.

Sunday 9th is the **Harefield hospital fun run**. UB9 6JH  
Tuesday 11th is the **Harte and Magpie show** for



## SOUTH BUCKS . . . CAMBRIDGE CANTERBURY . . . CHESHIRE

**TSSC AREA NEWS**

### South Bucks Continues

American and pre 1980 British car show. HP7 0LU  
Sunday 16th is the Classics on the Green show.  
WD3 3HN

Wednesday 19th is the Club night in either the  
Harte & Magpie or the Squirrel.  
Sunday 30th is the Pinewood show. SL3 6NB

*Harry*

**CAMBRIDGE** Tel. 07795 436149  
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The glorious August weather did us proud and we held the entire meeting in the carpark under the warm balmy skies. We managed a dozen of us with seven and a half Triumphs, including Andrew and Terry, two new faces in a Spitfire each. Gez and his missus brought their saloon 1200 Herald, Mike his injection 13/60, Andy his red mk3 Spitfire to compliment Andrew's blue one, Ron in his immaculate 2000 saloon, Tim in his TR5 and me in my mk6 Spitfire (a white MX5). Roger won the award (if there was one) for effort as he valiantly cycled up the eight or nine miles from Sawston - such was his keenness to attend even without a functioning Vroom from his overly long garaged GT6. A Cambridge Area intervention may need to be planned for both his GT6 and John's Herald if we're to see them on the road again!

We chatted over the plans for the run out to Dunwich on Bank Holiday Sunday, August the 26th and the Agreed Value service that I'm authorised and trained up for by the club to provide. I will be doing some more at the September meeting. This was all the more poignant following the terrible news of a beautiful Bishops Stortford member's blue GT6 being stolen, only to turn up spotted by a passer-by in a field not far away, completely and utterly heartwrenchingly destroyed, burnt out by the b\*st\*rds who stole her. There is a queue to batter the culprits senseless should they ever be found so contact me if you'd like to get in line for your chance too. The reality is that the police have pretty much given up on his car though; sad times.

Mike sold on his Herald tonneau to me now that his MX5 seat headrests mean it doesn't fit any more. Meanwhile, Andy was showing off his attempt to get an MX5 seat in his Spitfire. They were still a work in progress but his back problems have been solved by these more modern and ergonomic seats so he's not going back. We all liked the new Andrew's Spitfire's bonnet mascot of a Spitfire in chrome, mounted at the top of the bonnet. He'd found it at a foundry in Willingham and once he'd seen it, he had to have it. Apparently they also do a Hurricane, Toby!

**Our next meet is the Plough in Fen Ditton on Monday the 3rd of September** from 8pm as usual. I'll be feeding back on my research on Oxford Area's Thomas Cope's idea we're copying to book a rolling road for an afternoon and put all our cars through with prizes for best (and worst) improvements and performances. Most of us will also be at **Duxford on September the 9th**.

See you at either or both of those!

*Tom*

#### IMPORTANT NOTE

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

**CANTERBURY** Tel. 07749 232024

Greetings all. A good turn out at tonight's meeting with a good selection of cars which attracted plenty of interest from other users of the pub in the very warm weather we are enjoying at the present.

We seem to be suffering this year with a variety of reliability issues, but happily most seem to have been resolved by now and the number of cars in use is increasing. As usual the Granville made us welcome and we were able to take advantage of a warm evening to enjoy the gardens.

A number of cars made it to the Folkestone Step Short Parade on July 22nd which commemorated the 100th anniversary of the end of WW1 and is a recreation of how the soldiers left from the Leas at Folkestone to board ships in the harbour. Because of the very steep hill known as The Road of Remembrance they were ordered to "step short". This was followed by 2 flypasts by the Battle of Britain Flight, and later in the day by The Red Arrows.

Attention new members of the TSSC. I know that there have been a number of people who have joined the club this year and live in the catchment area of the Canterbury group. We are a friendly lot so don't be shy, come along and join us one night on our regular meets at the **Granville pub, Faucet Hill, Lower Haldres, Canterbury on the first Thursday of the month** from 7.30.

You can be sure of a warm welcome and the availability of a wealth of knowledge about our cars if you need it, or we will take your advice if you have it to give.

Future events include **Biddenden Tractor Fest on Sunday 19th August**, a very good country fair, and the **Old Timers Rally on the Leas at Folkestone on Bank Holiday Sunday** (free entry but you need to prebook)

Regards

*Derek*

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I'm sure I've mentioned the car lift at Jowett World before, but Microsoft's (wonderful not) search engine has failed to find any reference to this item. The car lift appeared on the drive at said emporium a year or so ago, and more recently has disappeared. As we were walking back from Macclesfield the other day, the owner of Jowett World was on his drive and relayed the sorry tale. His Jupiter was being used to check the lift operation, and on about the third lifting operation, one of the lift pillars started to tilt and eventually deposited said Javelin on the floor with a poorly wing and petrol tank. The concrete that the lift pillar was attached to hadn't set properly. I have removed my request to Santa for a car lift on our drive.

On the morning of the Capesthorne bash, we'd clearly had a little rain overnight and it was still doing that fine drizzle that wets everything thoroughly as I left home with the hood up. To my surprise, Capesthorne was very well attended. As I walked around, passing a Bond Equipe GT (4 cylinder type) on the way, I came upon another Bond, this time a 6 cylinder one, owned by Simon who sold me a propshaft last year (which is now on Hark the Herald) so there was a long break for a conversation. And Roger appeared, but he'd come in a feather duster despite having a working Triumph in the garage. Then there was (another) Simon in his GT6, with information about bumper chroming (and removal of dents), Mr Burnham in a Cortina Estate I didn't know he had, and a further conversation with Bob who I met at Tatton about trying to get Vitesse bonnets to line up. And then there was Adrian (another Adrian) from Anglesey in a Corvette who I



## CORNWALL



## TSSC AREA NEWS

met at the petrol station. I'm exhausted!

eBay seem to have been messing around with some of their interfaces (I'm sure they would call it 'new, improved' if it was a food product) and now the condition of items in my watch list is given in German! A gearbox for which the vendor wants £750 is described as Als Ersatzteil / defekt.

The weather on meeting night was once again pleasantly warm. Adrian seemed to have made other arrangements, so four of us gathered at the C&P car park for our last run out of the year. We arranged to meet Dave of Snagfordshire at the Cat & Fiddle (sadly still shut, since December 2015) and he was there in his brightly coloured Stag when we arrived. After adding some warmer clothing (it's 1,689 feet above sea level there) we proceeded towards Buxton. Dave had said he was going to turn towards Leek at the junction of the A54 and A53, but he appeared to turn towards Buxton and then disappeared off the radar, perhaps to turn round, or perhaps to nurse the apparently poorly Stag. Or maybe it was to visit someone, but decoding Dave's phone messages can be difficult. As my phone didn't ring (I have hands free in the Vitesse!!) I assume all was well there. The remainder of the party continued to the Swan in Kettleshulme, during which Heap the Vitesse reminded me that he really does need a new clutch. 24k miles is not a long way for a clutch. There was also an interesting discussion about double declutching while were at the Swan.

The man from Crewe reported that TriumFest on Saturday was really rather good. He had made a weekend of it with his lady wife in that part of the world, and even went up the hill climb. This was meant to be a sedate parade, but a car in front had some issues, and once past this obstacle, those following felt obliged to do their best to catch up with the cars that hadn't been held up. But, no Autojumble to speak of – so it's still eBay or Stoneleigh for rusty bits (or when the MD of Cast Iron World has a chuck out).

For September, the list only has **Cholmondeley on the 2nd**. There must be other shows.

Our next meeting is on **Thursday 6th September at the Cock and Pheasant**. We're back to normal (whatever you perceive normal to be) so I'll be at the C&P for about 8:30.

*Henry*

## CORNWALL

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Hi All, Welcome to all new members, if you would like to be added to our Yahoo email group, then please just get in touch with me with your email address. I will then send on to Mike who looks after the emails on my behalf. A good meeting had in July great to see lovely cars in the car park and one that was a real treat - a GT4 1972 built by John Bonnett of Devon but now a Cornish members car, Steve from St Austell, a very smart looking one, the car! I found a good read about this car on: [www.press-reader.com>australia](http://www.press-reader.com>australia).



Onto events that some members have been up to, the first being a clash for me, Powderham or Padstow well for me it was Powderham. A very HOT HOT weekend, a great display on both days at the club stand around 40 on each day, thanks goes to Sue, John Nigel and Darren, Devon A/Os for all their organizing over the weekend. I must have walked several miles that weekend as the club stand is at one end of the show and the camp site another but then there was a beer tent halfway! With Cars, Steam, Music Food and even Footie on the Saturday for an England match that we did win, everyone that went really enjoyed the show, I certainly did.

A few members went to Padstow and here's the story:

The weekend of 7th July saw four of our Cornwall group, Sally-Ann, Anthony, Wendy and Brian, go to The Padstow Vintage Rally and County Fair. They took their Stags and caravans and set up camp in the field with the classic cars. It was an excellent show with lots going on.

Their favourite event was Ben Potter with his birds of prey. He had eagles and vultures flying low over the showground. His ability to control the birds was incredible.



Another unusual and exciting display was The Galloping Acrobatics, girls doing acrobatics on horseback! Although the weather was very hot, they managed to keep cool with the occasional jug of Pimms! With the live music in the beer tent and all the forries, cars and steam engines it was a really entertaining show. Thanks Sally-Ann for your news on Padstow such a shame it clashed with Powderham.

Another fabulous event was Wadebridge Wheels on Sunday 15th July and again a HOT one, must have been nearly a 1000 cars and bikes on show, it was lovely to meet old and new friends out enjoying the world of Triumph Motoring. I must say that this show is diffidently one not to miss next year. A great day out.

The only update I had on Boconnoc which was on 27th to 29th July was A WASHOUT such a shame to all those that attended and to the organizers too.

Myself and a few Cornwall members attended the TSSC TriumFest which did clash with Boconnoc but as it was closer to us, as in other international years, I thought I would go and Claire as kindly put a few words together for me and it goes like this:

Our Weekend Away at ....

Shelsley Walsh - Classic Nostalgia Event

The last weekend in July is set aside for this event, which has now been running since 2010. However Shelsley Walsh has been operating since 1905 and is apparently the oldest Motorsport venue in the world still using it's original course, which is a 1000 yard hill climb with a 1 in 6 gradient. It is set in wonderful countryside in Worcestershire, rolling hills, forests, quaint cottages, Tudor style and red brick houses. It was a straight forward run for us A30, M5 and not too far off from that, unfortunately due to sheer volume of traffic it took us seven hours, we were also towing trailer tent with our 2000.

Our son's Tom and Ross were also making the journey in there rally replica Sprint and Carol too in her Spitfire.



A small Cornwall contingent but very keen, Malc and I particularly making the effort as we thought Tom and Ross would enjoy this event and Carol . . . . well she does not miss much!

Her Spitfire got her there but still not totally smooth running, an electrical problem causing wipers and or indicators not to work . . . . always something!

We arrived at our camping field virtually altogether and set up straight away, in a simple farmer's field, but a great location and just thankful to know at last that TSSC had booked showers for us and ok they were a little trek, but very good!

Camp set up, a cuppa and scones to celebrate! Oh now just the awning to do . . . . a first time for us so took a little while but Carol was on hand to point out a few things, she has put up many a different tent and awnings by now!

So it had been a long day and in the end the on site fish

### Cornwall Continues

chip van was too tempting and went down a treat followed by a walk over to the Barns, Courtyard and Paddock area, all delightfully set out and with a little bar.

Heading back in the dark, the sheep were out in full swing, bleating away and the Scottish contingency were in full swing, could take a while to drift off!

Saturday morning though, just great to be woken by throaty roars of cars and bikes. This years event had a theme of F1 through the Ages.

It was a bit cloudy but dry to start, Carol and the boys were soon over to the event, sadly Malc and I had to top up provisions first.

We were all impressed with the event, the atmosphere in the paddock is buzzing, the array of vehicles is superb, very old school. It was great to be able to wander among all the competing cars and chat with the owners/drivers. The hill climb itself is well set out and you get a good view at certain points of the track of a good part of it. Saturday afternoon saw mizzle come in and a few slides and crashes, thankfully nothing serious. All adds to the excitement though! Visiting cars got the chance to parade the course at the end of the day, so the boys queued patiently and that was good to see.

Malc batted down as we had heard, winds and rain were meant to be coming. Saturday tea was our own BBQ, Ross was DJ for a while, and we all reminisced thinking up requests then headed over to the Courtyard Bar. We were disappointed however because although a great set up, the music was ticked and we hadn't been told! Thankfully it wasn't raining but not quite so good when you have to stay outside! Something we now know for another time.

Saturday night was a rough one and the heavy rain came, but at least we know our trailer tent is sound! Wet gear out and drive on, it wasn't a good start to Sunday but again the roars came, so action hadn't been put off.

Tom and Ross entered the Sprint into a Concours competition, the winner getting a chance to do the Hill Climb and the winner is . . . . . sadly not the Sprint! I was gutted for them that would have really made their weekend.

Sunday seemed the busier day despite the weather, there were different cars to see which was pleasing. Tom was impressed by the Subarus and Evo with their anti lag and big bangs. There was a massive variety of cars over the weekend and the All Day Commentary was brilliant and very informative, very old school, "well done old chap!"

A great event, we will definitely all go again, hope to see you there! Very enjoyable read Claire, once again I enjoyed the weekend immensely, and would like to take this opportunity to thank all those that made this weekend a great one.

An event that is coming up soon is going to be a first for Cornwall, **The new Watergate Bay Speed Hillclimb**, Cornwall's only Motorsport event on a closed public road, will take place on the weekend of **15th/16th September 2018** after receiving approval from the Motor Sports Association (MSA) Competitors will tackle the course one at a time to try to record the fastest time along a section of the B3276, the picturesque coast road linking Padstow and Newquay.



The stretch of road will be temporarily closed to normal road traffic for the duration of the event. The start of the course will be on the road at Watergate Bay, one of Cornwall's most popular tourist destinations. On each day of the event, a maximum of 90 cars will be allowed to participate. Competitors will race in the direction of Newquay, with the breathtakingly beautiful North Cornwall coastline to their right, and cross the finish line 720 metres further up the hill. The landmark event, which is being jointly organised by Truro and District Motor Club, Newquay Auto Club and Plymouth Motor Club, has been made possible by the passing of a new law that allows local motor clubs to apply for permission to temporarily close public roads and suspend the Road Traffic Act in order to host Motorsport events. It's the first closed-road hillclimb to receive approval from the MSA, which governs four-wheeled Motorsport in the United Kingdom, and the third closed-road event in all. All profits from the inaugural running of the event will be donated to the Cornwall Air Ambulance and the Cornwall Food Foundation, which includes Jamie Oliver's apprentice training scheme at Watergate Bay's Fifteen restaurant. For more information please see The Truro and District Motor Club website.

Well that's all the news I can do, think I've done too many words! Will see some of you soon but please note in September I may not be in attendance at club night. I shall ask another member to stand in for me if needed. Going to be Nana CC again! This time it's my daughter Sarah who some of you will know, she was only two years old when I first ventured into the Triumph World some 24 years ago! Must dig out the old photos.

Happy and Safe Motoring Everyone

*Carol*

#### Upcoming Events:

**September**

**Fri 7th to Sun 9th Lanlivery**

**Fri 7th to Sun 9th Swanage**

**Sun 9th American & Classic Car Show at Trencreek Holiday Park Looe**

**Thursday 13th Club Night at The Hawkins Arms Zelah Sat 15th to Sun 16th**

**The New Watergate Bay Speed Hillclimb**

**Fri 14th to Sun 16th St Mawgan Steam Rally**

**October**

**Thursday 11th Club Night at The Hawkins Arms Zelah**

**Sunday 21st or 28th Car Run and Lunch TBC**

### COVENTRY

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Hi Folks, July started off with the Hollowell Steam & Heavy Horse Show on Sunday 8th July, as most days this month it was red hot thank goodness for the event tent to shelter in, the show was as good as ever with lots going on and lots to look at, there were 7 in our group in 4 cars and an enjoyable day was had by all.

Both Heart of England meets attracted approximately 35 vehicles and on the 2nd meet on the 24th 8 scooters turned up which was a welcome surprise.

Rainsbrook Valley Model Railway Picnic Day on Saturday 14th was a success with 13 vehicles turning up, 7 from our group and 6 from the ASOC, there were 5 Triumphs and 5 Siddeleys on display plus a Mazda Eunos and an Austin 7 Pearl. The rides had increased to £1.50 but this is still excellent value. Once again a great day out.

On Thursday 19th we took the "Smiffy Spitty" to the Hinckley show which is held in the Market Place, about 60 vehicles on show and a good chance to have a great value for money meal and drink at Wetherspoons and we saw quite a few people we knew with their cars.

Sunday 22nd was our Dapos Day Run (Drive and Picnic on Sunday) we were joined by Michael & Ann Hancock all the

## CUMBRIA . . . DERWENT VALLEY



### TSSC AREA NEWS

## CUMBRIA

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way from Bakewell in Derbyshire in their very nice Vitesse, good to have you join us. The run which ended at Pitsford

Reservoir Northants was enjoyed by all and the strawberries and water melon we supplied went down very well with the ice cream from the van that was there. There were 8 of us in total in 4 classic cars another great day out in great cars and great company and of course the sun was shining all day.

Not a bad turnout for our monthly meeting at the Bull & Butcher

on Tuesday the 7th August there were 11 classic cars on show, 7 of them Triumphs, 10 of us enjoyed a meal in the restaurant before adjourning to the gardens by the cars to have our meeting where we were joined by 12 more. We would like to thank Ann the landlady for enabling us to display our cherished classics in the paddocks. The weather was once again lovely and sunny and the meeting followed the usual jovial disorganised format.

**Shackerstone Family Festival** on Sunday 2nd September, we will meet in the rear car park of the Red Gate on the A5 at 8.00am

**Cotswold Airport Revival Festival** we are now full on the stand for **Sunday 30th September** but still a couple of places left on Saturday 29th. £5 per vehicle if you want to join us let us know ASAP. Camping is free for exhibitors but only basic facilities.

Well that's all for now folks, don't forget if you want to join us on any of the events please let us know by email.  
Regards

*Phil & Lyn*

#### Forthcoming events :-

**Sunday 26th August HoE Autojumble at Bulkington** from 11.00am Just turn up.

**Tuesday 28th August HoE meet Bulkington from 6.30pm**

**Saturday / Sunday 1st/2nd September Shackerstone Family Festival** we are only going on the Sunday. Meet in rear car park of the Red Gate on A5 at 8.00am.

**Tuesday 4th September** our monthly meet at the Bull & Butcher, Corley Moor, 7.30pm. If you want to join us for a meal pre meeting be there for 6.30pm

**Sunday 8th September Corbrough Revival Day** Details to follow.

**Sunday 9th September HoE meet at Bulkington** from 11.00am

**Sunday 16th September Dalos Day Run** Details to follow.

**Sunday 23rd September Kettering Vintage Rally Cranford** [www.ketteringvintagerally.com](http://www.ketteringvintagerally.com) We have some forms on the way.

**W/E 29th/30th September Cotswold Airport Revival Festival.** Contact ourselves. Only a couple of Saturday places left.



It has been an eventful month for some of us with plenty of things happening. Unfortunately as Phil mentioned in last month's news Distington was not well attended by our club as most of us were on holiday or at Le Mans. For one of the members attending Distington, Simon Canham from Shap, it was his last show before his move to Wales.

This year's Le Mans was one of the best we have had, superb weather, hospitality and excellent racing. It was made even better with our Daughter, Partner and Grand Children coming as well.

Nigel E organised for us to attend a first time show at Gosforth on 22nd July. Whilst there were only two club stands present there were plenty of other cars most of us have never seen and while taking to some of them we came to the opinion that some of them only come out once or twice a year. They probably only covered a few miles in the year. One very nice Midge came on a trailer and drove around the show field and that was the mileage for that car for the year. Thanks to Christine for Providing the BBQ. Hopefully this show will become a regular event.

We had all seen the weather forecast for Ripon, Sunday 29th July, but lived in hope that it was not going to be as bad as they said it was. The Show was nearly a washout but it did not stop the Cumbria crew turning up after all it was only a bit of rain! All ten places were taken and I thank everyone for turning out on what was a challenging trip for all of us. George with his Vitesse, Phil & Sue Charlton – Stag, Mike and Esther – MG, Ray and Gill with their newly acquired MX5, Roger, Helen and Tony with the Spartan, Nigel Entwistle – Dolomite, Alick – Spit6, Anne and I – Red Spartan. The dealers that did turn up were severely tested, many spending most of their time trying to hold down their shelters. There was however the dealers there to almost complete my extensive shopping list for our new Spartan with many bargains to be had as most were very grateful for a sale.

As most will have seen on our Facebook page, I can now officially do valuations on our cars. If you want your car valued you can contact me or come along to one of our shows or meetings. The cost is £15. The valuation lasts for two years and as some of you know it pays to have your cars properly valued or you only get market value if your car is stolen or involved in an accident.

**Forthcoming events: The Green Show, near Millom, Sunday 16th Sept.** If you intend coming please let me know and I can then plan enough space for everyone. For sale in our area: Triumph 2.5PI Saloon, £1900, in need of some welding repairs and Paint, but is very original car and with some work would make a lovely car for someone. Contact me if you are interested.

Safe motoring

*Roy*

## DERWENT VALLEY Tel. 07970 619149

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The Summer continues (except for the TriumFest weekend) and we are out enjoying our cars, good company and excellent camping weekends.

We try to support local village fetes and shows whenever we can and on the 14th July we attended the Horsley Woodhouse Carnival. We like this event because we parade up the Main



### Derwent Valley Continues

Street amongst the dances, bands, carnival floats, tractors and fire engines.

We were made very welcome and Roger's needs were fulfilled by the hotdog stall, a cake stall, the sandwich stall, another cake stall and the ice cream van. I think he might have brought a few nibbles along with him as well just in case he got hungry.

The highlight of the show was the 'Red Barrows' display team. Absolutely hilarious and a spectacular finale.

A large group of regulars from Derwent Valley attended the Sunshine Rally and had a fantastic time. It was a brand new venue and ideal for such an event which can only get better. Thanks to the Leicester and Rutland team for hosting a brilliant weekend.

The August meeting was our annual Fish and Chip run. 17 cars including 5 Spitfires took part on the 20 mile run to Matlock Bath for Fish and Chips. The route took us along winding lanes and the weather was just perfect. You could see for miles across the rolling Derbyshire landscape. Towards the end of the run we came to a grinding halt as Derbyshire Highways had decided to close the road. So we had to drive for a while longer adding 5 miles onto the run and adding to the fun. On reaching Matlock Bath we dived into a couple of chip shops, ate our fill and walked to the Fishpond for a drop of real ale.

We still have numerous events to attend in August and I know that it is impossible to fit them all in but here are a few dates in September for your diary:

**3rd September – Ghurkha Kitchen Classic Car Meet.**

**Glaisdale Drive, Nottingham. NG8 4GY from 6:30pm.**

**4th September – Derwent Valley's monthly meeting.**

**Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY].**

**19th September – TSSC Notts Area meeting. Sandy Pate Bar, Mansfield Town FC, Quarry Lane, Mansfield. 7pm onwards**

**25th September – Carpenters Arms Classic Car meet. Dale Abbey near Ilkeston. DE7 4PP. 5:30pm onwards food available from 6pm.**

**2nd October – Derwent Valley's monthly meeting. Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY]. ALL WELCOME.**

See you all soon

*Colin*

whilst also donating cucumbers to the ladies – nuff said! Rob and his friend are getting ready for their adventure in the Spitfire doing the Round Britain run in October and we wish them well. Marc had not yet had time to get the Herald back on the road, but there is plenty of time to next year's Powderham Marc!

A number of cars were at The Paignton Green show again in wonderful weather and at the end of July a large contingent crossed the border into Cornwall for the popular Boconnoc show with camping, steam and this year rain too.

Some of us took the opportunity to drive up to Worcestershire for the Club's national Show - TSSC TriumFest at Shelsley Walsh Hill Climb. To say it was spectacular is the understatement. The oldest hill climb in the country allied with TriumFest, with Formula 1 cars through the ages driving up the hill and on display. There were Rally cars too and bikes and a lots to see. The marshalls and competitors were only too delighted to talk about their cars and the history of the hill climb, and to those who remember the smell of Castrol R it was sheer heaven! It was good for us to have our national event within easy reach, but it was great to see I think 11 Triumphs having made the 400 plus mile journey from Scotland. Competing were 2 GT6's – one being Paul Robinson from Northern Ireland, and the other had come from Australia. There was also a race prepped TR7 which did well – no jokes about back ends breaking away with this one. There were some spectacular near misses and unfortunately a couple of hits, which looked expensive. The weather was not as unkind as it was further south, but it made the hill even more challenging at times. The viewing on the hill was excellent and it made for an exciting weekend. We are hoping that we can return there next year when we know some lessons will have been learned about the facilities available to us, and improvements made. TSSC had our own camping field but, due to the siting of the mains water, the shower block which was exclusive to us was not as close to hand as some would have liked. A lot of TSSC cars cavalcaded up the hill after Saturday's racing came to an end but of course due to MSA regulations this had to be a slow speed run. We'd like to thank the HQ team for enabling and organising the event, and look forward to next year's TriumFest.

Our Stag's gremlins came back to bite us on the return journey. Having had a great run down the M5 from Worcester, the first time we had to change gear was when we found we had no clutch – inconvenient during a jam at Bristol. Full marks to John who managed to drive it to a garage within a couple of miles of home in 4th and overdrive without once having to change again. Having replaced the slave cylinder recently, it is now the master, as it is obvious air is getting in somewhere.

The beginning of August saw Triumphs at Mt Edgcumbe show, Torbay Steam and at the West Somerset Railway where Somerset AO Martin had arranged a display area. The

weather continued to be incredibly hot for all the happy campers. Nigel reports - "a complete contrast to the previous weekend at Shelsley – wall to wall sunshine but with an intermittent breeze and funnily enough a lot of no shows across the display – due to the unusual weather. The picture shows what happens if you do not stay hydrated properly! Several steamers, wide range of military including a Sabre light tank which uses a 4.2 XJ6 engine and gets 4 mpg. A very nice pimento red 2000, original paint and only 27K miles (document-



### DEVON

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July's Club Night at the Claycutters was probably our best attended yet, with 13 assorted Triumphs in the car park, Dan's Landy and a few moderns. The weather stayed kind, and we spent a lot of the evening, apart from eating, chatting in the car park and looking at cars. For the first time we welcomed Nick & Ann to a meeting, though they had been at Powderham, and also Steve Powell, a long time member who usually has a car or two being done up. We heard about Mike's trip to the British Grand Prix, a pressie for a big birthday, but I have to say I may not mind getting there with such an experience! Nigel, apart from doing valuations, was doing his best to sell the Fifty Shades of Triumph calendar for 2019,

## DEVON NORTH

ed) which may well turn up to a Devon Club Night. There were around 20 cars in the TSSC area on the Saturday but less on Sunday. Lots of people attended the show but did not move far from the main arena, beer tent and ice cream sellers." We helped Russ celebrate his half century at a lovely party and on the Sunday travelled up to North Devon for Andy & Jules' Triumph BBQ at their home. With the timing still not right on the Herald we decided on the Japanese Triumph and had a lovely drive up. Huge thanks to Andy & Jules for their hospitality, and it was good to catch up with a number of the North Devon crew again and to meet new member Lee with a very smart 1500 Spitfire. We were particularly pleased to catch up with Patrick again and to see the progress Andy has made on the TR4. Target date Drive it Day for Darren and Powderham for us! The day finished with impromptu music and a sing along from Andy, Matt and Esme.



### COMING UP IN DEVON

Unbelievably this wonderful summer is drawing to a close, but we'd love to see you and your cars on **Sunday 9 September on our first run of the autumn season**. If you can come, we need to have numbers by the beginning of September (NOW!!!!) so we can book for enough (Devon) cream teas at the Lifton Farm Shop. Jon Chartres has arranged a multi pronged run, from the House of Marbles at Bovey Tracey and from the Old Bowling Green at Torrington. Details have been sent out by email but we need to leave the start points between 12 and 12.30 to get to Lifton Farm Shop for tea at 3pm.

**Our annual Treasure Hunt** (aka Observational Run and a bit of fun) will be on **Sunday 7th October**, organised by Bob and Marcia. Again numbers will be needed beforehand. We will have a run and lunch on **Sunday 4 November**, and yes, I have to say it now – our **Christmas Evening Meal on Saturday 1 December is again at the Dartmoor Lodge Hotel at Ashburton**. £23.50 for 3 courses and £20 for 2 courses. We must as usual have a £10 deposit per head by October Club night.

There is still time to get your car out for a run with the Club or to a Club Night this year! If you have not ventured along to meet us all, we are a very friendly group, welcoming all the family too. Our meetings are not overly technical, though of course there is always a lot of knowledge to be shared when required. Our cars are all getting that bit older now, and from our own experience, we have had more problems in 2018 than since we have had the cars!

### DEVON DIARY

**Thursday 6 September North Devon Meeting at the Crealock Arms, Littleham**

**Sunday 9 September West Devon Run to Lifton Farm Shop see above**

**Wednesday 19 September Club Night at the Claycutters Arms TQ13 0EY**

**Sunday 7 October Annual Treasure Hunt with lunch**

**Sunday 4 November Run and lunch**

**Saturday 1 December Christmas Evening Meal!**

*Sue & John*

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## TSSC AREA NEWS



as I entered the car park, there were a couple of Triumphs from those that arrived early, but opposite were a whole row of MG's. Turned out the local area of the MGOC just happened to pick our regular for their monthly run out, must have a word with the landlord about letting these guys use our venue and lowering the tone.....(joking aside there was a nice selection of cars and I had a good chat with their AO at the end of the evening).



After double checking I was actually at the right venue, I found Lee Williams & Malcolm Huxtable by their Spitfires and Simon Whennmouth with his Stag. Lee, new to classic car ownership is getting lots of use from his Spitfire and fully embracing the whole experience. Malcolm seems to have forgotten that his Spitfire is actually a convertible, as the hardtop has been firmly on all through one of the hottest summer for years.

It was good to see Sue & Dave Whitehead for their first visit for a while in their TR7 V8. Sue has had some major surgery recently, so was good to see her up and about and able to jump in and out of the TR. Mike & Irene travelled up from the south, but in their BMW Mini rather than the Spitfire, Geoff & Dawn Wheeler also joined us in their Stag.

Andy Luckhurst arrived, no major updates on his TR4 rebuild but it's inching forward bit by bit, a few deadlines and have come and gone but looks like Powderham next year is the latest, though I definitely think it should be Drive it Day. A rare but very welcome visit from Rob Shaddick, whilst Rob doesn't get to come to many meetings, he's been a great support to the local area with letting us use the Lynton & Lynmouth Cliff Railway as a venue for the last couple of years. One new face this month, Mick (sorry forgot surname) who has recently moved down Hertfordshire to Shebearn, but is waiting on a getting planning for a garage to house his TR & Herald.

The evening was warm and pleasant so it finished up chatting around the cars which gave Malcolm an opportunity to get his bonnet up (he doesn't need asking twice) and show us his neat installation of some Daylight Running Lights.

Shelsley Walsh

This was a great event despite the dire weather which was around pretty much all weekend. Some fantastic cars taking part, not much of a Triumph presence sadly, just a GT6 and TR7 that I saw. It was great to be able to walk around the paddock and soak up the smell and atmosphere as the drivers and cars waited to do their runs, some members even got to take their cars up the circuit at the end of the day, including North Devon member Lee Williams.

Just 2 North Devon attendees in myself and Lee, both of us choosing to camp on what was just about the only weekend all summer with any serious rain. This was my first camping experience, in a 2 man single skin tent with Specials Secretary Trevor Collett.....it was cold, wet, windy and very intimate, good job I know Trevor well. I have managed to avoid camping for all of my 52 years and with this baptism of fire, I shan't be rushing back to try it again anytime soon.

Even the weather and my not so great camping experience could not put a dampener on what was a great weekend, and I shall definitely be going back next year. A big thank you must go to the team at TSSC HQ for organising it.

Date: Thursday 2nd August

Venue: Crealock Arms, Littleham. EX39 5HN.

Upon arrival at the Crealock Arms I had to do a double take

### Devon North Continues

North Devon Area BBQ  
Andy Luckhurst, along with his wife Jules and kids Esme & Mat kindly hosted the first North Devon Area BBQ. The Luckhursts were wonder-



ful hosts and put in a lot of effort to make this a really great afternoon that was enjoyed by all. There was a great turn

out of North Devon regulars along with John & Sue Franklin and Mike & Irene Hadley from the South. A nice selection of cars, 2 Stags, 2 Spitfires and my Herald, in addition to the Triumphs was Patrick Squire's glorious Jaguar Engine, Aston Martin recreation of a 50's racing car. This is quite a machine, but unfortunately with a faulty Alternator as it wouldn't start shortly after Patrick's arrival, but after a few burgers & sausages and the use of Andy's battery charger we soon had it running again.

Andy kindly gave us a tour of his fantastic garage, we were all a bit jealous if truth be told, plus we got to look at his collection of Triumphs in their various stages of repair, which includes 2 Herald's and a Vitesse. It's the TR4 that is by far the closest to being finished though and we are all really keen to see on the road, but probably not as much as Andy is.

Andy, with the help of Esme and Mat entertained us with a quiz or three and an impromptu musical treat with ukulele's or was it banjo's, not sure! Either way it was a fabulous day and we were all grateful for the time and effort put in.

That's it for another month.

*Darren*

**Date of next meeting: Thursday 6th September 2018**

### ESSEX

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A little plug for our up and coming **40th exclusive Christmas party event**, as requested by members who attended the birthday party in April. Another way to raise money for the Essex and Herts air ambulance. Similar format to the party all welcome. **EMAIL US FOR FULL DETAILS**

July club day was another well attended day we had 6 triumphs 15 people and a camper van, great to see Russell, Michelle and girls coming out to see us. All the regulars as usual, another hot afternoon admiring Triumphs. We found some shade on the patio for coffee and cake. Russell's camper van looks really nice a lot of hard work went into that. I want one.

The trip to Hodderston set off early by me dropping Janet off to pick up a mini bus for Chatham dockyard, and event for the Essex wrens, which left me off to Hodderston on my own. The girls liked the Spitfire and heard us pull up to drop Janet off. I met up with the rest at 8 am at the halfway house. There was Mike and Marian, Steve and Janet, later on we met up with Mike, Sue and Joshua, and Dave. We bagged a good

## Welcome to

### ESSEX TRIUMPH SPORTS SIX CLUB

#### 40<sup>TH</sup> Birthday part 2

## The Exclusive Weekend

### Friday 16<sup>th</sup> November

**Eat out various options in the area**

Campanile 01268 530 810 ask for Tracy price per room

Double: £51.65 night B&B

Single £46.65 night B&B

Gather around the bar for a chat & catch up

### Saturday 17<sup>th</sup> November

**Drive out**

To local German market

Get all your Christmas presents

From the speciality stalls

Plus on the way back an antique and collectors centre if you wish

3 course set Christmas meal £16.95 (£5 deposit 1 month before to Allan)

Campanile 01268 530 810 ask for Tracy price per room

Double: £65.25 night B&B

Single £60.25 night B&B

### Sunday 18<sup>th</sup> November

**Drive out**

Though Essex countryside

Mystery visit? then on to

To the garden centre the club meet at

For lunch and good byes

**Any money made or donated will go to the  
Essex Air Ambulance**

place in the high street and straight across from the Costa. I had a call from work so I had to dash off to deal with travellers, leaving the car with Joshua to keep an eye on I headed out to sort that out. I was back in time for coffee, Hodderston is quite close to work so not too much of a problem. There was plenty of interest in the Triumphs, and a few others from the Hertfordshire classic car club. On the way home the Spitfire threw her fan belt, but not a problem with a quick rummage in the boot I found a heir and a spare. With everyone contributing water to fill up the rad I made it home safely. Thanks to Mike and Marian for following me home. Janet was already home we both had stories to tell.

We were off to Corringham car show on the 22nd. In the week we had a call from Ron and Petra our Dutch (ringers) who were coming over for 2 weeks holiday and they had booked into Corringham as they had seen in on our Facebook page. Did we know of anywhere local to stay, we said yes, us! No problem. They arrived Saturday afternoon in their baby blue Spitfire 4 right hand drive

Saturday night a nice meal out and a catch up. Sunday an earlyish start for the show. We took both cars, I went on with Ron and Petra. The spitfire and Janet went to the meeting place to wait for the others.

Now over to Mike titchen for his reflection on the day.

We met at around 9 o'clock in the small car park next to the ambulance station and then all set off around the corner to go into the field. On arrival we were greeted by Ron and Petra from Holland & others who were helping Alan put up the gazebo. Cars were arranged in a stand and then all flags and decorations were put up. The show opened at 10am to the public and over the day we managed to collect a fair bit more for the Essex & Herts Air Ambulance, which is our





## TSSC AREA NEWS

Charity for this year and also talked to a lot of different people from different walks of life. As the day went on people came over to tell us that we were in the running for winning something, a call went out for the TSSC Essex to come over and collect a trophy for Best Club Stand. Myself and Alan went up to receive the certificate and trophy. After the show a few people went over to Allen & Janet's for a barbecue, unfortunately me & Sue couldn't make it due to work commitments.



Thanks Mike for your report and all the other guys who made the award possible with all the hard work.

Ron and Petra stayed Sunday night at ours and then headed out Monday morning for the Cotswolds with the following weekend to TriumFest as their final destination.

Now a report from Mike Titchen Shelsley Walsh TriumFest Weekend

We set off on the Friday morning with the GT6 in tow behind our Campervan. We got to the usual M25 car park! Which took us 3 hours to go 50 miles. We had arranged to meet up with Ron and Petra from Holland as we were supplying a tent, airbeds and bedding for the weekend. We also had a good supply of beer and alcohol and a little bit of food. Five and half hours later we arrived at the camping field, sun shining very hot, we were greeted by Petra who had selected a camping area for us. Tent and Campervan were put in place.

A nice hearty meal was made by Sue, stir-fry with chicken for all four of us and a few beers. We walked around and spoke to people who had arrived and had got set up.

Later that evening we all decided to hit the sack to wake up in the morning to enjoy the rest of the weekend. For some reason a heatwave had hit most of England and Europe but that night it decided to rain. This did not deter us from having a good time.

We set off on the Saturday morning, Ron in his powder blue Spitfire, me in my GT6 to the show display field. Sue & Petra followed after they had cleared up the breakfast things. It began to rain again but we all persevered to see the events of the Day of all the cars climbing the hills. There was plenty of side shops and also to



go round the pits and talk to the drivers that were competing. We met a guy from Ireland with a GT6 Mark 2 who was competing and also

one from Australia in the blue and white GT6 as well.

Saturday evening the TSSC club members went up the hill in their cars, this was a good sight to see. We then went back to the campsite for some food cooked on the barbecue, the sun came out just at the right time. Unfortunately after a little while the weather changed back to the rain, but this still did not deter us.

Sunday was the finish of the weekend, we started to take down the tent and the wind just blew and broke it. Lucky Ron & Petra didn't need it anymore. We decided not to move our cars, but just clear away and hook up the car to the Camper an ready to leave later.

There was still plenty of things going on, on the race track to watch and look around. After a few hours we all decided to say farewell and set off on our journeys home.

We decided to try to do a turn in the wet field and got stuck. Sue went to find some strapping men from the TSSC to help. Thank you to Bernie & Team for your help.

Yet another good weekend spent away with the GT6

Mike

The following week a few of us headed out to Coalhouse

Fort classic car show. It had rained all night but we decided to take the Toledo as she has a roof. It did rain a lot not a very big turn out last year there was 101 cars this year 30 all due to the weather. We met up with Mike and Marian, Steve and Janet. There is another show there in October, we will pop along. We left early and headed out for lunch to the garden centre where the Club meets.

10/11/12 August Bridgwater vehicle classic car show, We were asked to go down for the weekend when we were at the gathering and judge the show on Sunday. We are really looking forward to it. Flying the flag for Essex.

Birthdays next month Mike Smith on the 15th and Jack on the 28th (he will be 7) one of our younger members.

Up and coming,

**2nd September (Cape Manor,  
9th Club day also Duxford we will be at club)  
14th October club day - open for nominations  
for AO position**

**28th October Coalhouse Fort  
Southend fireworks Saturday nights throughout  
October and November to be arranged.**

Keep an eye on the face book page for any added events as they happen.

*Allan & Janet.*

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

Hi Folks, it's been a very hot and sunny month to get out and about, with no local car cooling issues ...wonderful

Martin arranged a guided tour of The Shuttleworth Collection and 25 members took advantage with around 12 cars in the run, we left Homebase in Luton at 10.45 and a quick stop en route to the garden centre for a quick coffee arrived Shuttleworth at 12, the tour finished by 3pm

The normal monday pub meet saw 36 members and 22 cars for our Best Area Car Award of the coveted Kingfisher Shield which has been awarded each year by the Publicans choice since 2006 ( that's when I was presented with it and..... got this job ...fiddle)

Antonio and his family picked out Geoff's smart Vitesse Mk1 convertible, well done Geoff, always helpful, often suggestive and has some wicked jokes, that I can't print in here, he keeps the shield for the year and keeps a wonderfully cheap plastic flute trophy. Wow!!! it's too small to hold the toilet brush.

It was good to see new attendee's locals Jerry & Lesley with their GT6 and Grahame who came all the way from Epping in his nice Spitfire, we hope to see you again soon.

The Dovecot, Tewin, our Ashridge picnic and Bucks steam railway will have passed. We roll to our major event.

**All Triumph day at IWM Duxford September 9th** gates open 10am close at 6pm adults £14 pay on the day no pre booking, this is not a flying day but lots of aircraft will be on the move, you get full site access to all the displays and exhibits and it takes all day to see everything!

There is no monthly run planned for September. Pub meets at the **Raven, Hexton continue on, always the Fourth Monday each month.**

We will be taking booking for our **Christmas Dinner** planned as **December 1st**. This may change a little and will be at **The Raven.**

Ray and I have been rebuilding Duncan's Mini gearbox, eventually sorting Stuart's Spitfire manifold leakage, and doing the pdwa valve, found some muppet had sheared the caliper bleed off a long time ago, Stuart's struggling to love his car, it's a cracker but the looks nice ends with every 30min job which defends into 5 hours of now what ...dont worry Stuart we will get you to love it ....soon  
See you all soon

*Pete*

and the Herts and Beds Team



## ISLE OF WIGHT WEST KENT . . . LANCASHIRE

**TSSC AREA NEWS**

### ISLE OF WIGHT Tel. 07842 249591

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Still topless! What wonderful weather we are still having, all the better for our runs out and generally driving around in the sunshine.... and then there was TSSC TriumFest at Shelsley Walsh (formerly our TSSC international weekend) a whole month's rain in one weekend! Lots of us were camping, lots of us got flooded and many tents got blown down, including the shelter belonging to Chris, Maria and Quackers - who loved it of course. It was still an enjoyable weekend watching all the cars sliding up the Hill Climb and the Club even got to take our cars on a parade lap. Thanks as usual go to all for organising this event.

Le Mans, how hot!!! Marcus and I went over to France on Wednesday and had a wonderful time in the Spitfire on the lovely empty roads, camping trackside was noisy, hot and dusty but very enjoyable. Elaine, Jason, Jo and Roxy took a Stag and Spitfire and a week off afterwards and also had an amazing time. We are all planning on going in 2 years time if anyone is interested, do let us know.

We had a lovely brunch run out to Fakenham Farm, breakfast with a fabulous view over the Solent and even plants to buy for the gardeners amongst us. Meanwhile we will have been to our annual barbecue at Sandown Airport on Saturday 18th August. Sunday 23rd is this month's brunch run so hopefully see you all there.

We have a new member called Graham who will be joining us in his Spitfire.  
Happy motoring!

*Elaine & Tracy*

### WEST KENT

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Didn't send in a report last month as the meetings were more quality than quantity, just me and Chris at the Castle. This month great. Had 7 at the Castle, with 5 cars and a new member who has a Herald he promises to bring this month.

Then we had 14 at the Woodman, with 4 apologies, with 7 cars. Both meetings were outside in the warm evening and



the governor was well pleased with our attendance, but I do hope we can keep this up.

Also at the Woodman, the first Saturday of the month breakfast meet. Full English and unlimited coffee

for £7 wonderful. Holidays hit that as well, but 9 attendees. Same for the first Sunday of the month lunch meet at the Woolpack. Glorious day, but numbers down to just 10ish. Ringmer steam fair was a disappointment. With just 8 steamers, and 5 rows of cars where there was room for 20, and hardly any public. So bunked off Sunday (weather bad). Been over to both East and West Sussex, very enjoyable nights with West having 9 cars. So I'll finish with a shot of that. Don't forget all the latest news and meeting dates are on

[www.tssc-westkent.org](http://www.tssc-westkent.org)

*Colin*

### LANCASHIRE

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Hi all. Well, it's been a couple of months since I wrote an area review for the Courier, and I'll get to the why's and wherefores later, so a bit of a catch-up.

8th-10th June - Dales run weekend (Dent) - Chris Dennis & myself represented Lanc's for the weekend, good weather except for a shower Saturday afternoon, the run out was longish and took in the brilliant scenery that you expect in the Dales. Unfortunately Dennis's Vitesse was playing up from the start and after trying a few fixes at the lunch break he decided to bail-out at Long Presto and come back to Dent in his Astra. But other than the incessant midges it was a good weekend.

24th June - Towneley park Burnley - I was away in Mexico when this was on but I didn't hear of any Lanc's member's going and join forces with our Club Triumph cousins (as I'd emailed you all to do).

26th June - club night, I was still away but Dennis informs me that only five turned out on what was a perfect evening!!!!

10th July - Canberra club. multi marquee night. I must admit I'd forgotten about this one till Dennis reminded me, so I sent out a very last minute email.....the car park was full to bursting with all makes of cars that meet there, and only me and Fred from the TSSC.

6th/7th/8th July - Le Mans Classic - Maria & Tony (GT6) and Andy Simpson & son (Spit) are the people who I know went. Andy is a regular at this event now but it was Maria & Tony's first time. They enjoyed it 'but it's a long haul' and they'd praised the effort put in by our TSSC officials. I hope to get there one year!!!!

15th July - Newby Hall show - this is the second year I've done this show. Around 1500 pre-74 cars all in one place and a really good autojumble and perfect weather, what more do you need, well some more Lanc's TSSC members and a bacon butty when you get there would have been nice!!!

27th - 29th July - Triumfest - Shelsley Walsh. This is YOUR clubs main annual event. Dennis, Nigel & Gill, and me made the effort!!!!. After eight weeks of dryness it decided to rain that weekend which to be honest curtailed Sunday for me and Dennis as we were camping.

31st July - club night. - Praise be twelve people turned up. Debbie and Leyland were showing off their latest acquisition, an automatic Stag in in bright inca Yellow (for which they P/Ex'd their GT6), first time for Chris and his son Fin in their very nice GT6. Mel in his Vitesse, Norman in the Herald me and Dennis in Vitesse. Mark, Paul and unusually late (because of traffic) Pete in his Jag. We discussed a possible change of venue due to the Canberra club wanting 2/3 of us to become members (at a cost) but the general consensus was that it's a good place to meet. But, and this is a ranting but. If 'you' the members are not turning out for events and meetings what's the point of keeping the area going. We might as well just do our own thing!!!!. So this is a plea for ideas of what you want and prepared to support, I've already been given a couple and when I get a list (of which I've no doubt will be short). I'll email it out for your feedback.

You can send your ideas to me at -

[kev.makin@hotmail.co.uk](mailto:kev.makin@hotmail.co.uk) or call me on 07980604021

*Kevin*

### IMPORTANT NOTE

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



Yes I am still here and can I start by apologising for not writing any area news for a very long time.

Most of the gang know that I haven't had the best year so far and as an AO I've been a bit lacking but I will try my best to buck up a bit and do better.

Last weekend was our Sunshine rally at Greetham in Rutland and it was a nice successful event with lots of nice feedback from some of our visitors from other areas as well as our own gang. It's great to meet up with old friends, some of whom we don't get to see for long periods of time. **There is a Full Report with Pics in this months Area Showtime.**

The planning for the **34th Sunshine Rally in 2019** has already begun.

We will make an official announcement in the new year but the date is already set **FRIDAY 2ND AUGUST TO SUNDAY 4TH AUGUST** with optional days before and after.

Thank you to everyone who came to stay with us and helped to make this happen from the L&R gang.

*Neil.*

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Hi all, and here we are in September already. Time does fly when you're having fun and boy have we had some fun so far this year, our best one yet I reckon. The last few shows have mainly been full on camping weekends. Whitstable was the first back in mid July. 4 lots of campers turned out and it was nice to see Anne who, unfortunately immediately took her exhaust off when entering the campsite, oops. A very nice man volunteered her services and soon had her car fixed and she was ready to go once more. Malcolm, once again, pulled out all the stops by arranging our mystery entertainment for Saturday. This year we had a nice run through the countryside ending up at The Hythe and Dymchurch Railway for a trip on the train, obviously with stops for ice cream and tea and cakes. That's 2 years running that you've excelled Malc, what will you have in store for us next year? To finish off the Saturday in style we were all invited round to Dickie Boys for an afternoon BBQ where we met up with some more of the gang. Well, the boy did us proud - lovely Barbie mate - same time next year? Most of the gang joined us on Sunday at the show which, probably due to the weather was absolutely packed. Myself and Malc had the foresight to pack our swimming trunks and took the opportunity to have a cooling dip in the sea, don't forget your trunks next year Brian. It was hard going on the stony beach though, it nearly crippled me. There is a video somewhere showing me in all my agony ha ha. The weekend was rounded off nicely with fish and chips that evening, sitting on the grass overlooking the sea.

The next weekend saw loads of us descend on Silverstone. I reckon it must have been our best turnout yet and with the other TSSC areas we virtually took over the campsite. We



would have had even more people but unfortunately Paul N booked the wrong campsite DOH!! Once again Silverstone was brilliant and yes once again it rained ha ha. The rain was only on the Friday night though, we were soaked to the skin but still enjoyed boogying in the puddles to Noasis and U2 2. UB40 on Saturday night were excellent and it was even dry and warm, hurrah!! It has become the norm for us, somehow, to get a lap around the Silverstone track. This year was no different as it was the 50th Anniversary of BL. I think everyone agreed that this year was the best. We were only just behind the pace car and there was no slowing down for the whole lap. Our poor old Herald had a good thrashing but survived intact. Thanks to Nigel, Tracey and the rest of the Northants crew for putting on a great weekend.

A new show we attended was the Leicestershire and Rutland Sunshine Rally. All I can say is "wow, what a brilliant weekend". An informal get together on Friday evening, a road run and a stop for cream tea on Saturday, BBQ and quiz on Saturday night, a coach trip and treasure hunt on Sunday and finished off with a car show back at camp on Sunday afternoon. Right, back to the quiz for a mo - It cost a pound each to enter and the total prize was £50. Well, we only blooming well won, oh yeah!! After a little discussion it was decided to donate our winnings back to the Leicestershire and Rutland Area for their chosen charities. We even had a shout out by Lisa Tarbuck on Radio 2 while we were having our BBQ. She name checked the M25 East Area, our 'Vintage Dandy Caravans' and that we were at a 'TarBQ' ha ha. Once again we had a decent bit of luck in the raffle, winning some bits and bobs, nice fluffy lamb Brian lol. Oh yeah, and to round off an already great weekend, yours truly picked up the people's choice trophy. All this took place in a truly beautiful part of the country. We'd like to say a big thank you to the Leicestershire and Rutland Area for organising the weekend, a lot of hard work went into it and it was appreciated! You will be seeing a lot more of the M25 East Area in future years. For those of you that didn't make it this year, don't miss it next year.

A couple of big shows were The Classic Le Mans and TriumFest and although not many of us went we were still represented by Dickie Boy, Paul and Carl at Le Mans and Dickie Boy and Anne at TriumFest. All reports were good and we'll have to try and get more of us at TriumFest next year.

That's about it regarding things we've been up to and now on to things to look forward to. Our clubstand at Sywell Pistons and Props has been confirmed and I'm going to see if we can borrow the big flags etc from HQ. I know it's a long way off but we've booked our Area Christmas Dinner. In case you don't know it's being held at the Ingrebourne Links Golf and Country Club on Sunday 9th December at 2pm. We're not sure of the cost yet but rest assured I'll be after money soon ha ha.

That's all folks for now, don't forget get those cars out this month as it'll be your last chance this year.

Cheers

*John.*

**September Events -**  
**Saturday 1st - Buntingford Classic**  
**Sunday 2nd - Capel Manor Show**  
**Sunday 9th - Kents Classic Car Show**  
**Sunday 16th - Essex Classic Vehicle Show**  
**Friday 21st - Monday 24th - Sywell Classic Pistons and Props**  
**Sunday 30th - Battlesbridge Grand Motorbilia Day**





## MANCHESTER . . . NEWBURY

### TSSC AREA NEWS

## MANCHESTER

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### NEW area meeting venue:

The Joshua Bradley

Stockport Rd, Gee Cross. SK14 5EZ

Hi Everybody, Firstly please note that as from **September (next meeting 4th Sept)**, we are changing our area meeting venue to **The Joshua Bradley, Stockport Road, Gee Cross, Stockport, SK14 5EZ** and will hold it there for the next few months. We change our meeting point every few month's so we can cater for members that come from all over Manchester, as our area covers a large area.

It finally looks like the long sunny spell we have had is coming to an end, I hope everybody has managed to get your cars out and about while it lasted.

At our July meeting we decided to go for a drive out to make most of the sunny weather and light evening, we had 11 Triumphs attend and had a nice run out, ending at a pub called the Swettenham Arms, this pub holds a general classic car meet every Tuesday evening during the summer, so there was plenty of classics to see when we turned up. I would highly recommend visiting the pub / car meet as it's a beautiful pub set in the countryside with a massive car park which caters for the classic cars. As everybody seemed to enjoy the run we will plan another one for our September meeting, so remember to turn up in your Triumphs if you can (moderns more than welcome).

Myself and Neil purchased a Spitfire 1500 for £25 each to be used as a donor car for both our Spitfires, seems such a shame splitting one up for parts, but unfortunately this one is economically beyond saving, but at least some of it will survive.

A couple of our members Stags Graham & Wayne have had a trip down to both the Spa and the Nurburgring race tracks, they had a blast around the infamous Nurburgring track and said it was scary!

Our stand at the Footman James classic car show at **Event City on 15th & 16th Sept** is provisionally now booked up with 15 cars, which is double what we had last year so should be a great weekend, there is a waiting list of anybody wants to go on it in case a cancellations.

And don't forget our **Manchester Area weekend themed "Hammered House of Horrors" is on 31st Aug to 2nd Sept**, so please get yourselves booked onto that as it promises to be a fun packed weekend. See advert in the Courier mag.

Please check the website news for updates on our forthcoming events on [www.tssc.org.uk/tssc/areanews.asp](http://www.tssc.org.uk/tssc/areanews.asp)

Also please look at our Facebook page [www.facebook.com/groups/tsscmanchesterarea](http://www.facebook.com/groups/tsscmanchesterarea)

Cheers

*Mark K*



## NEWBURY

Tel.TBC

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The meeting at the Fox & Hounds Theale on the 12th July was well attended with Mary, Dave, Lloyd, Debbie, Eric, Ian, Josie and Malc.

We finally arrived in our TR7 after a stop on the way to put the roof up, no rain at the pub though. Ian has sump trouble with his boat which is now out of the water and the engine proving difficult to remove. Eric has replaced the saggy springs on his Herald and still has all his fingers intact, now waiting new shocks. Eric's field has produced over 200 bales of hay this year, a very good yield. Lloyd and Debbie have not moved to Wales yet as they are waiting for surveys.

On the 14th July Malcolm and Josie took the TR7 to Firs Farm, Leckhampstead. This was a good attempt at a first show and they intend to make improvements for next year. The farm is the home of Browns classic car garage where they repair classics and also have some DIY resto's for sale. A barn find Alfa Romeo convertible took my eye. The hourly rate of £40 per hour for actual work seemed reasonable to me. They also do storage in humidity controlled conditions. There was a BBQ to use but bring your own meat, a little shop for ice creams and tea's and films in the barn of the GT40 and the Italian job.

Tony's TR3A looked resplendent in Red after a full resto, Tina in her V8 TR7. See photo. There is also a retro shop on site with some interesting items for sale.

The Atwell Wilson museum show was on the 15 July and is usually well attended but I am not sure if any Newbury TSSC went along.

We enjoyed a lunchtime meet at the Bell, Aldworth on the 22nd July along with Eric and June in their lovely Herald convertible. The club met at the Star, Kingsclere on 25th July with Andy making a late appearance.

Roy had the TR3A, Ian TR7, Dave and Mary Vitesse, Lloyd and Debbie Spitfire, Ian MG, Malcolm and Josie TR7. Ian's boat is progressing, he said 'it is a bit like throwing £50 notes into the ocean.'

August will see us at The West Berkshire Brewery, Yattendon on the 8th and The Downgate Hungerford on the 22nd. Our big local show at Newbury college for Bloodwise is on the 12th and Chapel Rowe Fayre on the 25th. Now over to Dave for his report on TSSC TRIUMFEST UK at Shelsley Walsh

On the Friday before TriumFest Ian, Nigel and Dave met up at Liddington. Ian in TR7 Nigel in TR7 and Dave in Vitesse. Andy in his Bond was making his way to the event later. All three then set off to the TriumFest on the A419 north. Apart from a short delay on the M5 just past junction 8 we had less traffic and hence an easier journey up than having to use the A34 in previous years.

We arrived around 1.30 pm and started setting up our tents in the hot weather. As the camp site was filling up quickly we left room for Andy so when he arrived at 2.30 pm there weren't any problem with space. Having sent up the tents

it was the area's long term tradition to open the cans. After all it had been a long hot drive up.

lan brought a gazebo and Dave had the Newbury/TSSC flag with a prototype base. Once set up we all climbed into Dave's Vitesse and drove up to the main site to have a look



## NORFOLK . . . NORTH EAST



### TSSC AREA NEWS

around. Following that it was hunt out the Fish and Chip Van for the evening meal. Unlike a couple of years ago at Santa Pod where the Codfather van had no fish, there was no Codfather but there was fish. After another look around the site it was time for sleep.

Early in the morning there was heavy rain but by 6 am it had stopped. However, by now the wind had started to get up. As the rain had stopped it was time to get up have breakfast and a shower. Then off to the show where there was a lot going on at the hill climb from pre-war rally cars right through the 2000's cars. With sound and smells of classic motor sport. There were even F1 cars going up the hill and a lot of interesting machinery to see in the paddocks.

By the afternoon the wind had developed into very high gusts and as we came back to the camp site in the distance we could see that Ian's gazebo was dancing around and lifting. Unfortunately, we couldn't get to it quick enough and it rolled over and was damaged. At this stage, it was thought prudent to reduce the height of the flag pole. By this time it had started to rain and it was heavy, very heavy. So, no traditional area BBQ this year. Andy kindly cooked up the food on his cooker in his tent for the others. After we sat in our tents eating. By this time it was obvious the rain wasn't going to stop and more heavy rain was forecast for the next day.

During a short lull in the rain Ian suggested we pack up ASAP and make our way home. After a short pow wow we all agreed it was a good idea and a rapid pack up took place. Just as we were dropping the tents down, the heavy rain returned. We set off at around 9.30 pm and apart from a closed road, a reroute through Worcester and a short delay on the M5 we had a quiet run back. Even though it was wet we all had an enjoyable time. Thanks, goes to the organising team for all their hard work.

**September meets Wednesday evenings of 12th and 26th at 07.30.** Look on TSSC Newbury facebook for details.

Lunchtime meets at the **Bell, Aldworth 3rd Sunday and the Cottage Inn, Bucklebury the last Saturday starting at 12.00 pm** but it is worth checking before setting out.

Regards

*Malcolm*

**NORFOLK**

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Hi one and all, what can we say about this fantastic summer that we are having in Norfolk. We've had hardly a drop of rain in the county since May started apart from the downpour that was dumped in the Kings Lynn area during the recent localised storms. It's been so hot at times that I've actually put the roof up for some protection from the sun for my dog Harry who loves riding shotgun in the convertibles but does suffer a bit in the heat. Hopefully you have all been 'Doing More' with your Triumph and using them whenever you can in this lovely weather.

A massive thanks to everybody who turned up for the annual Fish 'n Chip run to Cromer, it was another huge turnout with 19 cars lining up on the cliff top car park to see the sunset over the sea after we had all enjoyed our fish and chip supper. Not a bad turnout for a Club that disappeared off the map a few years ago. A big thank you to the Norfolk Stag Club and Cambridge TSSC area members who also attended. Hopefully our Broads Run will be equally well attended even though a few stalwarts are already booked on other events. Debs, Paul & Christina, Dominic and family you will be sorely missed but I hope you have a great time on your respective alternative events and holidays.

So what have our members been up to this month you may ask well I am sure that lots have been busy but you might like to read a short snippet from Paul & Christina Girling's blog two of our own Norfolk Members :-

"The Annual Norfolk TSSC Fish and Chip Run to Cromer took place on Friday 13th July. The first meeting point was Easton layby, with a second collection point in Dereham. The recent hot spell seems to have encouraged more classic car owners out onto the roads and after a pleasant drive down

to the cliffs it was great to see a total of 19 cars on show. The sun remained warm as we ate our fish and chips down by the seafront and spent a pleasant couple of hours chatting and catching up with other Norfolk members.

Shelsley Walsh and Sunshine Rally

Norfolk members Paul and Christina travelled to Shelsley Walsh with their caravan to join other national groups for the TriumFest weekend. Unfortunately, the heatwave broke on the Saturday which made for a very wet weekend, so wet in fact that when Mike joined them on Saturday he decided to sleep in the car rather than have to deal with a wet tent – not easy when you're 6'4" and the car is a mini! Despite the weather the Hill Climbs were exciting to watch, and a good show of Triumphs and other classics in the car park, as well as the racing cars in the Paddock, gave visitors plenty to do. Leicester and Rutland Sunshine Rally

By the next weekend, the warm weather had returned, and Christina and Paul rolled along to the Sunshine Rally at Rutland, this time as part of a group of 5 Norfolk members as Colin Cole arrived on Friday evening and Mike and Sue joined them on Saturday morning. Everyone had a great time on the run with some interesting stop-overs. Saturday evening's BBQ was excellent and there was a great show of Triumphs lined up on Sunday morning. Massive thanks to all those who organised the event – it was fantastic!

I would like to thank all the hard working staff at HQ for putting on a couple of fantastic events in Le Mans and at Shelsley Walsh. Le Mans was fantastic as usual and the weather was superb. Shelsley Walsh is a stunning location it's just a pity that the great summer of 2018 decided to take a break over the weekend and remind us of just how changeable British Summers can be.

Don't forget to read the Norfolk TSSC notes that I send out on a regular basis and checkout the main TSSC site for Norfolk TSSC news and events. If you are a face book member our Facebook page is a great place to keep in touch with what's going on in Norfolk. Any news regarding your own Triumphs and tribulations would be greatly received especially if you are happy for your experiences to be shared with other members.

Regards.

*Mike.*

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Apologies for the lack of news in last months magazine, as you may well know I was in France with Deryck and Kevan, what a great time we had cruising around the French country roads with the roof off, apart from the one day it decided to absolutely lash it down, but one day out of 10 we can live with especially when the other 9 days the temperature was creeping up towards 30c. far too hot for camping as we got no respite from the heat, we couldn't even keep the beer cool, anyway 1200 miles completed and not an issue with either of the cars, Kevan gave the RAC a rest for once.

While we we away Emma and Andy took over the Reigns for the Bywell show, they had 9 cars on the club stand so not such a bad turnout as quite a lot were away that weekend.

Sunday the 22nd saw 9 cars travel down North Yorkshire, stopping off for coffee near Helmsley then on to Rosedale Abbey for ice cream, an interesting run over the moors and then down Chimney Bank which is fairly steep only a 1/3, its a great test for your brakes, next time we will go up it, then on towards the coast for fish and chips, at least that was the idea unfortunately we picked the hottest day of the year and the first Sunday of the school holidays, everywhere was packed so we all got split up to get parked miles away from any chip shop. It was pointed out on this run that we need to abide by the rules of convoy driving, which is to

### North East Continues

always keep the car behind in view if possible, if you make a turn make sure the car following knows where you went, we got a bit split up on the way over the Tees viaduct and some went one way and others another, just as well we had co-drivers and mobile phones

Kevan was having problems with what sounds like fuel vapourisation on the way home, but resisted the urge to call his friends in the RAC.

On the car front Andy Boyes has come back into the Triumph fold with a nice 1850 Dolomite, he has a few teething issues with it but it looks good and it goes, that's the main thing. Andy also had his chest waxed for charity, I now know what shade of red to paint the GT, I (ouch)

Anybody wishing to attend the **Whitley Bay Classic show**, you better get your application in ASAP as you will only have about 2 weeks left to do so, we had 12 cars there last year let's see if we can better it this time. We will be taking the Gazebo so we will have the kettle on, and the possibility's of bacon sarnies as well.

I will also try and put a run together to somewhere we haven't been to for a while, probably the back end of September but I will keep you all informed at the next meeting anyway that's enough waffle for now, see you at the next meeting.

*Geoff*

### NORTHANTS

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July, July, July, what a month I feel like my feet have not touched the ground.

We started by missing our Area meeting while a few dedicated souls held the fort. So while Tracey and I watched England leave the World Cup football in a pub in Whitstable, Jane and John kept everyone entertained thank you both.

After a few days away Silverstone Classic was soon upon us and after picking up the van from HQ on Thursday morning and setting up the marquee it was great to catch up with friends and relax during the evening. As usual Silverstone was a full on event with so much going on, but a large part of this event is the people, after all we all have a shared interest in cars and motoring and yet come from such varied backgrounds. I spoke to one young lady who said everyone in the Classic car community seemed so friendly. Obviously she had only met Triumph owners. I jest. As usual I intend to write a full report for a later magazine. In the meantime thanks to everyone who brought their cars and made a great display and to everyone who helped in even the smallest way to make it happen so smoothly.

The next weekend we had TriumFest at Shelsley Walsh. It was a shame the weather let us down and made for some interesting camping conditions to say the least. Whilst I have seen some criticism, about the toilets and water, in my view given the circumstances and the fact this was a new venue for us, our guys did a great job.



As with all new events we can always look for improvements but many of the facilities were no different in reality from many campsites. The hillclimb itself made a change from circuit racing and the Saturday night drive up the hill was great fun. Thanks Ian Macpherson for the ride.

Earls Barton car and bike meet had good weather which always draws a good crowd. I met three potential new members hopefully we will see them again soon.

Leicester and Rutlands Sunshine rally was as good as ever and lived up to its name. With a new venue and no "shush police" it was a



more enjoyable experience than last year. It was a brilliant surprise when Richard AKA Ray proposed to Helen, congratulations to them, it's not like we badgered them or anything. On Sunday Colin won Car of show with his 300,000 mile Spitfire, well done Colin. **Our next meeting is on 12 September at 8.30**

**in the Oak room at the Overstone Manor NN6 0BB.**

Cheers

*Nigel*

### NORTHERN IRELAND

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If I thought that last months report covered a busy and eventful period, I've had to think again. Sat 21st July saw us on the Sperrins run commencing at Dunsilly. Five cars turned up with Alan (F) returning Simons Spitfire from Donaghadee after the fitting of an overdrive gearbox and ancillary equipment that wasn't without its problems. Alan (H) was there along with Stephen (K) and the Hogg family cars. We took the side roads to the Ballymena area, as we overlooked the path of the A26, before crossing the Kells and Lame roads making our way towards Slemish mountain. Using this as our focal point we headed towards Aughafatten and then over Longmore hill to Clough before arriving at Glarryford. This gave us the opportunity to use the Dunane road to Rasharkin before arriving at Kilrea for a short stop with several asking, "Where are the Sperrins?"



All wasn't in vain as we took the road to Upperlands before veering right to the Lisnole area where we came across a village that contained Campbelltown car dismantlers. Well I've never seen so many cars at the roadside as well as in everyone's garden as we passed through. I would nearly go back as I thought that my eyes were being deceived! After crossing the Garvagh Swatragh road we then started to climb the hills where we were met by hundreds of wind turbines.

We made our way across country up and over the hills before taking the roads between Benbradagh mountain and Gortnamoyagh forest arriving halfway down the main Garvagh to Dungiven road. A quick spurt to Dungiven to the Glenshane Pass, with a clear view of the main Sperrins, and then a quick drive to the top and our lunch stop at the Ponderosa. The lunch stop was disappointing as there was a fault with their gas system, so we were reduced to cold food, although there was hot soup via the microwave. Most of us went for the sandwich/wrap option with the soup. Lunch over and we went down back towards Dungiven as we hadn't seen much of the Sperrins before lunch. Taking a left off



## NOTTS . . . PETERBOROUGH



### TSSC AREA NEWS

the pass we headed in the general direction of Draperstown having some wonderful views of White Mountain, Glenshane forest and Mullaghmore Mountain along the way.

Going down the other side of the pass to Moneyneary was something else as we took the many curves, interspaced with cattle grids, before heading left in the village on to familiar territory towards Maghera and the Glenshane Pass again. This time we drove halfway up the Pass before crossing right towards the Upperlands and Swatragh areas where we had a bit of a wander around the local roads before our next stop at Kilrea for, what has become, our customary stop at Mullins ice cream shop. Ice creams finished we then made our separate ways home, although Alan (F) followed the Hogg family to Dunsilly, to collect our morning transport.

The Aug monthly meeting was well attended and for once my car(s) were not the attention of Alan (For) as he had his own tales of woe that were partially solved by those there, although not all that Triumph related. Final details were provided for the weekend run and BBQ by Alan (F). Sat 4th Aug saw us meeting at the hall at Six Road Ends for morning coffee/tea and a bite to eat before the run and these were well appreciated by all. Thankfully Alan had booked spaces for us all as fourteen cars, yes fourteen.

Whilst we had mainly Triumphs we also had the addition of Ian's Honda, Ernie's Peugeot, Peter's Austin and an MG. We couldn't say too much about the MG as Alan had invited Neil and Rosemary at his behest. They do have a 3A. Good to see Alastair in his nice TR8, Colin (L) in the GT6 and Gary (M) in his Spitfire as well as the usual attenders. It must be a record for us on a run – thankfully no one from the Parades Commission was about! We actually had fifteen as Derek (S) called in his well-prepared birthday Spitfire but didn't go on the run. It was nice to see him looking so well after his recent health problems.

After the usual briefing from Alan we were off travelling towards Carrowdore and after that it was all a blur to me, the reason will become clear later, as we passed through numerous small village areas within the Ards Peninsula. It was good fun passing from one side of the peninsula to the other eventually reaching the coast road near Cloughiey. Some beautiful views along this route and well worth seeing.

As we were about to move further along the coast to Kearney village for our tea stop I heard an almighty bang and rattle at the off-side rear of the TR on one of the many potholes along our roads since last year's bad winter and something bouncing to the side of the road. Those of you who know me well know how good I am mechanically and so it was a careful drive to the village and a vehicle inspection by the many interested parties. After a quick jacking up of the vehicle it was discovered that the wheel bearing had gone, as well as the bottom of the shock parting company from the rest of the vehicle!

Not what you would call a quick fix, I grant you, and so a quick call to a local breakdown and a wait while the rest of the group had their tea. The run continued then cross country to Portaferry before a quick run up the coast for another stop at Grayabbey so that the ladies could look at the antique shops there that gave Alan and Pam time to travel home and prepare the BBQ and food. Meanwhile I had been collected by Alan Lyttle from Portavogie within a short time and delivered to Alans home in time for the BBQ. In fact, I was there before them such was the service! A good BBQ was had by all. More importantly £100 was collected for Alzheimer's Society – well done to all.

BBQ over and I got a lift home with Stephen (K) in his Spitfire, but Jonah wasn't finished with me yet! We struggled to keep going and despite a checking, then a replacement of the points, we nearly didn't make it. For some reason Simon wouldn't give a lift from



Stephens and I had to walk home. It turned out that a new distributor was needed.

Not to be outdone Colin (L) heard a colossal bang at lights in Banbridge and no drive left on his GT6. The half shaft sheared at the hub leaving the entire brake drum and wheel unattached. Easily enough sorted except that when he got home they couldn't get it off the breakdown lorry due to having only three wheels so used a trolley jack as the fourth wheel. Halfway off, the car slipped off the jack which went through the rear valence and boot floor and made quite a mess of the rear end requiring a new half shaft, two rear panels and associated respray. A bit of an expensive end to the day! Not to be outdone Alastair blew a 32A fuse!

**Remember area meeting 5th Sept and next event is the Mournes run on Sat 15th September.**

*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 TSSC 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: September 19th October 17th. November 21st December 19th**

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

Hope to see you at one of our meetings.  
Cheers

*Nigel & Di.*

### PETERBOROUGH

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Well, another decent evening resulted in another decent turnout for our August meeting. For all that our meetings have suffered at the hands of the weather over recent summers, this one has done us proud and it is good to see that we are getting out and about to all manner of events, local, national and international.

Doug took his TR to the Greatham Gathering on the 19th of July. What a well-supported event this is on the 3rd Thursday of every summer month – virtually everything from Rolls Royces to Reliants! He had a wander around a whole array of (in general!) fantastic vehicles with Peter Howard. Peter's Vitesse Mk 11 Convertible always gets admiring looks – not only when stationary, but also with the sunlight glinting on the chrome spokes when on the move.

The small group of us who turned out to represent the TSSC at the 25th BMC/BL Rally on Ferry Meadows at Peterborough were rewarded with a very nice day, a raffle prize and an inscribed cup 'Best Club Stand'. It's just amazing what you can do with three jauntily parked club cars, 2 power banners, a gazebo, 4 Members around a bowl of olives and chatting to fellow interested petrol heads!!! Sorry if we didn't support a local TSSC rally – but we felt we needed to push the TSSC and the Peterborough Area into the great outside world. There were a few nice Triumphs in the exhibition area and it was good to give a few visitors cards out to interested parties. Sadly, one of the telescopic fibreglass fishing rods that are the backbone of the power flags has been crushed at the top

## Peterborough Continues

section and we need a replacement to stop it drooping. No rude comments here please - as children may read this! However, Doug has found a spare pole in his garage - so no more drooping signs!

There were a few Members exhibiting their pride and joys at the Maxey Car Show which was blessed with sunshine. Steve, Graham, Mike D, Tina and Ken were amongst those who attended. Phil had brought his Rover and was with another group. Ken had brought along his monster green Cobra. What a well turned out car with a great attention to detail - but that 600+ BHP must be awesome Ken. Doug arrived latish due to work commitments in the morning.

Colin gave a report on another successful and incident free trip to Le Mans Classic. I am always very envious of such reports as I haven't been able to go for several years now. However, it is on my to-do list so hopefully in 2020. Colin also reported on trips to Silverstone Classic, The Leicester Sunshine Rally and Triumphfest at Shelsley Walsh near Worcester. The latter seems to have been particularly well received as a nice venue with a good atmosphere. There were a few mumbles about the camping facilities but hopefully if the club returns next year these will be improved upon.

Looking forward, how about a trip to Lubenham on Sunday the **9th of September to see the Scarecrows** - no not the TSSC staff! It's a chance to visit the Club shop, meet up with fellow Triumph enthusiasts and get 10% off those parts you know you need for your pride and joy before autumn sets in - and meet new staff Team Member Martyn Sankey. A beer and a barbecue will be available too at HQ. It is also a time to relax and to enjoy this well organised and patronised Lubenham Scarecrow Festival. Sadly, it does clash (again) with the Herts and Beds group meeting at **Duxford, also on 9th September** and I know that several of our group are planning on attending this. It is such a shame when events clash like this but inevitable I suppose in what has been a summer packed with great shows menu and, of course, live jazz is the musical entertainment.

We have something a little bit different and special for you on the **September Club Night**. Our Guest speaker for the evening is Captain John Connolly with a history of 30 years with the RAF and 2,500 hours of flying - 1,000 on Canberra's and 1,000 on the Vulcans. His 1,000 hours flying time on the iconic Vulcan bomber will form the centre of his slide show and talk. Donations will be taken for the Kidney Research UK. Please advise Doug or Paul by phone or e-mail of your attendance as space is limited.

**Sunday 7th October** is now confirmed as Doug Kendall's trip to **Arbuckles Diner in Dornham Market**. Doug will need to know numbers at the September meeting. If you haven't been before I would recommend this little jaunt. It is a meet at Thorney at 8:45am, followed by a gentle drive to Dornham Market. Arbuckles offers an excellent breakfast.

Finally, in November Doug Kendall will be giving us a talk on Scalextric slot cars so this should be another one not to miss. Doug is even planning on setting up a small race circuit so there may be an opportunity to relive your youth by flying a race car off the corner of the pool table in our meeting room! Make a note of Monday, November 12th.

**Our next Club night is on Monday the 10th September at the Five Horseshoes, 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, plus of course that regular friendly exchange of experiences - and some pretty good advice into the bargain!

*Paul*

## SCOTLAND CENTRAL

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By the time this edition of the courier lands on your doormat the calendar month will have dictated that we should now be entering Autumn, I am sure you will all be saying "for goodness sake Michael!" but it is what it is. As much as our season it slowly ending we have had a fantastic summer which has allowed most of us to get the cars out and have more fun than normal, from our first Drive it Day outing to The Fat Lamb to The Bo'ness Hill Climb we have enjoyed every moment. Well most of us have enjoyed every moment, there has been 2 "Dod a Cor" incidents in the area, firstly Ian's Spifford and then Brian's Spitfire was reversed into on the way back from the International weekend, fortunately it was only some tin that was damaged and not flesh, although sometimes when your pride and joy is damaged it can feel as though a chunk has been taken out of your flesh.

I would like to thank Colin for standing in and writing last month's area report while some of us were in other countries, OK seven countries to be exact. Three of us from the area set off on different days to take in the Classic Le Mans weekend, I was a day ahead of Mark and Jackie but they managed to claw some of their travel time back from their schedule as the ferry they thought was an overnighter turned out to get them there about 11pm the same evening, more time on the other side to sample the best wine in the world was the advantage. Le Mans was as expected and the weather was absolutely cooking which meant we had to have a few extra refreshments to keep us cool, we found it strange that their ginger is about 5% AVB and hit the spot nicely. The Tertre Rouge campsite was well populated and there were a lot of new faces this year as well as a few well kent faces, the Scottish contingency decided not to camp this time round and had Airbnb accommodation instead, we were not disappointed, it was good to get back to our digs and have a bed to sleep in. Mark and Jacqui made the most of the following week in Dolly and toured a very nice region of France along with bear who appeared to have a fantastic time. Once I left Le Man's I had a nice long tour that took me through France, Switzerland, Italy, Austria, Germany and Belgium which allowed me to drive several amazing mountain passes, in particular Switzerland. I also visited several amazing cities. What was my favourite country? I am a big fan of France however Austria won me over this year. What is the plan for next year, not quite sure, maybe we could have a TSSC Scotland Euro Tour or I can do a tour of tours.

So back to events that have been taking place closer to home, Glamis Castle show appeared to be a new one for the calendar next year as everyone came back after having a great day, however the weather has been very kind to us Scots this year and the difference it can make to a show can be night and day. The most recent event we attended was The Biggar Albion show at the start of August, there was a reasonable turnout but we had about 9 no shows which left a few gaps on the allocated pitch. The weather started off a little wet although it was not teaming and there was no driving wind, however come lunchtime the weather cleared and we even seen some spells of sun. I had a new member at the show with me but not of the human type but my 4-legged friend Bowie. We were not fortunate enough this year to take

first place for the best club stand but we were pleased that it did go to another Triumph club.

What has been happening on the car front recently? Well to be honest by not being in the country I am a bit out of date on that front, I know that Peter has his Herald estate on the road and John is still sticking attending to the odd niggling issue on Molly. I think we have all been too busy with events and using our cars this summer to allow them time to break or be off the road for repair. I sense that this winter we might be a bit busier in our garages due to the amount of use during this year's fantastic summer. GT6 Alan has a lovely set of freshly refurbished seats from our very own Cliff, I did have a wee sit in them and I was impressed by the quality and comfort they offered. Alan Herald Chappel has been getting some work done on his car and it was good to see both of them at the Biggar event. I know Iain Vitesse MacPherson has not been working on his car as I can see the same dust on it since it left Silverstone in July, sorry Iain I had to mention it!

The East Club meet continues to be well attended and we would like to thank Alan Wells for co-ordinating this meet, it looks like it is now a permanent event. Thanks Alan.

Well that is about it for this month, there is so much more to write about but let's not upset Bernard any more than we need to.

*Michael*

#### September Items:

**Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP on 6th September @ 7:30**

**East Club Meet is at The Hawes Inn South Queensferry EH30 9TA on Monday 10th September at 8pm**

**Breakfast Club Meet at the same venue on the 3rd**

**Sunday of the Month 16th 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](http://WWW.TSSC-Scotland.ORG)

Please join in our social banter at:

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

## New AO for SOMERSET

**We are Currently looking for an AO to cover SOMERSET**

**We can offer as Much help as needed, so please get in touch!**

**email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)**

**Tel. 07976 163006**

## SOUTHERN

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

Saturday 30th June saw Barb and myself attend the Locks Heath Car club annual gathering at the shopping centre. As we arrived we were greeted by Neil who parked us up alongside his GT6. A while later Peter H arrived in his TR7 and parked just a couple of cars up from us. Lots of interest in the cars during the day, a trip to the pub at lunchtime, an enjoyable day out rounded off by a nice homeward drive.

Sunday 8th July saw Barb and myself attend the local gala at Tongham. About 15 cars in attendance. Not a lot going on so will not go again.

We attended the annual fete at Petworth Park on Saturday 15th July. A really buzzing show with lots going on. A good club attendance with Wendy in



her Spitfire, David TR6, Peter H TR7, Derek and Jackie Stag and Mark S in his Vitesse. Mark and myself decided we would have to visit the beer tent – well it was a very hot day! By the way a very good showing of cars. Oops I missed out Mike and Karen in the Healey. (Woke up just in time).

Friday 20th saw us meeting up with Mike and Karen and David and Wendy in the layby just before Fourmarks and travel onto Netley Marsh. As always an excellent show with something for everyone – cars, steam, tractors, etc. A large funfair was in attendance – too much for me to tackle. Met Robin and Ann out in the modern for a day out. We ended up with the six of us meeting up at the Golden Lion just outside Winchester for a meal which rounded off a very enjoyable day.

The next day saw the six of us visiting the Ripley show, a really hot day. Spent most of my time talking to people I hadn't seen for some time. Mike, Karen, Barb and myself had a very nice lunch at the Anchor in the High Street.

Saturday 28th July saw me with my friend John on our way to the Worthing Lions Show in the Styne Gardens adjacent to the promenade with some 200 cars in attendance. Met up with David B with his GT6 (gleaming as usual). At this stage I will tell you it was potentially a very hot day but there was a very strong wind blowing from the west which made it very breezy on the East side but pleasant on the West side being sheltered by the trees and large buildings on the adjacent road. David – you had the right side! A very good attendance from the public with much interest shown all day long.

Barb and myself with David and Wendy were off to an early start on Saturday 4th August journeying to the Gloucester Steam and Vintage held at South Cerney. This show gets bigger every year, oceans of stalls selling all manner of good and a good selection of food outlets.

The largest collections of military, commercial, motorcycles, tractors, steamers, etc that I have ever seen at one show. A definite for next year.

I would like to thank Dick for the wonderful evening we had visiting HMS Queen Elizabeth at Portsmouth Docks and for his excellent talk, giving us some insight into the ships workings. Once again MANY THANKS from all who attended.

*Mike*

Sunday 15th July Jak and myself had a little jolly up to the Uxbridge Autoshow. We left home around 7.30 AM a lovely cool morning. We arrived around 9am to joined Mickey and Julie on the Thames area stand. As with the Petworth show the day before in was blistering hot even in the shade. Although Mickey said the show was getting smaller and a lot of the stands were empty it may have been because of the heat and the fact the world cup final was on.

We left around 2.30 pm hoping to avoid the chaos on the 25, but alas that was not to be and ended up going home via the m3 and then Guildford, but thoroughly enjoyed the day.

The roaming meeting for July was at the Flower Pots, Cheriton. A lovely evening and of course well attended.

It was only marred by the news later that Tanya and Ade's MK3 Spitfire nearly went up in flames due to a short in the wiring. Hopefully they will be back on the road soon and avoid Jim Stokes quote for a new wiring loom to the sum of £900.

Sunday 5th August was supposed to be the White Dove show at Kingsley Sports Ground but was cancelled last





## TSSC AREA NEWS

## SOUTHERN NORTH STAFFS . . . SUFFOLK

### Southern Continues

minute due to the passing of the main organizer. Instead you could have gone to the Goodwood breakfast Club meet or as Jak and myself did, team up with Dave Moore and go to the Departure lounge for the Crotch Cooler event in the afternoon. We got there very early, first cars so Dave and myself volunteered to do a bit of marshalling. We were joined later by Mike and Barb, Ann and Robin, Wendy and Dave all of us huddled under five sun shades.

What can I say about our regular meet for August, 39 classic cars in the car park and yes we beat the MG's by two cars Thanks to Mickey and Julie from Thames and Nigel Ayre and his crew from the West Sussex Area. I hope you enjoyed the evening. Unfortunately the cars were spread widely across the car park so not able to get a good shot of all the cars.

I had a quick email from Dick regarding the Le Mans Classic:- Just a quick line to let you know just had a fantastic, if hot, weekend at Le Mans Classic.

The GT6 should have been joined by a Lotus Elise, a Morgan and John's MGBGT Sebring who did Drive-It Day with us. Unfortunately, Lotus driver was ill and unable to cross the Channel and John's MG lost all but 4th gear halfway down; however, 3.9 liter's of V8 means torque is not an issue until stuck in traffic, clutch smelting and then the distributor fails in sight of the circuit entrance! John Lay managed to enjoy the parade laps in his yellow Spitfire without drama.

#### Up and coming events

**September 4th regular meet, Seven Stars GU32 3PG**

**20th Roaming meet, The Bat and Ball, Hambledon PO8 0UB**

**28th, 29th, 30th, Kingsfold**

**October 2nd regular meet, Seven Stars GU32 3PG**

**21 Sunday Lunch meet, Fishers Pond SO50 7HG**

**November 6th regular meet, Seven Stars GU32 3PG**

**18th Sunday Lunch meet, The Fox, Bramdean, SO24 0LP**

Once again I would like to thank Dick T. who once again has gone above and beyond (but I'm not telling what Kate said), Commodore Craig Woods and Neil F for a great opportunity to get Photos in front of the navy's finest and before the Jags and the Astons could get a look in

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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Hi Folks. I hope you have all been enjoying the sunshine and making use of your Triumphs over the summer months. I discovered the sunshine has some disadvantages when it comes to cars, I was ready to spray undercoat on the bonnet of the Vitesse until I moved it outside into the bright sunshine.

On looking over the top panel which looked fine when I applied an etch coat of primer, the sunshine showed some areas that didn't show in the lower light levels when the first coat was done that need more work. So much more filling and sanding before its ready for the primer coat if I can ever get it flat?

A number of members attended Cars in the Park at Lichfield at the start of July, some on Saturday quieter, others on Sunday which I'm told was very busy. On our return home on Saturday I started losing power from time to time, I decided to stop at a pub to check over the car and have a meal. After the stopover, we made it about a further 12 miles and stopped altogether after fiddling I managed to get the car started and

made the final 8 miles home.

I changed the fuel pump with a spare and all seemed fine again on a short test run, the next day I was due to attend Draycott fair but after setting off the car was not running well so returned home whilst I could limp along.

On inspection one of the carbs was flooding, suspecting the floats the carb was removed and stripped and the floats were fine, the needle valve cleaned and moved freely the carbs refitted and new fuel filter fitted all seems well, but I was not confident that the car would make it to Shelsley Walsh so didn't go, hope those that did make it had a great weekend. Unfortunately, I also missed the Oakmoor Hill Climb as we had committed to do a display of classics at Barlaston open gardens so missed some of the fun, you can see a Spitfire on youtube [www.youtube.com/watch?v=z4MIEV4bFKw](http://www.youtube.com/watch?v=z4MIEV4bFKw) meanwhile, we had a pleasant walk around some gardens, the pub lunch did help not seeing the fun at Oakmoor.

After refitting the original fuel pump and checking all the plugs the Stag is running better so we set off for Hebden Bridge in Yorkshire for a classic & vintage show and made it but the car is still not pulling as it should.

I don't think I have ever seen so many Stags at a show must have been well over 42 cars there along with some very nice Bentleys and a good variety classics, brilliant weather making for a lovely drive through the Pennines on the way home.

We are nearing the end of the show season with just **Eccleshall Cholmondeley, North Rhode, Etruria Classic Rally, Manchester Classic Car Show and Sywell Classic: Pistons and Props, Goodwood if you have £185 to spare.**

If anyone is interested in attending any of the events or know of any local events of interest please get in touch.

*Dave*

### SUFFOLK

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Unfortunately I was unable to attend our August meeting, due to being called away to Glasgow for work. However, I'm pleased to report those of us that made the trip to Classic LeMans all seemed to have had a successful one.

The Suffolk area mingled with the Essex and North Londoners and we were all there earlier enough to grab our usual spots by the fence and under the trees, giving some much needed shade during the gloriously roasting weather. The event was fantastic as ever, I'm always impressed by the atmosphere, both on and off the track and on the Tertre Rouge campsite, great camaraderie.

On the Saturday, we were approached by Classic Car Weekly who spotted a photo opportunity with us all milling around our tents and cars.

A suitable cluster of the Suffolk Area formed round Chris' TR5, the photo was taken and sure enough, the following Wednesday it was in the paper, along with a quote from him. It's a shame we have to wait another 2 years before we can do it all again.

Having met up with Chris again at the local Helmingham Hall car show on the 5th of August, which seems to be getting bigger every year, I did capture a bit of news from the Felixstowe contingent. His TR3 is back from the paintshop and is at home ready for re-assembly. Lindsey has got the first of his TR6s on the road, recently purchased from Phil, who I hear has moved into Austin Healey ownership.

I'm still having overdrive issues with my MK3 GT6. It's sticking in and once stuck can only be freed by clouting the casing with a hide mallet. I've changed the oil, checked the filters and the pressure relief tube/ball/spring but still no joy. I will just give a call to one of the overdrive specialists to see if there is anything else I can try, before embarking on pulling the gearbox.

So that's it for this month, sorry not more to report, but hopefully my working away will have stopped in time for the next meeting on the 4th September.

See you there.

*Russell*

## SURREY . . . EAST SUSSEX SWINDON . . . THAMES



### SURREY

Tel. 07900 657176

Greetings all, just recovered from Le Mans hence late entry. Following the boot injury which left me without a clutch foot, I had to passenger down to LM with Paul who stepped in at the breach. We met with Jeremy at the tunnel entrance and had to wait a short while in the queue, but not as bad as recent all day delays due to lack of air con. The driving route down was beautiful and strangely enough nobody lives in France, at least they don't inhabit the roads, which incidentally are like glass. We stopped off in Les Eseyers outside Rouen for the night and stayed in a lovely chateaux style old hotel in a town with no restaurants open. We did however locate an Italian eatery and had a pleasant repast. Following day continued journey, had fine lunch (my very rare hash came back to haunt) and arrived sweaty to erect tents near the loos, always a good idea. Met up with Bob in the E Type, oops Spitfire, as ET was leaking, Adrian in blue E Type which was not leaking and army of mates in Healey 3000s, TRs and the odd day car for back up. Event pretty damn good but blooming hot and sleeping was an experience (no mosses though) Now the good bit, so we are wizzing along in roasting heat and Paul's TR5 suddenly stops - hot fuel pump return thing, had to wait to cool down and then ensure tank is always full! many conversations with fellow TR owners and the answer is fit twin SUs, that's not going to happen.

Anyway on way back the TR suddenly starts to boil, odd, turn off, open bonnet, argh, supporting rod from alternator to block snapped, floppy fan belt - blast. So in the middle of nowhere we set off with two bits of metal in search of a friendly farmer with welding gear, and we find one. My excellent French kicked in and this bloke welded two pieces and waved off any offer of dosh. We return to car and realise we need spacers (plugs) to reduce pressure on fitment, back to matey who is driving home, he stops returns to garage and gives us a pile of washers gratis. What a great bloke (we have photo) It got us back but Jeremy had to gun it back and we followed behind, missed train but only had to wait a couple of hours. Could have been a lot worse.

Missed last meeting as on holiday, but now back driving the boys in the blasting heat. Bob, Adam and Paul went to Goodwood breakfast meet and I went to Botley Pub breakfast. Incidentally was showing my Vitesse manual and left it on the boot when I drove home. Gone! Double Blast! Blow me down some chap spotted it in the road, found a receipt in the book, tracked me down through the Club and I now have retrieved it for the cost of a pint. There is a God!

Going to Cranleigh this weekend (as written) so should enjoy the day - in the rain? Right that will do, see you guys soon and I thought Eddie's little pictures were lovely.

*Cliff.*

**EAST SUSSEX** Tel. 01273 813691  
e-mail: [chris-gordon@live.co.uk](mailto:chris-gordon@live.co.uk)

Hi all, A really good turnout tonight so thanks to all those who came, and a car park dominated by Triumphs. Two new faces arrived from Groombridge, a very warm welcome to Stuart and Justin, hope to see you again, both of them owners of GT6 MKIIIs and along with Gordon's GT6 MKIII and Bryan's MKII GT6, we had no fewer than 4 GT6 in the car park at any one time also there tonight there were 2 Spitfires a Herald and a Dolomite Sprint, fantastic, Also 2 of the GT6's went to Classic Le Mans and back, trouble free, so very impressed.

Several of us have been to classic car shows around the area, and still more to shows and events to come.

Geoff is getting on very well with his Herald mechanical resto, having stripped, cleaned and painted all front suspension components, now reassembled with new shock absorbers, polybushes and re greased wheel bearings and back on its wheels, next job fit second bonnet, so not far from going on the road.

### TSSC AREA NEWS

Clive went to Silverstone Classic weekend and had a really good time, maybe worth thinking about for next year. However on the way home in his Spitfire, a following motorist decided to rearrange the rear end, it now requires a new rear panel, lamp panel, boot lid, bumper and new mouldings. Luckily still driveable, now in the hands of the insurance company, so large bill coming for them.

Another mechanical woe this month from Pete, his Herald [shed] his words not mine, developed stiff steering from lock to lock, although regularly oiled, on stripping the two vertical links, found on one side, the trunnion was seized to the vertical link and couldn't be separated, it seems it was down to wear and tear and the threads had started to pick up and cause it to seize, all sorted now.

That's it for this month.

**Next meeting is Wed 5th Sept at 7.30pm**

Cheers

*lan*

#### Upcoming events

**Laughton show 8th and 9th Sept**

**Firle Hill climb 16th Sept**

### SWINDON

Tel. 01672 514241

e-mail: [guy@bondequipee.org](mailto:guy@bondequipee.org)

e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

**Meetings Cover Swindon/North Wilts area**

Unfortunately, due to the lack of attendance we have decided to close down the Swindon Area meets. Anyone in the area are more than welcome to join us at Andover Area meets, or to go to other groups, Newbury, Gloucester, Oxford or Avon, or any other nearby meets.

We will look to have some Sunday Lunch meets jointly with the Andover area during the winter months, so please keep an eye out on the Andover Area news. Will contact directly those from the Swindon area who have given us their permission to hold their email address, if and when a date and location are chosen for a lunch. If you would like to be added to this list, do please let us know.

If anyone would like to have another go at getting a Swindon Area going we are happy to help.

*Guy & Suzie*

### THAMES

Tel. 0777 362 3807

e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)

[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Greetings all, Julie's Herald has now passed its MoT but we had to sort out a rear brake imbalance, it would seem that the same problem of grease getting past the seal, so it was replaced this time and another set of brake shoes fitted and adjusted. It also had a fit on the way to Julie's sisters and broke its fan belt. I was in the Vitesse at home when I got the distress call. So took that to aid the rescue. Once there we found the spare in the boot was too small and the Vitesse spare was quite a bit bigger, so with the aid of a ring spanner as bracket and the Vitesse belt was fitted to get us home. The shows are still going well, read on to hear how Clandon, Uxbridge, Ripley & Shelsley Walsh went.

#### SOCIAL EVENINGS

5th JULY @ THE FAIRMILE INN, COBHAM. It is a lovely sunny trip in the Vitesse to the meeting this evening, keeping me company tonight were George B, Edward, John, Martin F, a big warm welcome to Julian who is have some issues with his Spitfire, also to Karen & Adam C from Surrey area in their Spitfire MK3 as they were out for a drive. We enjoyed

## Thames Continues

the evening in the front beer garden, as it was very warm Me and Edward had order food but had to wait over an hour before it arrived after some enquires. But the company of the others kept us in good spirits. We had a great turn out of Triumphs in the car park which were: - Martins Mk2 2000 saloon, Adam & Karen's Spitfire Mk3, John's Herald 13/60 convertible, George's Vitesse Mk1 convertible & my Mk2 convertible. Work on our Triumphs has been: - Edward's Vitesse has had its yearly service, but has an imbalance on one of the drive shafts which is the next job to be done. John's Herald was also poorly on the way in with a slipping clutch so left early to get home in daylight. Julian's Spitfire 1500 is being temperamental and keeps cutting out (thought was the electronic ignition was breaking down). Martin's Spitfire 1500 is due to have a new brake master cylinder and brake callipers fitted. Oh when our meals did arrive they were very tasty

19th JULY @ THE GEORGE INN, WRAYSBURY. It's another hot sticky evening, but in the open topped Vitesse I am getting a lovely cool breeze wash over me. At the pub John & Richard were enjoying their meals in our usual spot and as I joined them we were asked to move around the corner as someone else had booked the tables. At our new tables we are joined by Graeme, Chris, George & Mike. After we had eaten we moved outside to the beer garden in the cooler air and more seating which allows a better flow of talk, where Bob R joined us. We had another splendid turn out of Triumphs which were: - Graeme TR6, Bob Vitesse, George's Vitesse, Richard's Vitesse, John's Vitesse & my Vitesse. Chris & Mike were in their VW Golf's. Work on our Triumph's has been: - John 's Vitesse now has hazard lights and bonnet locks fitted, Graeme 's TR6 now has LED dashboard lights. Chris's Spitfire has some electrical gremlins. A busy and enjoyable evening

SHOWS & EVENTS.  
8th JULY. MACMILLAN CLASSIC CAR SHOW CLANDON. We are in both Triumphs on this glorious morning as we make are way to the show. Once parked up on the show ground we put up a gazebo for shade and enjoy a cuppa. Also, here are George B in his Vitesse Mk1 convertible, Wendy in her Spitfire Mk3 & David in his TR6, Trevor C & family were in their Herald's 13/60 estate & 1200 convertible. There were also 2 Stag's, 2 TR6's, 2 Spitfire's, 2 Renown's, a Roadster, a Herald, a Vitesse, a TR3, a TR7, a TR8. There was a good number of classics on show. It was a very hot and sunny day with very little shade so the ice creams went down well.

15th JULY. UXBRIDGE AUTOSHOW. We are motoring down the motorway, Julie in the Herald, me in the Vitesse, as we leave the M3 & join the M25 the Vitesse engine dies and we pull over, coasting to a stop on the hard shoulder. As its early Sunday morning thankfully, the roads are quiet. With the bonnet open it is soon apparent the coil wire had popped off, reconnected, the engine fires up and we are on our merry way in the morning sun. At the show ground we find our stand and put up the event shelter with the help of Mark & Jackie (southern Area) We greet Triumph owners as they turn up with tea's or coffee. Trying to squeeze as many Triumph as we can. Booked on our stand were: - Mark & Jackie in their Vitesse Mk2 saloon, Peter S in his Mk2 2.5s saloon. Carl & Harry in their Mk2 2000 saloon Hrgj & family in their Stag (thanks for the penguin biscuits). Mark & Charlie in his Spitsix, Tony Penny & family in their Stag & newly brought MGB (slightly off stand). Bob R in his Vitesse, our Herald 13/60 saloon & Vitesse Mk2 convertible. Unbooked we squeezed on Michael B Spitsix, Ken & Sue in their Vitesse Mk2 convertible. Ken & Sharon in their Herald 1200 convertible. Other Triumphs on show were, 9 Stag's, a TR2, a Vitesse Estate & a convertible, 3 TR6's, a Dolomite 1500, a Spitfire Mk3, 6 TR4's, 2 TR7's, 5 TR5's a GT6, a standard 8 and another

Herald. There was some auto jumble the rummage through and the usual trade stands, but sadly the number of cars and traders is still getting less each year which is a shame as it was a great day and show.

21ST JULY. RIPLEY EVENT. As this is a family show we stop by Julie's Mum's in the Herald & Vitesse to collect Mary (Mum) & Jane (Sister) before heading to the show. Once there we settle down with a cuppa. There we meet up with Barry in his Stag, Mike & Barbra in the Stag, David & Wendy in their TR6, Mike in his Austin Healey, George B in his Vitesse Mk1 convertible, Mike H in his VW Golf. Other Triumphs there were, two Roadsters, two TR4, two Tr 3's, another Mk2 Vitesse convertible, two more Stag's, a Dolomite Sprint. There were lots of traders selling arts & craft, a couple of bars, ice-cream stalls, kids rides, food stalls, a dog show, music bandstand, Vintage Tractors. In the main arena there were performances by Woking rock choir, Summerscale performing arts, Children's races. David in his TR6 & my Vitesse and one of the Roadsters were picked as three of the top ten cars on show which was ... nice. It was a lovely sunny day and we had a great day there.

27TH /29TH JULY. TRIUMFEST at SHELSLEY WALSH. With the caravan hitched to the Vitesse & Julie in the rice-burner (sadly the Herald needed work for its MoT) with sat nav to avoid the Motorways we head off along Britain's A & B roads. Once at the camping site or rather wild meadow, we fought off the nettles & thistles while setting up our weekend home, thankfully there was no evidence of animal droppings. Once set up we headed off to stock up with supplies and got a pizza for our evening meal. That evening we joined friends for drinks and catching up on chat.

In the morning we started the day with a lovely shower before breakfast and took the Vitesse to the display area. We had some strange wet stuff fall out of the sky on the odd occasion I remember it was called rain, but that did not stop us enjoying and exploring the show, trade stalls and paddocks. With an ale in hand & Pimm's for Julie, we looked around the cars in the paddocks before enjoying the left over cold pizza at the Vitesse. With the help of Phil W Herald Reg Julie & I picked out our top three Triumph's for the Show & Shine. It was not an easy task with so many beautiful Triumphs on show. Later on we snacked on a hotdog and hot chocolate while watching the cars run the hill climb and slowly made our way up the trackside. At the end of the show I joined most of the other Triumph's to run up the hill under convoy conditions. Unfortunately Bob's Vitesse in front of me stalled and would not start up, once I got passed him I had an empty run up the hill which was great and joined the rest of the Triumphs waiting to return down (Bob did make it up in the end). That night I had Sausage & chips while Julie had chicken nuggets with her chips (they were not that good and think we will find a pub next year for food & ale). We ventured over to the entertainment that night in the courtyard and while the band was good it was very compact in the marquee, so we returned to the campsite and had another great evening of drinks, cheese & banter with friends.

We missed Sunday morning and stayed under the duvet, as driving rain & gales blew outside. As it all subsided we looked out and half the campers had gone or were finishing off their packing. Over the other side the Hill climbing was in full flow. We had our breakfast & lack of warmer clothing decided to pack up and have an earlier trip home. This was a pleasant and uneventful trip home.

We did have a great time and will be back next year.

Our next meetings are now: -

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

## UPCOMING SHOWS 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



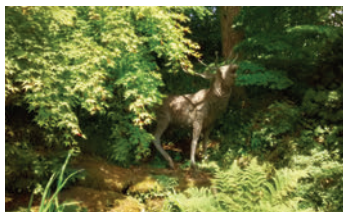
## THAMES . . . NORTH WALES SOUTH WALES

**OCTOBER**  
29th Autumn Classic Breakfast Brooklands

*Mickey & Julie*

**NORTH WALES** Tel. 01691 600215  
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Hi, everyone. July started with a trip to the Dorothy Clive Gardens on Sunday 1st., and this had been arranged by M.G. Malcolm and Joan. We took our Stag, and went via Joan's house so that we



could travel together to the meeting place, then on to the Gardens. It was a really glorious day, so roofs down, but with the weather being so hot it was nice to be able to sit under the trees. We had a good walk around the gardens, up and down the several paths that led us into another area at each turn. There was also music entertainment with a brass band, and then a ladies equivalent to the "barber shop" singers. Once again, another enjoyable day in great company, and weather to suit. Definitely a place we will visit again.

Tuesday 3rd July was our meeting night, and we had another good turn-out. Richard and Helena went over the past events, including the interesting Spanish trip, then all the forthcoming runs and shows were noted. The raffle was very good, as normal, and of course this helps to keep the funds up. It was very nice to meet Tony, who owns a Marlin and came along to our meeting for the first time as he has just moved back down to the Broxton area. Another smashing evening, with lots of the usual chat and laughter.

Sunday 8th was the Caerwys show, so Helena took our Stag and Roger took our Jaguar XK8, as we had decided to take two cars to join our Chester & Wrexham friends and also our North Wales Jaguar pals. Whilst Roger carried on to get the Jaguar filled up with fuel, Helena diverted off in order to go to Joan's, who was ready and waiting in her Midget together with her companion Richard. We "picked up" Roger along the way to Dobshill where we got onto the A55 to travel to the pre-arranged meeting place and rendezvous with others of our group. All present and correct we carried on to Caerwys, where a number of our friends were already there on our allocated area. The weather was hot, so the gazebo was put up along with a number of umbrellas, and this created a good area of shade. It was great to see Bob there, and he managed to have a good chat with a lot of people. The cars that were there were very varied, the number on display has definitely grown. All told another great day in great company.

We attended the British Ironworks Transport Rally on Sunday 15th, and had another lovely day. There is a £5.00 entry fee, and for this each person exhibiting their vehicle is entitled to a tea or coffee, a burger, bacon or sausage bap, and an ice cream. There was a parade of cars at 2.00 p.m. for those who wished to participate, with a man on the microphone giving the details of each car. The weather was really good, and it was nice to see Spitfire Sam there. Another smashing day, well worth going along.

On 22nd July we went along to the Wem Vehicles of Interest Show, leaving home in our Spitfire and going via Joan's, from there travelling onto Ellesmere where we met others of our group before moving on to Wem. It was a very well attended show with a wonderful display of virtually every type of vehicle ranging from mopeds and bubble cars to enormous lorries. Our group comprised of two Spitfires, a GT6, a T1500, a Herald and one or two M.G.s, plus Julia's rare V.V. Polo.

## TSSC AREA NEWS



Just for a change the Triumphs actually outnumbered the M.G.s! There were many food and drink outlets, plus fancy goods and plant stalls. The afternoon parade for those who wanted to take part went very smoothly. Another great day with weather to match.

We had booked to go to the Audlem Festival of Transport on Sunday 29th, but the weather was absolutely atrocious, so we took the decision to stay at home, and others of our group who had booked did the same. The parade did take place, although later than planned. It's not nice to let people down, but sometimes you have to take stock! A few of our Chester & Wrexham friends attended Bodelyddan, but with the conditions being so bad they had to leave earlier than planned.

Tuesday 31st July was the OFFAL, this month arranged by Tony and Gail. Twenty-six of our group met at the re-developed Woodworks Garden Centre (formerly P&A Garden Centre) for the morning refreshments and route plans. It was quite a concern when Tony and Gail were late arriving at the meeting point, but all was revealed as they had been driving the route that morning just to make sure that everything was o.k., and no roadworks had appeared. Well done to them. At about noon we set off on a really picturesque drive, going along roads that we had not been down before, to arrive at our lunch destination, this being the Brookhouse Mill on the Ruthin Road, Denbigh. Our pre-booked lunches were served, and very good they were, so once again another great day in smashing company. Even the weather stayed kind to us.

Just a reminder that engines can be dangerous:- a friend of ours with classic cars was helping another enthusiast timing his engine, leaned over the engine to adjust it and had the end of his thumb and forefinger cut off by the belt and pulley as he, in a moment of carelessness, leaned on the engine, which put him in the wrong place at the wrong time. Do take care out there.

Well, that is all for now. So just a reminder that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m.** Come along and have a good chat and a laugh.

### Forthcoming events:-

- 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.
- 30th September:-** Walled Towns Run, October
- 2nd October:-** Monthly meeting at the Trevor Arms, Marford.
- 14th October:-** Annual Threshing Day & Vintage Show, Ruthin Market, Ruthin.
- 21st October:-** Wheels of Wem, Horseshoes Inn, Tilstock.
- 30th October:-** OFFAL.

Regards,

*Helena & Roger.*

**SOUTH WALES** Tel. 07802 204068  
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### PORHCRAWL SHOW Sat 4th August 2018

I recon classic cars know when you are in a hurry, my Spit does anyway, just as I was getting all the gear ready the driver's door handle decided to become a shiny chrome ornament and not function as a means of entry. Luckily the inner

## South Wales Continues

handle was still functioning as it crossed my mind that giving up parachuting had been a good call; at least the reserve handle was working! I was soon on the M4 and cruising west towards Bridgend on a beautiful summer's morning and the planned stop at Pencoed services. Mikey J was there with his show stopping GT6 and Paul Watson and son Neil in their period Spitfire 1500. The temptation for a Two Arches Café breakfast roll was great and washed down with a cup of their finest coffee was a good call. Rob the Spam Grant arrived with Pete in their immaculate 13/60 convertible. Bern cruised in at the wheel of his Standard Vanguard Vignale with all the family Michelle, Jack and Emma. Then young Eddy and even younger Mo arrived in their well-travelled 13/60 saloon followed by Paul G and Dotty in their Vitesse and Mike the Cake in his Triumph Blue Oval boy racer mobile looking very black and shiny. We were also joined by Mike's Mum and Dad Andrew and Louise in their mobile caravanette. I set up Sally Satnav and we were on our way towards Porthcawl and the world of sea sandcastles and rapidly melting ice creams. We arrived at the Lions Rugby Ground and parked up as directed by the ever helpful marshals who pointed in the general direction of the club house. We got to work on erecting the events shelter when a barrage of abuse suggested that I had forgotten the ground pegs. Not to be put off Andrew found two and a couple of screwdrivers which were duly returned when Mikey J returned from negotiations with Glamorgan CC Club who kindly lent us the required 8 and a hammer.

We soon had some shade in place in the 30 degree heat and Paul and Dotty added to it with the kettles and a very welcome coffee.



As the (up to 300) classics arrived for the mid-day opening time we decided to head off to bag some fish and chips for a traditional Porthcawl style lunch on the sea front. Crazy George was on his way so Bern was busy working out which one way street he would drive up to get to the venue so the towns folk could be pre warned. We had time to stroll over to the amusements and treat ourselves to one of the famous Italian ice creams which we all agreed made the walk worthwhile. Returning to the show I welcomed potential new member John who had a problem with the injection system on his Triumph 2.5PI. Having recommended he should talk to Spiro one of our local TR restorers we continued our afternoon with the rugby club PA system blasting us with hits from the past. Then Crazy George arrived in his newly 'prepared' and completed 13/60 convertible project which is fantastic and all his own work apart from most of it which Bern did a brilliant job on at GB Classics.

George soon a crowd of admirers all keen to have a look at his latest masterpiece in baby blue complete with carbon fibre dash and bespoke matching blue interior. To be fair he has done a 'Fantastic' job and although he is keeping the car, like all the others it is for sale to the highest bidder. The afternoon meandered on and we were soon watching various cars making an early getaway to avoid to holiday traffic, although camper vans caravans and trailer tents are technically traffic calming measures just like mobile speed bumps. Feeling somewhat deflated we let the air out of the event shelter and proceeded to wrestle its lifeless corpse

back into its bag to the music of Dotty rattling the kettles. We were soon packed up and our group headed for the exit and home towards Cardiff. I headed east through the countryside as I did not need to go on the motorway and enjoyed a top down blast home with my Spit running really well. Another excellent day out with a triumphant bunch of people at an incredible location.

**AI**

### TSSC South Wales do TriumFest 27th to 29th July 2018

The South Wales advance party met up at junction 30 on the M4 at 10am on Friday morning. On parade was Bern in his TR4a myself in the Spit 1500 and Rob and Pete in the 13/60 convertible. We were well supported by Area navigator Ant in his Triumph Duster support wagon complete with kitchen sink and anything else he could fit into the Mary Poppins carpet bag boot option. We set off and headed for our mid morning brunch stop at Monmouth services and after bacon rolls and coffee we headed north towards Ledbury and cross country towards Worcester. It was clear that the farming community had intentions to slow our progress and had deployed all their tractors on every B road to slow our progress. I selected the tractor avoidance option on Sally Satnav and we were soon ahead of the agricultural traffic cones and enroute to Shelsley Walsh. We arrived and as usual ignored the signs and actually ended up in the hill climb paddock! We got turned around and soon saw Angie directing the arrivals into the meadow that would be our home for the next few days. Having set up our initial pitch the local Feng Shui enforcement team explained that we had to be the track side of the telegraph poles in order that we were guaranteed no mobile phone reception. We repositioned the cars and tents and Bern wandered around with his phone and confirmed that we would all be safe from the missus calling for the weekend. We pulled the cord on the events shelter and just like a life raft it was up in seconds followed by the tents and the portable kitchen, table, chairs, larder, fridge, washing machine and endless list of essentials from Ants support Poppins wagon.

We sat down and cracked open a beer and celebrated the fact that we hadn't forgotten the beer or the chairs. We headed over to the hill climb paddock again to admire the F1 Historic cars on display and watched a few of the practice runs. It was surprising how quickly time went and we headed back to camp just in time for our second wave to arrive made up of Mike The Cake and Emma in the Blue Oval ST and Mal's per Hour and The Hammer in the Mystery Machine. Rob and Ant got the barbeque under way and we were soon in party mood with lots of good food being washed down by even more good ale. Making the best of the summers evening we barbequed late into the night discussing matters Triumph related as the pile of cans and bottles got higher.

Saturday morning was welcomed with Ant clattering through the empties on his way to the portaloos. Rob soon had the bacon rolls on the way and the kettles provided a cup of strong and well needed coffee. Saturday morning was put in with a trip to the TSSC display field and a meet up with Gwyn and Tim who were down for the day in their 1500 Spit. After a trek up the hill climb perimeter track and watching the various attempts at a fast time we headed back as Bern, Ant, Rob and myself needed to go and replenish our fresh food supplies. Ant kindly supplied the transport and we found a local supermarket ten miles away towards Worcester. Rob was sent to case the local Aldi for black pudding and Bern suggested he should get some Spam at the top of his voice. Rob returned empty handed on both counts and it was a very quiet journey back to camp. Craig (National Spray Paint Hero) and wife Liz joined us from Lazarus Autos on a day off from painting my Stag. Craig is a total petrol head so we were soon winding our way up the Shelsley Walsh go track to get a good position for the afternoon hill climb session.



There was some rain about which made some of the runs quite interesting and unfortunately a Healey 3 litre lost it on a fast corner and totalled the front end. Craig had his estimate in before the track marshals had got to the car!

We headed back to camp and risked getting the barbecue going despite the threat from the dark clouds overhead. We discovered that while we were at the track a freak gust of wind or mini tornado had all but destroyed an adjacent event shelter and caused some minor damage to our gear. We looked with some suspicion at the helicopter which had appeared in telegraph pole meadow. Rob was encouraged in his cooking efforts by the boys singing the Spam Song from Monty Python. Emma had the Chef's hat on to keep some sort of order but fuelled by burgers and lots of beer the boys had other ideas, the fun was set for the evening. The singing of the spam song and the



putting of the world to right attracted visitors from other areas who were looking for a good night out, and that's exactly what we had despite the cold and rain. Overnight the weather worsened and the frequent and prolonged. And

rain showers became more frequent and prolonged. And Ants tent was leaking.

It was decided at breakfast that we would break camp pack up and make a run for home. That's exactly what we did. Despite the rain we had a good time and collectively the boys and Emma sang "What we lacked in in Spam was more than made up for by the supply of fresh water pouring from the sky" Here's to next year!

*Al*

## WESSEX

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or Martin Berry: [berry223@btinternet.com](mailto:berry223@btinternet.com)

Le Mans Classic 2018. Apart from coverage of the event itself, which was fully reported on last issue, but here's a few anecdotes/memories of our own making:-

Our adventure began with eight of us turning up at Poole ferry terminal to catch the 8.30 am sailing to Cherbourg, two TR6's, a Stag and a Volvo C70 (my TR7 couldn't make it, at least, the Volvo was a convertible, as Neil kept telling me!). The highlights for us, were as follows:- Upon embarking for the sailing to Cherbourg, the first priority. . . Breakfast, of the "Full English" variety. First to the table, you've guessed it. . . Peter and Duncan!! We had a good run down to Le Mans having decided that we would take the scenic route, rather than the motorway. The journey itself was relatively smooth with no incidents other than the need to avoid the idiot piloting the AC Cobra at Mach-One!

Halfway down, we encountered a patch of rain which, in Neil's eyes, led to an "on the spot competition" - who could get their hood up the quickest! Jon and Oliver in the Stag contented themselves with donning their shower macs, since the back seat was loaded to the brim with provisions and covered with a tarpaulin. No way were they going to undo all that until journey's end! Paul and Richard in the first of the TR6's contented themselves with pushing on as they were hoping the rain wouldn't get any harder! Peter and Duncan in the second TR6 had the drop on us all, their hood stayed up for the whole journey, since the area behind the seats was stuffed full of provisions. That left Neil and myself in the Volvo. . . . no competition, Neil was a fast draw on the button for the electric hood!

Upon arriving at the campsite, having stopped on the way

for provisions, mainly beer and ice packs (to keep the beer cool of course), the first priority, put up the tents, NO! Break out the beers! Then put up the tents! It actually went remarkably well! For breakfast we decided to follow the precedent set in a previous year by "Jerry and The Brothers" and take the 10 minute drive into Arnage each morning for breakfast, all very civilised. It also saved on a whole lot of work. It also set us up well for the day! Arnage itself is normally a typical provincial French town which gets taken over during the weekend of the Classic by petrol heads of all nationalities. Each evening the main street becomes the place to parade your Classic down the main drag! The roadside cafes providing a good vantage point for the procession. It also provides a venue for "Scooter Boy" to show off his antics! His stage being the roundabout in the centre of the town with burning rubber and sparks flying as he performs for the gathered crowd. His encore being to encourage drivers to join in the mayhem by revving their engines, dropping the clutch, and wheel-spinning down the road to the appreciative applause from the assembled onlookers. However, these antics were somewhat curtailed on the Saturday evening by the presence of some very stern looking Gendarmerie who had all routes to and from the roundabout covered! On our way down we had speculated about "Scooter Boy" and whether he was still around, or even still alive! Obviously, he is still alive and performing, although as Richard pointed out, a more appropriate title for him now would be "Moped Man" to account for the passing of time from when we first saw his antics!

The journey home, we again opted for the quieter scenic route which included stopping off in the town of Sainte-Mere-Eglise. This small French town was heavily involved in the allied offensive on D-Day and claims to be one of the first to be liberated by US Paratroopers. One of which famously had his descent "interrupted" by his parachute becoming entangled on the church spire. There is a dedicated museum to the events of the day, alongside the town square, which provided us with a very interesting and welcome respite from the heat of the day. Taking our Club Cars (I'm excluding Neil's Volvo here!) on such an adventure, always produces a certain level of underlying angst that everything will be ok. Fortunately we had no major incidents and the cars coped well with the high temperatures. The only issues, which were all with the same car, being with brake lights, loss of main beam and a leaky fuel pump. With the exception of the main beam problem (which cured itself once back on home soil!) the other problems were easily fixed. Overall, the old cars performed well and got us home safely. Plus Points:- Good Company, Good Beer, Good Food, Good Motorsport, Good Weather, although a tad hot! & "Moped Man"! Downsides:- The Heat, although we cannot put that one down as a judgement of the event itself. Lack of adequate facilities on the Campsite, whilst they were of a better quality and were kept reasonably clean, there were simply not enough loos and showers, for the number of people who filled the campsites. The price of beer and food within the confines of the track area were a tad expensive, to put it mildly!

Would we go again? -

Yes of course - overall a good weekend

*Martin*

## WORCESTER

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Hi Folks. Firstly apologies to any newcomers that turned up on the first Monday of August that I wasn't there, however I know that the members who were (and not sunning themselves on their holiobobs) will have made you very welcome.

We've done a few things as an area this month, first up our annual fish 'n' chip run. This has had a mixed history as far



## Worcester Continues

as the weather is concerned but this year (as last year to be fair) was absolutely glorious. We headed off to Merchants Fish Bar in Bewdley in sunshine and it stayed with us until it went down with not a cloud to hide it. There was a good turn out and it was fantastic to see Sylv venture out with Stef to enjoy the evening sun and a bag of chips - memo to Stef, I've made a note of the new place to go to and will book this on my return! As we were in Bewdley, and it was open it would've been rude not to visit Teddy Grays and get a quarter of herbal tablets and an ice cream, or two, so I did whilst others finished their evening with a beer from the pub which is conveniently placed next door. All in all a pleasant trip out and thanks to all who came and sorry to those who couldn't make it this time due to prior commitments - we'll do it again I promise.

Next up is the biggie, Classic Le Mans. There is always a good uptake for this trip, I'm not sure if it's because it happens once every two years so people remember it with rose tinted glasses or just because it is just a fantastic event so actually doesn't need those glasses! This year's was no exception, it started as always with the group splintering the minute we left the ferry port, me taking the wrong turning (again) but realising much sooner than before so being able to do something about it (harrah) before settling into the journey and getting to our lunch stop in reasonable time. We would've been there a bit quicker but Bev's car needed a quick service on the side of the road and seeing as he had all the bits and bobs in his boot it would've been rude not to. As ever the whole weekend was just one long fun fest, but there is always a highlight and for this year mine was doing the YMCA at 1:45am with two of our group who were slightly on the merry side at the pub disco - they know who they are. The club track run was well supported and it was easy to spot which cars were being driven by TSSC members thanks to the club t shirts that were the order of the day - well done HQ. The whole weekend went far too quickly but so much stuff gets packed in you have to go to see it for yourself - now there's a thought for two years time.....

On a slightly smaller scale there was TriumFest to be squeezed in, this year it was held on our doorstep at Shelsley Walsh. Due to this I choose not to camp (it's 20 minutes down the road) which due to the break in the weather was probably the right decision. Saturday started off promising with some lovely sunshine welcoming the cars to the Teme Valley but as soon as we got the first line of cars in place a few spots starting to appear. Undeterred we carried on press ganging various members into the show and shine even tho' they hadn't actually booked in (thanks chaps) and soon the sun broke thru' again (harrah). Unfortunately this set the pattern for the day, rain followed by sun, so three times I got soaked to the skin and three times the sun dried me out. This made things tricky for the organisers and whilst the Triumph parade did take place it was nearly 2 hours later than anticipated. For those that stayed the grins that were on the driver's faces showed that it was worth the wait - or were they grimaces from the cold, we shall never know!

Thanks to Angie, Bernie, Chris, Chris's dad, the new boy (yes I know I spoke to you for a long time on the phone but I'm rub-bish with names) and the back room staff for all their efforts at Le Mans and Shelsley - it is really appreciated.

There'll be a couple more trips out in September (if I get my act together) so why not pop along on the first Monday to The Nightingale, Spetchley and see what we're doing.

TTFN

*Vicky*

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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.

