

INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND



*ALL!*

INTER-CLUB

# TRIUMPH WEEKEND



STRATFORD - UPON - AVON  
RACECOURSE



16 - 18TH AUGUST 2019

[www.triumphweekend.com](http://www.triumphweekend.com)

THE COURIER NUMBER 467 MAY 2019 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 467 MAY 2019

We're off to the  
Isle of Wight 30th!





## TSSC COUNCIL OF MANAGEMENT 2019

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.



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# THE May 2019 COURIER

Price £3.50 Free to Club Members.

**THIS ISSUE - 467**

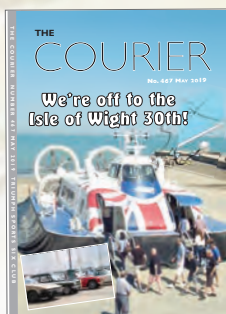
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**OFF TO THE 30TH IOW  
CAMPING WEEKEND!**  
PICTURE MICKEY HAZELL

## 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

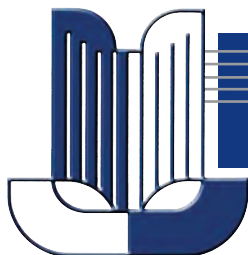
**Courier Copy By 8th of Each Month**

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## THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2019

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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: [courier@tssc.org.uk](mailto:courier@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

### CLASSICLINE INSURANCE

Tel: 01455 639 000

## 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)  
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## TSSC ACCOUNTS

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

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TSSC HQ, Sunderland Court,  
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## COUNCIL OF MANAGEMENT

### 2019 meetings:

**9th June**

**1st Sept, 27th Oct**

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



# Welcome to the May edition of the Courier

**I feel this is the start of a very busy season for everyone.** I recently attended the Clubs AGM and met more members, some having travelled quite a distance. Those who had not been to the headquarters before I hope they found it worth the visit. There was a lot of positivity at both the AO's seminar and the AGM.

Over the last year the Staff and Council of Management have achieved many of the items brought up and requested in previous years. This included the introduction of new membership cards. Some of you may already have received yours. When you renew you will now be receiving either a White, Silver or Gold one depending on how long you have been a member of the club.

Also at the AGM the newly revamped TSSC website was presented. This is still a work in progress where more items and information will be added over the coming months. This will now be more useable on phones and tablets etc. We are hoping it will be a much cleaner looking site and easier to find your way around.

We presented a healthy set of audited accounts showing a profit. We have been working very hard over the last year along with the staff at head office to increase our income and reduce costs.

This will still continue next year where we are looking at systems and procedures and hoping to integrate more, therefore saving money while trying to maintain the best service for our members. T

hank you on behalf of the Staff and Council of Management for the positive comments I received at the AGM re the figures (Also to those who did all the beer drinking at Le Mans to boost the figures!).

I went along in our Triumph Dolomite to our first locally run show in April, bit on the chilly side. It was a new show being run in Daventry. It was nice to see members from both Northants and Leicester.

One of the members from Leicester, Chris walked away with one of the trophies for his GT6. I hopefully will be attending more shows during the summer season. I will be helping out at both Silverstone Classic and the Inter Club All Triumph Weekend at Stratford. Come over and say hello

Looking forward to seeing you all out and about.....

**..... Doing More in Your Triumphs!**



**BYTRACEY HAWES**

**TSSC COUNCIL OF MANAGEMENT**



# 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 2019 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

### May 2019

**FRI SAT SUN MON 3/4/5/6 MAY 2019**  
**30TH ISLE OF WIGHT TRIUMPH WEEKEND**

APPULDURCOMBE GARDENS  
[tssciorw@hotmail.com](mailto:tssciorw@hotmail.com) OR CALL  
ELAINE ON 07842 249591  
OR TRACY ON 07754 751672

**FRI SAT SUN MON 17 18 19 20 MAY 2019**

**SPA CLASSIC**  
**CAMPING AT EAU ROUGE**  
BOOKING FORM EMAIL [info@tssc.org.uk](mailto:info@tssc.org.uk)  
or Tel. 01858 434424

**SUN 12 MAY 2018**

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

**SUN 12 MAY 2019**

**TSSC WESSEX ALL TRIUMPH RUN**  
NEW FOREST RUN  
CONTACT TREVOR 01425 475376  
[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

### June 2019

**FRI SAT SUN MON 7 8 9 10 JUNE 2019**

**TSSC TRIP TO LAON HISTORIQUE**  
BOOKING TEL 01732 879153 QUOTING TSSC  
[www.sceniccartours.com/laon](http://www.sceniccartours.com/laon)

**FRI SAT SUN 21 22 23 JUNE 2019**

**3RD NEW DALES RUN**  
CONTACT RICHARD 0776 635 4449

**THUR FRI SAT SUN MON 27 28 29 30 31 JUNE 2019**

**TSSC DERWENT VALLEY PEAK RUN**  
CONTACT KIM AND PAUL 01335 345 784  
MORE DETAILS AT [www.peakrun.weebly.com](http://www.peakrun.weebly.com)

**FRI SAT SUN 28 29 30 JUNE 2019**

**TSSC CORNWALL CAMPING WEEKEND**  
PENTIRE COASTAL HOLIDAY PARK  
Contact Carol after 6pm on  
07979 464643 or 01726 824 523

### July 2019

**FRI SAT SUN 12 13 14 JULY 2019**  
**TSSC NORTHANTS 'COPS & ROBBERS'**  
**CAMPING WEEKEND**

TOP END FARM, LITTLE STAUGHTON MK44 2BY  
EMAIL [nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

### August 2019

**FRI SAT SUN 2 3 4 AUGUST 2019**

**TSSC LEICS & RUTLAND**  
**34TH SUNSHINE RALLY**  
BOOKING FORMS JAN 07799 804415  
[J.MUSCHIALLI@NTLWORLD.COM](mailto:J.MUSCHIALLI@NTLWORLD.COM)  
NEIL 07530 307371  
[TRIUMPH20002500STAG@GMAIL.COM](mailto:TRIUMPH20002500STAG@GMAIL.COM)

**FRI SAT SUN 16 17 18 AUGUST 2019**

**INTER-CLUB TRIUMPH WEEKEND**  
**STRATFORD - UPON - AVON RACE COURSE**  
01858 434424 - [info@tssc.org.uk](mailto:info@tssc.org.uk)  
[www.triumphweekend.com](http://www.triumphweekend.com)

### September 2019

**SUN 1 SEPT**

**TSSC HERTS & BEDS AREA**  
**26TH ALL TRIUMPH & CLASSICS DAY**  
DUIXC FORD IWM  
CONTACT PETER. 01582 750943

**THURS FRI SAT SUN MON 12 13 14 15 16 SEPT**

**TSSC TRAVEL CLUB TRIP TO THE ISLE OF MAN**  
BOOKING TEL 01732 879153 QUOTING TSSC  
[www.sceniccartours.com/isleofman](http://www.sceniccartours.com/isleofman)

## CLASSIC CAR SHOWS (CLUB INVITED)

### May 2019

**SUN 19 MAY 2019**

**STANDARD TRIUMPH PICNIC & HOGROAST**  
**WROXALL ABBEY**

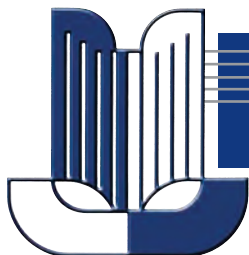
HOSTED BY PRE-1940 TRIUMPH MOTOR CLUB  
WROXALL ABBEY HOTEL, BIRMINGHAM RD  
WROXALL, WARWICK CV35 7NB  
JUST TURN UP FROM 10AM

### July 2019

**FRI SAT SUN 26 27 28 JULY 2019**

**SILVERSTONE CLASSIC**  
SILVERSTONE CIRCUIT  
NORTHANTS  
[www.silverstoneclassic.com](http://www.silverstoneclassic.com)  
TSSC Members Code: CCD0022019





## NEWS REVIEW

### Monthly News of a Triumph Nature

#### Footman James Sponsor Icons Class

As Collector and classic car insurance specialist, Footman James, will sponsor 'The Icons' class at **London Concours (5-6 June 2019)** in association with Azur.

Lining up on the Honourable Artillery Company lawns during the London Concours on 5-6 June 2019 will be a collection of automotive icons, each representing the stand-out car of their era. 'The Icons' class will be sponsored by leading automotive insurance specialist, Footman James, in association with Azur.

'The Icons' concours class is a carefully curated selection of cars that each represent innovation, design or performance for their era. Cars already announced

within 'The Icons' category include The Land Rover Series I, original Mini, Jaguar E-Type and Lamborghini Countach.

Discussing the London Concours announcement, David Bond, Managing Director at Footman James said, "The London Concours brings together the great minds, collectors and iconic cars of our industry. The sponsorship of 'The Icons' class further underlines our relationships with great partners, including Azur and London Concours, as well as our clients and commitment to celebrate the very best cars available today."

In total, almost 100 automotive greats of all eras will be on display on the idyllic lawns of the Honourable Artillery Company HQ when the London Concours rolls into the City from 5-6 June 2019. Curated across seven distinct classes, including 'The Outlaws' and 'The Innovators', London

Concours is the ultimate automotive summer garden party.

The full list of 'Icons' on display:

- Bentley 4.5-Litre Blower
- Citroen DS
- Ferrari 288 GTO
- Ferrari Dino 246 GT
- Ferrari F40 LM
- Ford GT40
- Jaguar E-Type
- Lamborghini Countach
- Land Rover Series I
- Mini
- Porsche 911 2.7 RS
- Rolls-Royce Silver Ghost
- Volkswagen Beetle



## OFFER for May 2019

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

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

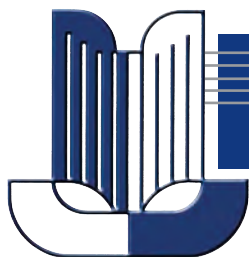
## Order New 3 Part Clutch Receive Free Alignment Tool!

For May we are offering New 3 part  
Clutch (OE Quality) For Herald,  
Spitfire, Vitesse & GT6 for £110.00

And Include a FREE  
Alignment Tool, WORTH £9.00



P & P 5Kg



**TRIUMPH**  
SPORTS SIX  
CLUB

# AREA SHOWTIME

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

## South of England Meet 2018/19

by Mickey Hazell - Thames Area Organiser

**SEM is around the corner**, we had a great turn out last year. Camping numbers were up so if your feeling brave come and join us from Friday afternoon and we will welcome you into our fold or if you wish to venture in to Leatherheads night life we are a short walk into town and a down hill stagger back to the camping area .

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

We will be setting up for Saturdays night Quiz in the campers Marquee & Sundays Show. On the Sunday we have an informal concours and for this we need volunteer Judges to help choose the favourite Triumphs on the day so if you fancy a go please find me on the Sunday morning and we will pair you up in teams to judge. There will be the usual spread of Auto Jumble, engine tuning, trunnion oiling, TSSC Valuations and TSSC Club



Shop (pre order and save on postage) an informal concours for Triumph based cars, Raffle draw, food & drinks van.

**The Concours  
results for 2018  
were**



**Best Herald**  
PNJ332F Ken Canziani

**Runner up Herald**  
BHT703J Steve Couzens

**" Always a varied  
selection of  
Triumphs of all  
models plus other  
Classics."**



**Best Vitesse**  
443VKO Brian Chapman

**Runner up Vitesse**  
CPJ662H John Jay





### **Best Spitfire**

**RUU181L Paul Adams**

### **Runner up Spitfire**

**FAH888T Colin Hugh**



### **Best Special**

**RAM660H Kevin Finch**

### **Runner up Special**

**VLC458G Trevor Collett**



### **Best TR**

**SDB981X Peter Harper**

### **Runner up TR**

**TGX182M Paul Neville**



### **Best GT6**

**WTM78K Neil Fletcher**

### **Runner up GT6**

**NKT338M Dave Moore**



### **Best Saloon**

**GKX310G Karen Chignell**

### **Runner up Saloon**

**YUD200M David Palmer**



### **T.S.S.C. Choice 2018**

**Karen Chignell's 2000  
Mk1 Estate GKX310G**

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

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

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

So grab a friend and come along in your Triumph or not to enjoy yourselves at the **South Of England Meet**, oh don't forget to bring the sunshine please..... **12th May 2019**



### **Best Bond**

**YUY193G Paul Grogan**

### **Runner up Bond**

**RLG450H Clive Fisher**



### **Best Stag**

**VEW349L Mike Goolding**

### **Runner up Stag**

**GHG966N Paul Mason**

# Silverstone Classic Update

by Nigel Hawes - Tssc Northants Area



Wow, where has the time gone, it only seems like a couple of weeks have gone by since I registered the club for Silverstone Classic back in November. We already have 60 plus club display package bookings as of 18 March and I know that others have booked since. So here is a taster of what will be happening at this year's Classic.

As many already know, I do not generally miss a chance to get a parade lap so with the 60th anniversary of the Herald this year the application was made. I have been told this has



parade so it may be possible for our TR6 drivers to join their lap.

At the moment we only have a limited number of Heralds so I

writing that this will be allowed. Other notable parades this year will be the pre 2001 Mini at 60 years, the Ford Capri at 50 and the Bentley at 100.

Aston Martin have built a new development centre at Silverstone and this has resulted in a new partnership with the Classic. As well as supplying safety and course cars the inaugural race in the Aston Martin Heritage Racing series will take place during the weekend. Following the launch of Drive live with Lexus at last year's event there will be the chance this year to take the latest Aston Martin cars for a test drive on local roads, so remember to take your drivers licence and your entrance ticket so you can get back in. For those who



been accepted but as yet I do not know which day it will take place. As for the TR6 the TR Register are planning a 60 car

have made enquired as to whether we could take out Herald chassis based cars, I have been told literally on the day of 10



have a motor cycle licence a ride live is being launched this year with further details and additional car manufacturers to be announced.

As with previous year's there is always plenty to do d away from the track. The big wheel and free funfair will return along with the retail village where Mike Brewer will be hosting his Car Clinic, this year



joined by travel writer Tim Moore who will be telling humorous stories of his adventures.

Air displays are a regular feature of the Classic along with the street car shootout arranged by SantaPod Raceway and off-road passenger rides. Also returning for his second year is Terry Grant's stunt show and for budding young footballers there will be the Yokohama Chelsea skills zone.

As for on track action here is the race programme:

## Friday 26 July

Qualifying for all grids

## Saturday 27 July

HSCC Classic Formula 3

Sterling Moss Trophy for pre '61 Sports Cars

RAC Tourist Trophy for Historic Cars (pre '63 GT)

HSCC Historic Formula 2

FIA Masters Formula One

Mini Celebration Trophy

Gallet Trophy for Pre '66 Grand Prix Cars

Transatlantic Trophy for Pre 66 Touring Cars

Bentley Centenary Trophy for Pre War Sports Cars

Yokohama Trophy for FIA Masters Historic Sports Cars

Masters Endurance Legends

## Sunday 28 July

HSCC Classic Formula 3

RAC Woodcote Trophy for Pre '56 Sports Cars

HSCC Historic Formula 2

Historic Touring Car Challenge

FIA Masters Historic

Formula One

Aston Martin Heritage Racing

Festival Series

International Trophy for Classic

GT Cars (pre '66)

Gallet Trophy for Pre '66

Grand Prix Cars

Masters Endurance Legends

Mini Celebration Trophy

As you can see for the first time Formulas 1,2 and 3 will be represented this year and with the pre war races taking us back to the early days of motor racing we should be in for a really interesting weekend of motor-sport history.



The bands on Friday and Saturday evenings have become a major part of the Silverstone Classic package and with this being the 50th anniversary of Woodstock the organisers were not about to miss this opportunity. Although many of us are

probably too young to remember Woodstock we will recognise the music of bands that stood the test of time. Tribute bands will play the music of Creedance Clearwater Revival, Joe Cocker, Jimmy Hendrix, Santana, Sly and the Family Stone, Ten Years After and The Who. For a taster you can go to <http://bit.ly/TheClassicxWoodstock> where a playlist has now been prepared.

As normal all this and access all areas to the paddock areas is included in the ticket price plus around 10,000 Classic cars on display from over 130 clubs.



Club display packages are on sale until the end of May, which includes a car pass to display your Triumph in the TSSC area and 2 entry tickets all for the

price of 1 standard entry ticket. The discount TSSC club code is **CCD0022019**.

**Nigel Hawes**  
Northants A0

## Ivor Searle Factory Visit

by Tom Hartley - Cambridge Area Organiser

**Cambridge Area covers the site of the famous Ivor Searle engine remanufacturers who provide rebuilt engines for everything from Ford Transits and Combi Max vans through to our classic Triumphs.**

By asking very nicely, pointing to the engines we have between us bought from Ivor Searle and showing some of our collective enthusiasm for the subject, we were able to sweet-talk them into giving us a rare tour, something typically reserved for fleet buyers and car makers with very large order books.

**David Eszenyi**, Ivor Searle's dapper Commercial Director, showed us around. He started with the engines as they come in, which is their first step but for us as purchasers is usually the last step. Pretty much all of Ivor Searle's sales are on an exchange basis where they need





you to send in your old dead engine after you've put in their shiny remanufactured one. So just as we finish up our engine replacement by sending the old one back to get our exchange money back, they start their work on the next Triumph (or whatever) engine. He explained that every working surface is machined, whether that be bearing mounts, journal surfaces, cylinder walls, head valve seats, guides or gasket sealing surfaces. He also said pretty much the only engines they can't honour the exchange value on are ones with a physical hole through the block that wasn't put there by the maker and which you can actually see daylight through.

These engines are then stripped and cleaned, soaked in an alkali bath and baked to remove all the crud. All of the

parts that are stripped are binned as they will be replaced with new. There were a few jokes from our guys about this



### **Cast Iron or Alloy; they work on them all**

being a source of parts for some of the less scrupulous garages nearby but they do not reuse dead parts or sell them. Every part they use in the re-

the long run to work on but also because they have to in order to be able to rebuild engines for the original manufacturers on licence, such as Jaguar or Land Rover. It also means that they can give a twelve month unlimited mileage warranty on all the engines they sell.

The next section stored hundreds of blocks of all shapes and sizes, waiting for an engine order. Some, like the Transit engines which ship in volume, are batched into a dozen or more to progress through the machining line together; Ivor Searle may ship 30 or 40 of these in one week. When you order a replacement engine for your Triumph, its block will be picked from these stacks. Ivor Searle will also rebuild your own engine, if you are anxious to keep your original matching numbers. This customers engine service takes around 15 days to turn it around. A replacement engine from their shelves ships much more quickly; some like the Spitfire engine we saw later are sitting waiting, already finished.



### **Every engine block you could imagine, stacked to the rafters**



### **The Red grinding head floats on a bed of air**

builds is new kit to OE (Original Equipment) specifications, not just because this makes them easier and therefore cheaper in

After seeing the blocks we sidestepped into the Specials area, which is where our Triumph engines get worked on, receive-

ing one-to-one care from the engineers there. We saw a valve seat reaming tool that floated on a frictionless bed of air and had around 50 minutely different diameter locating pegs to get it exactly centred on each valve guide. Others in this area were grinding or polishing the journals on some cranks; some small, some enormous. Each one was being worked by an engineer who clearly knew what they were doing; no CNC automated tools carving a beautiful hole but in the wrong place.

It was here that we spotted a couple of six-pot Triumph blocks, but there were also oblique V6s (from a Citroen?), a five-pot modern and a V8 as well as that 24-valve truck head whose valve seats were being machined. The place had blocks and cams and cranks and valves and heads and all sorts of other bits stacked all over the place, but each in its

your engine would be built if you ordered one from the Club, or indeed most places that do them; Ivor Searle ships to them all. It was reassuring to see the skill and patience being exhibited by the staff working there; it was easy to see that a passion for doing it right was a pre-requisite for working here.



**The freshly machined surfaces glistened**

Across the road is the main machining shop where batches of similar engines follow each other through, which speeds production and reduces errors. Specialist planing tools bringing the mating surfaces up to tolerance were in use to get that brand new shine you only get from a freshly machined surface. Each of the guys working seemed just as happy to explain what they were doing or to get on with the job in hand without anyone showing signs of the boredom or fatigue that could potentially bring unforced errors into their work.

On our way to the assembly line we passed the con-rod room. Each con-rod must be matched to the others to within

at most 1/4 of an ounce to meet their exacting standards, many are matched to half of that, just 3 or 4 grams. Pattern versions are painted orange so they always have a known good reference to check each part against. Oversize pistons are only fitted if the block had to be rebored to remove any previous wear; linings can be fitted where the maximum rebore limit has been reached. They prided themselves in being able to save and recycle nearly all of the blocks that they get in, saving an average of 59kg of metal from landfill per engine they rebuild.



**All the con-rods sorted and waiting their turn**

Typically four engines are assembled at a time on the assembly line. We saw four four-pot diesels being assembled and checked in this enviably clean environment. From there the blocks are mated with a head and hung on the long orange assembly line gantry that snakes



**A six cylinder block from a TR6 sat waiting its turn**

place. Unlike my garage the floor was clean and the parts were immaculate. This is where

through the whole facility, moving engines from one stage to the next. Someone was blocking the ports with the correct

out only the cleanest and tidiest of metallic prey and wrapped them up to feast on later.



### **Some Triumph engines popped up when we least expected them**

sized temporary plastic inserts and then spraying the blocks up as we watched; we even spotted what looked like a Spitfire engine. We distracted our tour guide whilst we tried to



### **More Triumph Engines**

unhook it and shove it up our combined jumpers but it proved too heavy.

The final end point for the finished engines were to be mounted in the transport frames, having been wrapped to keep the freshness in and the environment out. They looked for all the world like a large metal spider had picked

After the engines we looked over their gearbox remanufacturing facility; sadly the lack of suitable parts of a high enough quality for our Triumph gearboxes mean they don't do ours yet. David hinted that this can change when it becomes cost effective to remake parts after the rarity of suitable second hand ones pushes their value up so there is hope for the future. He also said they gain an interesting insight into how certain company cultures differ from others. Apparently a certain fleet of Combi vans, he was too diplomatic to say whose, all suffered with failed second gears; it may have been the way they were driven as even uprating the gear well above the OE specification still saw some fail for that particular client a second time. Our last section of the tour was their new turbo remanufacturing area where turbines

were being machined to very high tolerances so that 160,000 rpm won't give them any cause for worry and they were being tested to ensure their balance and power transfer was spot on. They also restore particulate filters to their abilities when new; AdBlue does a particularly good impersonation of concrete in a diesel particulate filter apparently.

Throughout the tour, David demonstrated what appears to be true of all of the Ivor Searle staff: a deep knowledge of the engines and of the remanufacturing business coupled with a friendly and capable air of quiet confidence in the quality of



### **Awaiting Delivery**

their finished product.

We came away with the certain knowledge that the TSSC Club Shop's engines are rebuilt to the highest standards. It is easy to see why they are quite relaxed about offering a twelve month unlimited mileage warranty; they know their engines have been machined and assembled to a dependably high quality by people who care about getting it right.

It was a truly inspiring visit; British engineering at its best.

**Tom Hartley**

Cambridge Area Organiser



# TRIUMPH SPORTS SIX CLUB - OFFICIAL TRAVEL CLUB

**We** are delighted to present a selection of club tours for TSSC members only to book onto. You will see from the tours below, there are plenty to choose from depending on your taste and budgets.

## LAON HISTORIQUE

7<sup>th</sup> to 10<sup>th</sup> June 2019



*'Join our partners Scenic Car Tours for their 28th outing to the 2019 Circuit Historique de Laon.'*

**Camping from £139.00**

(per person based on 2 persons sharing 1 car and 1 camping plot)

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**INCLUDES:** Return P&O Ferry Crossing from Dover/Calais - other crossings available at a supplement • 3 Nights Hotel Accommodation or camping in Laon & Surrounding Area • Entry Fee to the 2019 Laon Historique • Participation in Saturday Rally including light-lunch • Participation in Sunday 'Closed Street Parade' • Optional Participation in Monday Morning Run • Commemorative Tour Rally Plate • TSSC members can book any of the hotel options - but if booking the campsite can claim the 'TSSC' £10.00 per car discount • 2019 will have TSSC Hospitality Tent with TSSC Staff on the campsite

## The Isle of Man

12<sup>th</sup> to 16<sup>th</sup> September 2019



*A 5 day 4 night break to the beautiful Isle of Man, staying at the Excellent Ramsey Park Hotel.*

**TSSC Members Price £379.00**

(per person sharing a room/car)

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*Bookings for these events are being handled by Scenic & Continental Car Tours*

**Book online at: [www.sceniccartours.com/laon](http://www.sceniccartours.com/laon) or Tel: 01732 879153 quoting TSSC**

**Preferred Tour Operator** - Tours are organised for the Triumph Sports Six Club by Scenic & Continental Car Tours

As part of the Official TSSC travel club services to members, we have Kieran Line, our dedicated contact for arranging bespoke/tailor made tours. If you are an area coordinator, or you have a small group of friends, **give Kieran a call on: 01732 879153** and he can talk you through all of the flexible options on offer to anyone wanting assistance in arranging their own tour.



INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND



INTER-CLUB

# TRIUMPH WEEKEND



STRATFORD - UPON - AVON  
RACECOURSE



16 - 18TH AUGUST 2019

[www.triumphweekend.com](http://www.triumphweekend.com)

**BOOKING FORM  
NEXT PAGE**



INTER-CLUB

# TRIUMPH WEEKEND



**PRE-BOOK - WEEKEND TICKET £32.00 PER PERSON**

INCLUDES A DRINK VOUCHER FOR FRIDAY EVENING

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**Camping No. Persons** ..... **Number of Nights** .....

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**Main Street, Lubenham, Market Harborough. LE16 9TF**

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**STANDARD**



**TRIUMPH**



# **PICNIC & HOG ROAST 2019**

**Sun 19<sup>th</sup> May - Wroxall Abbey, Warwick.**

**Hosted by the Pre-1940 Triumph Motor Club**

**FREE ENTRY - ALL Triumphs & Clubs Welcome**

**The format is simple** - turn up in your Triumph (10am to 4pm) with a picnic and marvel at the range of Standard and Triumph cars assembled on the lawns of this historic venue. Dating back to the 12th Century and once the country seat of Sir Christopher Wren, Wroxall Abbey is not only a beautiful country house hotel in Warwickshire, but one of the most historic. For those without a picnic there will be food available including a hog roast.

**Wroxall Abbey Hotel & Estate**

**Birmingham Road, Wroxall, Warwickshire. CV35 7NB**



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Door hinges	£43.50 pair
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Recon exchange caliper type 14	£45.00
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TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
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Recon steering rack (exchange)	£75.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
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Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
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Steering wheel (early) RKC509	£25.00
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4 speed differential TKC2619 (exchange)	£350.00
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Recon w/wip motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

### STAG

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Service exchange drive shaft 311914	£250.00
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Caliper seal kit inc pistons	£28.50
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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 flitch panel 907097/576477	£350.00
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Rear quarter bumper 910158 O.E. LH Only	£80.00
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Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£65.00
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Brake pads early/late type	£10.50
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Recon rear hub assy (exchange)	£150.00
Diff mounting upper 134235	£2.50
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### SPLITFIRE MK I & II & III

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Bonnet hinge tubes 811679/811680	£62.50 each
Hinge tube pivot bracket	£15.00
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Dash top cover 714482	£55.00
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## GT6

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Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
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Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
Front suspension vertical link	£130.00
Front shock absorbers	£20.00
Track rod ends	£9.50
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## TRIUMPH 2000/2.5 PI/2500

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Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 7017/11	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£185.00
Recon manual steering rack (exchange)	£75.00
Gearbox (exchange)	£450.00
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	£65.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
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As most of you will know, I'm pretty much non-technical, I look to Guy for anything beyond the basics, hence my articles generally being filled with a bit of Triumph stuff and nonsense.

However, my more adventurous readers may enjoy the following; part one now, with the second part to follow. This was written for us by **Josef Gluyas** whose Mk3 Spitfire I showed in these pages a few months ago.

"While I was still running the car I put in a Lucas distributor in place of the Delco and lost the tachometer drive. I've ended up building myself an electronic version of the original Jaeger type tachometer for when the car goes back together and have put together an article on the subject."

### **Build your own tachometer, for as little as £50!**

While trying to solve various running problems with my Mk3 Spitfire I ended up replacing the rather worn Delco distributor with a Lucas 45D type. This did have the desired result, but as a side effect left me without a working tachometer as I'd lost the cable drive take-off. I had known this would be an issue and was already considering what to replace it with. I picked up a Smiths instrument from a late Spitfire and fitted that as a temporary measure. It turns out the only journey the

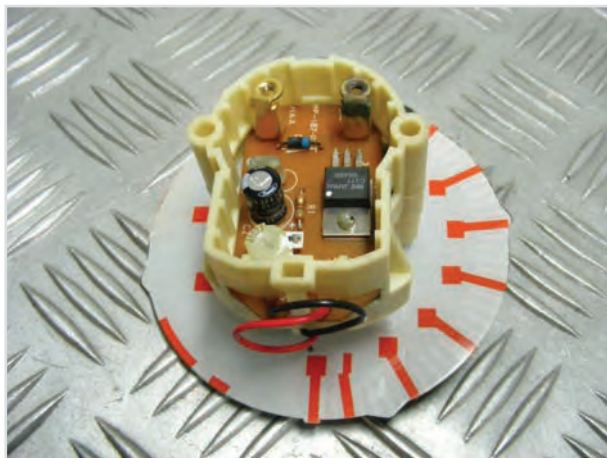
car made with this fitted was to the garage where it is currently undergoing fairly major body repairs. As a fairly full cosmetic restoration was now on the cards I wanted to do a proper job on the dashboard and have a matching set of instruments. The only option then was going to be converting one of the cable driven Jaeger tachos to work electronically. After a professional company quoted me £180 for a conversion, I decided to go ahead and do it myself!

There are quite a number of ways to go about converting a mechanical tacho to use an electronic movement, but they can be divided in to two groups by the type of movement to be used. Smiths and other instrument manufacturers of the 60s/70s produced moving coil type tachometers. These function similarly to analogue voltmeters. Starting around the 1990s, car manufacturers began to use air core movements. These are closer in construction to an electric motor and are driven using paired sine and cosine formed signals. The relative amplitudes of these two inputs can be controlled to move the motor a known amount. (If you're interested in a tacho conversion using an air core motor I would highly recommend visiting the following website

<http://ccts-inc.com/SPITFIRE/Tach%20Conv.htm>)

The problem with both of these movements however is that they are not readily available new. Except perhaps if you wish to order a few thousand! So my first job was to find a donor tacho or instrument cluster. This was somewhat hindered by the fact that it is generally impossible to know what will be inside an instrument until you rip it apart! As a starting point though, it is not possible to take another Smiths / Jaeger electronic tachometer and simply swap the face and pointer from a roundtail Spitfire instrument on to it (see <http://www.triumphclub.co.nz/wp-content/gallery/pdfs/Smiths.pdf> for further info). Smiths it seems had never heard of the concept of standardization. Spindle sizes and mounting points for the face plates just do not match. It gets even crazier if you read further into this area. Among other things, the ostensibly identical internals of TR and MGA/B speedometers are not interchangeable as the spindles to which the pointer is fitted differ in size by a tiny fraction. Anyway, in the absence of any concrete information on what would fit, I turned to looking what the cheapest options for donors available on eBay were.

This strategy eventually turned up a 1990s Honda CBR1000 motorcycle tachometer. It came as an individual unit on a plastic base. The base looked to be about 2" tall (Picture 1) and so might fit



## 1. The Honda tachometer base.

nicely in the similarly sized Jaeger case.

When the instrument arrived it turned out to be a moving coil



## 2. Comparison of the full sweep of the Jaeger and Honda tach faces.

type and was complete with a driver circuit board. Oddly there were only two connections for wiring: ground (labeled in English) and sense (the connection to the coil, labeled in Japanese). The wiring diagram for the bike (and logic!)

the story of **Albert Bishop's Spitfire.**

"I finally have one now to fix it so I can drive it. I have a workshop on my brother-in-law's farm so off I go with car on trailer to repair the clutch.

On removal of the standard 4 speed gearbox the clutch and flywheel are removed to expose the reason car never moved when in gear. The rivets on the clutch plate had worn a groove in the

flywheel that you could run a marble around in. No problem, plenty of spare flywheels, had to wait for delivery of new clutch plate from John Kipping.

Once the new clutch arrived it was fitted and the gearbox replaced. Now off to local garage for an MOT, no one more surprised than me it passed.

Now I could drive it.

July 1993 was the TSSC international at Stafford so car loaded with camping stuff

and off we went, everything was great until about one mile from Stafford the car conked out, I managed to get it running after a fashion enough to limp into the showground.

After erecting tent etc I went to see the engine tune guys (Mickey and Tom) and arranged for them to locate and fix the problem - that was Friday afternoon. The car was on their site all weekend and I spent the whole weekend going and buying parts for the car, basically every electrical item was faulty, distributor first, then ignition coil, then voltage regulator I actually bought six regulators until I had a good one, eventually everything was replaced and the car was back to running sweet.

The next thing I wanted to do was go to the Netherlands to the

indicated that power was also required, but there was nothing to attach it to. So using the original circuit board wasn't going to work out. However, the movement base was indeed exactly the right size to mount directly in the original tachometer case, the pointer spindle was a tiny bit larger than the mechanical one. So the hole in the original pointer could potentially be drilled out to fit, and the full needle sweep matched that of the cable driven tach pretty closely (Picture 2).

Tune in next month for the rest of Josef's instructions.

And now for the next instalment of



catch the ferry to the Hook of Holland when just before getting on the M4 the engine died, this was very strange as the engine would tick over but not rev up. The fault was located to the multi strand wire in the distributor when the ignition advanced the wire separated causing the engine to cut out. This was fixed and off we went, arriving too late for our ferry so we had a six hour wait for the next ferry.

Eventually we arrived at the site of the Spitfire meeting and I was amazed at the amount of Red Spitfires and GT6's on site. I met and made a lot of friends at this meeting and vowed I would return."



And now for the fifth in the Belisha cards series.



Baldersby (North Yorkshire) is that tree still there?

Watford Way, Hendon Markham Church (Think this is St John the Baptist in East Markham, Notts) George Square, Glasgow

*Dutch spitfire weekend so plans were finalised and off I went with my friend Ray Kelly. We were going to Harwich to*

*Suzie*



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## MkIV 37 Year Story- Part 1

This month I was lucky enough to have received an article from Alan Whittaker who has very kindly sent me his restoration story, which has taken even longer than my own, and that's saying something! It's come at a perfect time as I'm completing my differential rebuild and writing up the process as reference for those of you who are thinking of doing the same.

### Spitfire IV, A 37 Year Story

"After a two-year search for a suitable vehicle for a low budget restoration, in July 2010 I came across one for sale in a somewhat inaccessible part of North Cornwall. It had been owned for a year by a seventeen-year-old, who had not passed his test and had no apparent car knowledge. It was not running and sitting on the drive of his parent's home which they were in process of selling. It had to go urgently.

I drove down from Bath examined it as best I could under a tarpaulin in a gale on a wet day. There was little paperwork but I saw from the V5 it was still registered to the second owner and so copied the details which gave the first owners particulars. As it appeared to be in a reasonable condition I made an offer conditional on the father ensuring his son obtained a V5 in his name and paid a deposit. He apparently had not had



time in the year of ownership to register it. The story was he had purchased it from another young man who after acquiring it, commissioned some work before leaving for a gap year or two in Australia. It sat on his parent's Oxford manor house drive under a tarpaulin and ac-

**" I drove down from Bath examined it as best I could under a tarpaulin in a gale on a wet day."**



cording to his mother he had done nothing to it so it really had to go.

This seemed a familiar story although it was not true as it had had some panels replaced, a



mous trailer who agreed it was leaving with us and which was confirmed by a telephone call to the young man's father. It was again a gale and raining. The local roads in a previously military area were difficult as was the approach to my rented garage in Bath but some six hours later after much grunting, the Mimosa acquisition was leathered down and moved in.

I installed some lighting and shelving in the garage, raised the car on axle stands, started to ex-

respray inside and out, a 1500 engine and over-drive gearbox fitted, a replacement bonnet, reconditioned callipers and a new exhaust. There was a just expired MOT issued in Warrington, so apart from the tatty interior it seemed a reasonable bet. I did the HPI checks, traced the original owner, arranged transport to Bath via a reverse bidding deal, agreed a date with everyone and sent off a cheque for the balance. Two weeks later I drove down very early as it had to be collected before 7.30 am as otherwise nobody would be home.

On arrival the young owner said I would have to wait until the cheque cleared as he had not had time to bank it. I explained that was not going to happen my opinion being reinforced by the arrival of a very large man with a very large towing vehicle and an enor-



amine what I had acquired and what needed to be purchased. I was still curious about some aspects of its' history so spoke again to the original owner who confessed he had used it for about seven years clocking up some 64,000 miles but then damaged the bonnet, lost interest and neglected it until 2005 when he sold it to a restorer who sold it on in 2007. He didn't explain why it was first registered in August 1973 and the original V5 recorded his ownership starting two years later with no previous owner.

After some weeks I contacted the father again to enquire where the V5 was and he said he would get it sent to me. On examining it I noticed that the previous owners had not bothered to notify the change of capacity which was still recorded as 1296 cc, so contacted DVLA who required me to obtain an inspection report



confirming the change. This I did and by January 2011 finally had a fully legal document in my name and completed a SORN. I also added it to our multi car insurance policies but their automated system would not allow a Mk IV 1973 to be recorded as 1493 cc and although they agreed they knew and it was quoted on that basis, they were unable to confirm that in writing preferring wording that said an alternative engine was fitted.

Subsequent renewals saw even that disappear! The age of internet-based systems has some strange aspects. Likewise the SORN, which some time on when I enquired why I had not received a renewal notice was told I didn't need one as it had been off the road since 1982.

That did however fit in with the first owners history so I was happy it all seemed legitimate. Now work commenced and a list of parts to be obtained was started. The tyres, all the same make, had appeared to have a good tread but were in fact perished, so new tyres. Taking the wheels off revealed the binding brakes which were making pushing the car about difficult, so freeing up the adjusters and eventually getting the drums off revealed good linings and probably that the drums had been replaced. A good clean up sorted them and removing the shims allowed the front wheels to turn freely. I didn't realise at that time the pistons were completely seized being distracted by the realization that I had in fact known these type 14 calipers very well before, since for

one miserable year I was a designer at Girling. After a slow charge and straightening the bent single ignition key a check of the electrics revealed that the one horn, the incorrect near-side headlamp, and the fuel and temperature gauges now didn't work at all.



Everything else was, lights, wipers, heater blower, panel lights and oh joy the overdrive solenoid was clicking.

This was going to be easy. Now able to get the doors open one at a time, the tatty hood and saggy seats and carpets were removed revealing a sound floor. I ordered a

quality hood and Mimosa piped seat covers from a small specialist. Then all element of the foams, stripped the seats and cleaned up the runners. Pity about the rusted-out bottom of the fuel tank though. Taking the plugs out while noting the new distributor cap and expensive blue leads, a bit of in gear shunting suggested the engine was free enough. A compression check showed consistency between cylinders but the newish plugs suggested some serious carburation issues. The fuel pump looked horrible as did the coil but a good fat spark was apparent at what seemed to be roughly the right timing. Crawling underneath the car, jacked up on four axle stands, gave an encouraging view of the chassis frame and sills, so I felt reasonably confident that it was a good buy. But fuel lines, brake pipes and flexibles needed to be replaced and at least one bit of wiring somewhere to the rear which was domestic cable.

There was bit of corrosion between the offside rear wing and the boot floor and under the passenger side seat belt mounting point. Quickly solved by a bit of expert welding by the local garage, but at this point it was clear that over the next two years progress was going to be slow!"

To be continued. More next month

Steve

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# Momentum Gathers

May is here and the Triumph events season starts to gather momentum.

For me this month will see a trip to the Isle of Wight in my GT6 for the TSSC Isle of Wight Camping weekend over the bank holiday weekend of 3rd to 6th May. This is the 30th year that this event has taken place and I've only missed two of those years so they must be doing something right. Nowa-



**GT6s at SEM last year.**



**The last time my GT6 was used for the TSSC Isle of Wight Weekend in 2012.**

days as the TSSC fraternity gets on in age a bit, there are less and less people camping and more renting caravans on the site, me included! For me this will be the first time I've been able to take the GT6 since 2012. I've either had to take my modern or my Dolomite since

meet in the South East. Always a good turnout of GT6s there so well worth going along.

## Tacho Drive problems

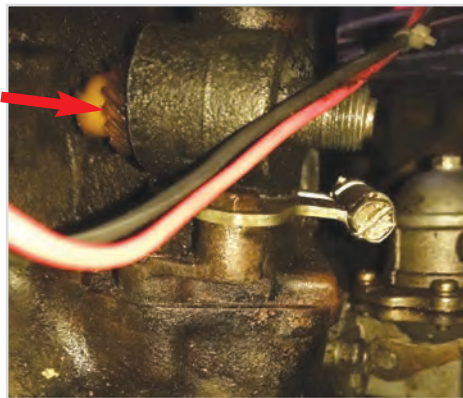
I recently had some issues with the tacho in my GT6, it stopped working and to investigate I took the drive cable off the back of the tacho and could see straight away that the cable wasn't turning. I diagnosed it as a broken tacho cable and ordered one straight away.





### Tacho drive Gear

Having fitted the new tacho cable I was surprised to find that my tacho still didn't work so investigated a bit further. I soon found the issue, the tacho drive gear had popped out of the back of the distributor and was not driving the cable. Fortunately it hadn't fallen right out and was still there just hanging out a few mm.

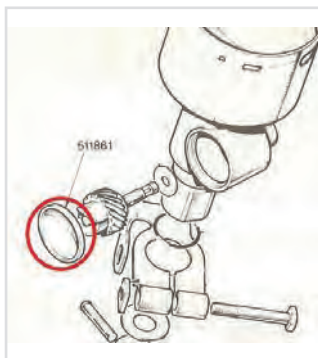


### Tacho drive Gear hanging out of the back of my distributor

The tacho drive gear is normally held in place with a staked plug, this is a bit like a core plug. Part number 511861.

Unfortunately, although I hadn't lost the actual drive gear the staked plug was nowhere to be seen so had probably fallen out some time ago and dumped itself on a road some-

where.



### Staked plug part number 511861

So I tried to find a new staked plug but all my normal Triumph Suppliers no longer stock the part. I had a search on various Triumph forums and facebook groups and found that staked plugs falling out of Delco distributors is quite a common fault.

One GT6 owner had found that an old penny was exactly the right size (31mm) but although I searched high and low I couldn't find any old pennies at home. I did manage to find a supplier of laser cut steel disks on ebay though and although I couldn't get a 31mm diameter item I bought a 30mm diameter x 2mm thick item which was near enough to do the job although not an interference fit.

I took the distributor off the car and cleaned up the face where the staked plug sits thoroughly with methylated spirits and held it in place with araldite. Seems to have been a success-

ful repair so "job done".



### Distributor with tacho drive removed to clean up the face where the staked plug sits



### Tacho drive installed.



### Blank disk glued in place with araldite.

## GT6s out and about



**Applying pressure while  
the glue dries with a  
G Clamp**



**Disk in place, glue dry,  
ready for re-installation.**



**Re-installed with new  
Tacho Cable**



**GT6s at my  
local TSSC  
Breakfast meet  
at White Lion  
Antiques, Hartney  
Wintney,  
Hampshire.**

## From the Archives

As it's the TSSC Isle of Wight Camping Weekend this month it seems apt to dig out some old photos of My GT6 taken at earlier IOW weekends.

This one was taken on Brading Downs which for many years was a standard convoy trip out on the Sunday of the weekend to visit an Ice Cream Van on the Downs.

Sadly the bottom rusted out of the Ice Cream Van and it wasn't fixed or replaced so no more ice cream on the downs and for the past few years we have visited other places on the Island for the Sunday TSSC convoy.

*Andy*



**Andy's GT6 on Brading Downs, around 1995**



**Pic Taken at Culver Down Near Bembridge in 1991**



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## May I wash up?

I don't know how you all found April (and I don't need any smart replies along the lines of "well it hangs off the end of March") but it started wet, and cold, and what summer we had was all in March and may not return.

So: the obvious thing to do is to start preparing for a wet summer, and if it is, then we'll be prepared.

We're talking wipers and washers here – not only for rain, I must admit, but also good for clearing little flying beggars off the screen in good weather. It must be a rude awakening for some little insect, minding his own business, flying about on

**"also good for clearing little flying beggars off the screen in good weather."**

his own little affairs, and then out of the blue he ends up as a smear on a Triplex windscreen without so much as a 'by your leave'. Getting him off again can be a bit of a problem.

Heralds were just the same as any other car of their time; firstly, windscreen washers were an optional extra in the early days, so getting grime off the screen without any watery assistance at all must have been dif-



### Switch and push pump

ficult, and secondly, they were basic. Very basic.

The original equipment was a push-pump switch, mounted down under the lower edge of the dashboard; awkward to reach and equally awkward to

pump and drive at the same time. It's a simple rubber bulb and one-way valve inside a metal case; many varieties abound, including after-market versions, so there are always replacements available if re-

quired. The switch itself cannot easily be dismantled nor repaired; many fail simply because the rubber has rotted away, and in many the push button differs from the Herald, and cannot simply be unscrewed



and replaced so as to look original. It's a small difference, but many owners like to stay as original as possible. Landrovers, amongst others, used the same system so new replacements are readily available for around £10, and if you want to be really posh you can incorporate a two-speed wiper switch as well, as in later Triumph models. The knob on the Landrover version pictured is the same fitting as on Herald switches, so easily changed over. That brings me to the idea, which many of us have, of fitting an electric screenwash pump into the system. It's not difficult, and the increased flow for the flick of a switch makes it very worthwhile indeed.

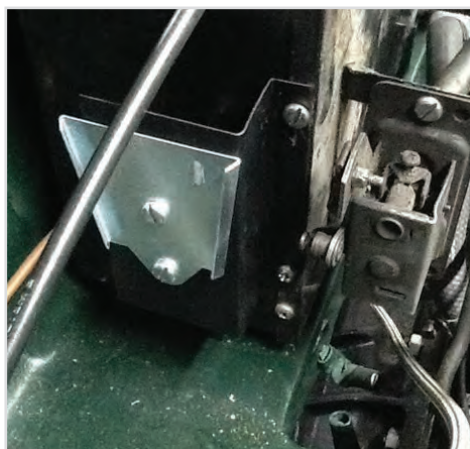
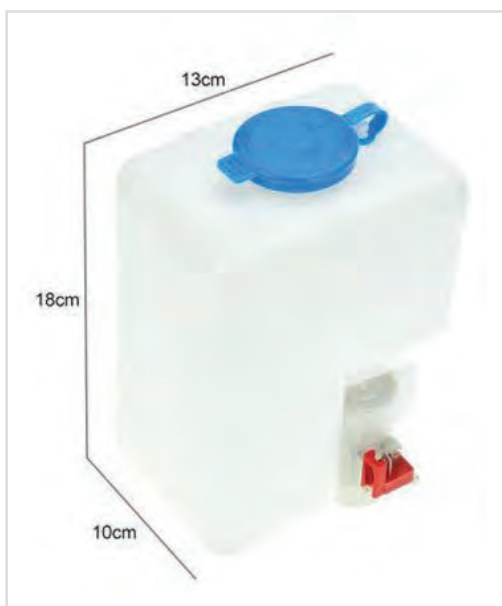
Small 12v pumps are readily available, and cost less than a tenner. Simple to connect – one pipe in, one out – and two electrical connections, power and

the earth.

Your biggest decision here will be where to fit it. It's only two

rather than use the existing (and rather meagre) screenwash bottle, Iain was able to source a modern replacement bottle with the pump built in as an integral part of the unit. These bottles are readily available on-line for around £8, and some of your local autofactors may have them on the shelves, but there are a variety of versions, so you need to be sure that the one you buy will fit. Iain very kindly sent me the measurements of his bottle; 190mm high by 135mm by 65mm, and it holds 1.5 litres.

By chance I also bought one of these years ago for the GT6 when the manual pump failed, but due to restricted room in the engine bay I never used it. Mine is slightly different, measuring 190mm high by 125mm and 100mm deep, and with the pump on the bottom; Iain's is on the side of the bottle.



self-tappers, and if you really want, you can mount it on two rubber pads in the same way as Triumph used to do with the coil and solenoid. I am grateful to Iain Fender for sending me details of his method of fitting electric screenwashing to his Herald;

Iain mounted his in available space alongside the heater, and was able to fabricate a bracket attached to the heater casing which removed the need for drilling bodywork. This area has over nine inches, around 250mm, of clear height, so more than enough for the

7.5 inches of the bottle, and the breadth is only restricted by the speedometer cable, 5 inches or 125mm away. Mine fits with ease, but the bracket is on the wrong side to have the pump neatly hidden to the rear underside, and so it's visible to the front, with the resulting vulnerability to water and dirt ingress. If you've already got a servo mounted in this position, then a remote electric pump and original bottle will work just as well, and there's plenty of choice for a mounting point for the pump.

One problem you will find with alternative washer bottles is that you cannot go to your local scrappie and find a donor bottle; these days many of them are made to fit the inner wings of modern cars and are the most convoluted piece of plastic you will ever lay eyes on, and although I'm ready to be proved wrong I don't think there's any part of the Herald in which they will fit.

Iain was also able to route power to the unit from the wiper motor power supply; terminal 2 is a permanently live wire and the switch merely earths the current, so doing exactly the same for the washers will not affect the system.

The old pump now being obsolete, many owners just fit a small, unobtrusive switch to the existing bracket. I would have been happy with a simple period pull-switch, but Iain decided to rebuild a spare switch to reflect the screenwash function by using the symbol from a donor vehicle.

A nice touch! The supply from the wiper goes through the motor, to the switch, then to a suitable earth point. You can add a small in-line fuse if you wish.

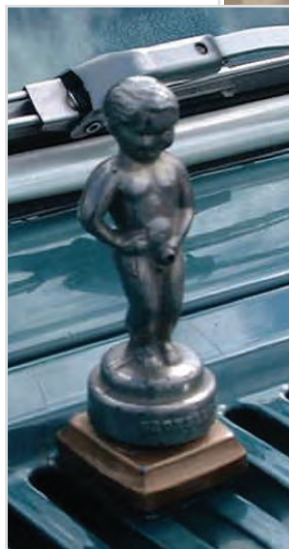
One thing I found in my own stores was a rheostat switch from an old lighting circuit, and was wondering: if it dims lights, can it be used to vary the spray from a washer system? The theory is there, but the practice? Is it even necessary? Watch this space...

If you've uprated the pumping system you might also want to uprate the screen jets; Herald versions are a single jet system and with the increased flow seem perfectly adequate, however there are myriad replacement items available with two or more jets, fan pattern or other spray variations. Just make sure they'll fit, as many are too short to



clear the bulkhead. The Herald bulkhead is double-skinned at this point, and the original jets have 45mm of stem below the chrome head; allow at least 35mm to clear the metal and still allow mounting threads to grip. You can always use push-fit jets which remove the need to be tightened from below, but make sure your tubing is long enough to stretch the extra inch first.

I couldn't finish off without featuring these unusual washer jets; made around 1950, "Wee-boy" says it all, and although they may spray the windscreen, I'm not



sure how impressed your passengers would be... Something jogged my memory that I'd once seen one on a Herald... and I had! Stafford International, 2007.

More of a flasher than a washer, that one. Psst, mate - the screen's that way!

It's a show, not an exhibition...

See you next month.

Colin



# Have you Filled in one of these lately?

# £15

For 2 Years  
Peace of mind!  
£7.50 a Year.



**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:

**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. ...  
Fax No. ... E-mail ...

**VEHICLE DETAILS**

Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of form submission	Date of purchase	Purchase Price
<b>Conditions - CONCOURS, A1+, A1, A2, A3 (must be completed)</b>									
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 may be required to make the vehicle condition A2 or better.

**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 Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can **"Value your car Yourself"**,

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

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

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

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

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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JOHN'S A-GRADE EFI HOMEWORK

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 ♦ In depth health & safety guide  
 ♦ Clutch mechanisms sorted  
 ♦ Renault 4 undressed  
 ♦ How to use an oscilloscope at home

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practicalclassics.co.uk

**MX-5 v THE REST**  
£2k Nineties sports cars tested:  
which would you have on your drive?

BMW Z3 MR2 MGF

**ONLY £4.60**

**PROJECT TR6: DONE!**  
PC Resto Show full report

**WIN A SUNTOR!**  
see page 12

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Bargain Pug will never be cheaper

**MGA MARVEL**  
Rescued from the river Severn

We celebrate thirty years of the seminal Mazda MX-5 by pitting it against period rivals in a Nineties sports car test. Plus, **Matt George** and the PC team build his TR6 live on stage at the PC Resto Show and ready it for the road for the first time since 1985, while **Nigel Clark** makes plans ahead of a 2.5-litre engine swap for his GT6.



**ALSO AVAILABLE DIGITALLY**

**BUYING**

**BUYING GUIDE**  
**PEUGEOT 406**  
A five-door hatchback, there's nothing else out there like it. It's a real bargain at the moment.

Production line

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**Centre stage**

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**DRIVING**

**Executive RECOVERY**

Production line



# The Khyber Pass and all that!

Just when I was contemplating what to write about for this month's report, I was contacted by David Taylor asking if I'd like a few words of his time with the British High Commission in Pakistan with his Herald 13/60. Needless to say I jumped at the opportunity.....

### Triumphs on the North-West Frontier (Part 1)

Not an account of our cars in the Lake District but my recollection of the Triumphs and others encountered during my secondment to the British High Commission at Rawalpindi and Lahore in (the then) West Pakistan, from June 1969 until December 1971. The Khyber Pass and all that.

### "Austin Minis and 1100s, Morris Minors, Hillman Imps, a Hillman Super Minx, some Vauxhalls and a Wolseley 16/60"

The High Commission ran a mixed fleet of vehicles for official use, ranging from the High Commissioner's Rolls Royce to cars such as the Vanden Plas Princess 4 litre, Vanden Plas 4 litre R and Wolseley 6/110. For everyday purposes there were Ford Zephyrs, Ford Cortina Estates, several Land Rovers and

a number of Commer minibuses for staff transport.

At that time, all UK based staff on long-term postings could buy a normal size car (provided it was British, naturally) and ship it out at Foreign and Commonwealth Office (FCO) expense. This was all part of the promotion of British products abroad. In 1970, for example, the High Commissioner acquired one of the then new

ably in white. There were also Austin Minis and 1100s, Morris Minors, Hillman Imps, a Hillman Super Minx, some Vauxhalls and a Wolseley 16/60. But of course, the more discerning among us chose Triumph!

Quality over quantity, you may say. I recall a refined looking Mk1 2000 saloon and a couple of Mk 3 Spitfires in fine fettle. The Head of Chancery (third in command of the Mis-



Pic.1. My 13/60

Range Rovers. The cars would be bought free of UK purchase-tax (this was the pre VAT era) and usually at a "Diplomatic Sales" discount offered by various manufacturers, so it was too good a chance to miss.

Consequently, there was a fair assortment of privately owned cars in evidence. By far the most common (or popular, as you will) were Ford Mk 2 Cortinas and Mk 1 Escorts, invari-

sion) owned a 2 litre Mk 2 Vitesse convertible, which he had driven out from the UK. This was unusual because nearly all the cars were shipped to Karachi and then sent by rail to Rawalpindi or Lahore. The sea voyage was via the Cape of Good Hope since the Suez Canal remained blocked after the Six Day war in 1967. A colleague arrived in Lahore with a left-hand drive

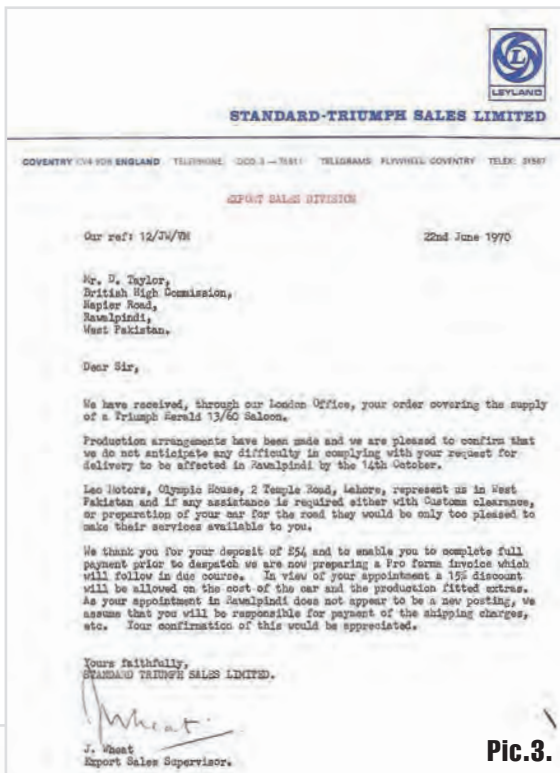
13/60 saloon, which he had ordered for service in Jordan. However, his posting had been switched to Lahore at short notice and he had no option but to bring the LHD car to Pakistan, where they drive on the correct side of the road (mostly).

Then there was my Herald 13/60 saloon, VRW 900J (Pic 1) here she is in 2019, still alive and mobile after all these years. But how? It's a long story!

I was not in a position to start the purchase process until April 1970 so by the time I'd received the brochures, colour charts etc, it was May when I placed the order. Pic 2 is a letter from the London Berkeley Square office, which handled all the Diplomatic Sales and liaised with the FCO. Note the "Grosvenor" telephone number and "Flywheel" telegram address! Pic 3 is a letter from the Export Sales Division, Coventry, confirming my order and letting me know that Triumph was represented by "Leo Motors" in Lahore. I wonder if anyone connected with



**Pic.2**



**Pic.3.**

some interesting details of this aspect of the Triumph operation. I must say I was much impressed by the service I received in terms of frequency of correspondence and attention to detail. And in a world before word processors, all letters and documents were immaculately typed on airmail paper with neat little "enclosure" stickers affixed where appropriate.

A bygone age for sure.

Pic 4 is an invoice from July 1970. Bearing in mind the local conditions, I decided to go for a saloon for reasons of practicality and imagined better security (ho ho!). So I ordered several extras including a laminated windscreen, bonnet locks, locking petrol cap, a sump guard (aka skid plate) and heavy duty suspension. Remark-

ably, these GT 7 shock absorbers are still on the car and MOT worthy! I also specified an oil pressure gauge and an ammeter and these were installed in the

the TSSC can recall the work of the Export Sales Division and the Diplomatic Sales section? They might be able to provide

**TRIUMPH** PRO FORMA  
**STANDARD-TRIUMPH SALES LIMITED**  
 COVENTRY CV4 9DB ENGLAND TELEPHONE: 0203-75511 TELEGRAMS: FLYWHEEL COVENTRY TELEX: 91587

**INVOICE**

Mr. D. Taylor,  
 British High Commission,  
 Napier Road,  
 Rawalpindi,  
 West Pakistan.

Ref: 12/38  
 Date: 21st July, 1970, 45796

To: Supplying One Triumph Herald 13/60 Saloon Car with equipment as per catalogue specification current at this date:

£605	0	0			
£90	9	0			
£512	11	0	£512	11	0

Less 15% Discount

**EXTRAS:**

Skid Plate  
 Laminated Glass Windscreen

£3	5	0			
£7	0	0			
£10	5	0			
£1	10	9			
£8	14	3	£8	14	3
			£521	5	3

Less 15% Discount

Oil Pressure Gauge  
 Underseal (Tectyl)  
 Seat Belts  
 ST-7 Shock Absorbers  
 Bonnet Locks  
 Locking Petrol Cap  
 Ammeter  
 Number Plates

£5	0	0			
£7	10	0			
£6	10	0			
£4	0	0			
£4	0	0			
£2	12	6			
£9	5	0			
£2	10	0			
£41	7	6	£41	7	6

EX WORKS  
 Less Deposit Paid  
**BALANCE**

			£562	12	9
			£54	0	0
			£508	12	9

Subject to prices, terms and conditions prevailing at time of despatch.

CERTIFIED CORRECT,  
 FOR: STANDARD TRIUMPH SALES LIMITED,  
*[Signature]*  
 AUTHORIZED SIGNATURE,

**Pic.4.**

manner of the Mk 2 Vitesse, to the left of the windscreen wiper switch. Valencia Blue seemed an attractive colour, just like the "eager new Herald 13/60" on the front of the sales brochure. You can see that a 15% discount was applied and the final price came to £562. 12s. 09d!

Pic 5 is a letter from September 1970, which reminds us of a feature of car manufacturing at that time – industrial action. Production of Triumphs was then at a standstill and the earlier promise of delivery of my car to Pakistan by mid October could not be realised. The car had been built but was awaiting the fitment of the extra items. A special arrangement was made for this and the car was finally ready for

shipping by 07 October. It was registered in Coventry on 14 September and fitted with number plates at a cost of £2.10s!

Pic 6 is the Shipping Advice note dated 07 October and confirms the specifications on completion. It was to be sent to me in Lahore on the ss Sirsa from Tilbury. VRW 900J was on her way!

In Part 2 I will recall aspects of 13/60 driving in Pakistan until the Herald and I were finally separated by the outbreak of the 1971 India – Pakistan war.

**David**

Thank you David for such a fascinating account, we will eagerly await the next instalment.

The delay in delivery is a reminder of how industrial action was never far away in the British Motor Industry at the time, how different it could be now if the workers and management of the time could have found a way

**BRITISH**  
**LEYLAND** **STANDARD-TRIUMPH SALES LIMITED**

COVENTRY CV4 9DB ENGLAND TELEPHONE: 0203-75511 TELEGRAMS: FLYWHEEL COVENTRY TELEX: 318

**EXPORT SALES DIVISION**

Mr D Taylor  
 35A Elmfield  
 EXETER  
 Devon

10 Sep 1970

Dear Sir

We thank you for your letter dated the 5th September regarding your Triumph Herald 13/60 Saloon and have to inform you that your car has been built but is now awaiting fitment of the post production extras.

Due to a dispute at one of our outside suppliers production is at present at a standstill and the delay which has resulted means that delivery in Lahore by the 14th October cannot now be achieved.

Special arrangements have been made for your car to be completed at our Service Division and we hope to have it ready for despatch in about three to four weeks time.

It is confirmed that the colour combination in Valencia exterior, Black interior.

Yours faithfully  
 STANDARD TRIUMPH SALES LIMITED  
*[Signature]*  
 J Wheat  
 Export Sales Supervisor  
 Ref 12/34/282

**Pic.5.**



Form No. 13BP		Continued Certificate of Value and Origin and Invoices of Goods for which entry is		FORM "A"	
A. TO SHIP DOCUMENTS		PARISIAN is claimed as commercial rate of duty, laid down in the General Schedule for		the United Kingdom - Pakistan Trade Agreement of the 2nd April 1961	
B. TO SHIP DOCUMENTS		NOTE: - In the form "Goods Receipt" and "Goods Shipped" there is a column for the country of origin.		In the United Kingdom	
SHIPPING ADVICE No. 78893		Invoice No. 788366		Place and Date COUNTRY. ENGLAND. 7th OCTOBER 70	
By STANDARD TRIMMERS SALES LIMITED OF COTSWOLD, ENGLAND,		to Mr. D. ELLIOT, BRITISH DEPUTY HIGH COMMISSIONER, LAHORE, WEST PAKISTAN		to be shipped per a.s. 'HISRAH'	
Mark and Shipment		DESCRIPTION OF GOODS		Quantity	
Value		Selling Price to Purchaser		Amount	
Net D. DAYTON		ONE TRIMMER HERALD 13/60 SALOON, WITH EQUIPMENT AS PER CATALOGUE SPECIFICATION CURRENT AT THIS DATE.			
DEPUTY HIGH COMMISSIONER LAHORE		GRABER NO. GS.72287 DL.			
VIA KARACHI		ENGINE NO. GS.77400 RS.			
		COLOUR. VALANCE/BLACK			
		MOTOR. T.O.16.1.20. 1100cc 834			
		FITTED WITH RIGHT HAND STEERING, H.P.N.			
		SPEED METER AND DRY BATTERY.			
		1 @...		552.25	
		KITCHEN:			
		SOLID PLATE		£ 2.75	
		LAMINATED GLASS WINDSCREEN		£ 5.95	
		OIL PRESSURE GAUGE		£ 5.00	
		UNIVERSAL		£ 7.90	
		SEAT BELT		£ 6.50	
		O.T.V. SHOCK ABSORBERS		£ 4.00	
		BONNET LOCKS		£ 4.00	
		LOCKING PETROL CAP		£ 2.62	
		MOTOR		£ 9.25	
		LOCKING PLATES		£ 2.50	
		EX WORKS		552.63	
				552.12. 9.	

Pic.6.

the seen the damaging effects that striking and infighting had, they would have done things differently....who knows.

I was intrigued to see that a 'Skid Plate' was an optional extra, not something I have ever seen in the flesh or referred to before. Was this just something for the export market or available to UK sales also? Some time ago I did consider fabricating something to do that very job on my own car, not for sump protection mind you, more as something to stop the oil stains on the driveway.

It was also a nice coincidence for me to see that Berkeley Square was the dealership handling the sale as this is where my own 13/60 was sold from, also that there's a connection to the West Country as David was living in the Exeter area at the time.

Now that I have been in this role for a little while now, it's nice that I have started hearing from fellow 13/60 owners that need help and advice. Please do not hesitate to get in touch, I will always do my best to get back to you as quickly as I can with hopefully something helpful.

Darren



## Ideal Safety Accessory!

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

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

# Hazard Warning Light Conversion Kit

Don't be caught out if you  
breakdown on Motorways etc

**GSS159** Hazard Light Kit - £32.00 P&P 0.5Kg

Simple fit, wires into existing loom, connectors supplied  
Under dash switch activates all indicators. Instructions Supplied





**Vitesse** 1600, Mk 1&2  
DAVE RUMENS [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

## Experiences

Hello folks, I am typing this up in March and have just taken out my Vitesse for its first run of the season. To be more precise, though it is exempt, I was taking it for the annual MOT. When the exemption started last year there were doubts raised that an MOT exempt vehicle may have difficulties getting on the DVLA electronic system. Well in my case there wasn't a problem, all details were there and the results of the new test could be entered. Yes, it did pass. It's up to you whether to carry on having an MOT, but to me it makes sense to have another pair of eyes look the car over and not go down the self-certification route. This is of course just my own personal view.

**"Don't forget it's  
South of England  
Meet this month  
and the first real  
TSSC event."**

The month of May is now with us so don't forget it's South of England Meet this month and the first real TSSC event. **SEM, on 12th May at Leatherhead**, is always worth attending not only to look around the auto-jumble but to soak up the atmosphere of seeing all those Triumphs in one place after the Winter imposed exclusion.



So, get that Triumph along to SEM. [Picture 1.](#)

As always we as readers are interested in other club member's experiences with their Vitesse and I am glad to say a couple of people have provided theirs. So firstly over to **Richard Teasdale** on the subject of fitting an alternator.

*Thanks, Dave. In your, as usual,*

*very interesting articles in the Courier, this Month*

*you ask for any photos or words regarding this subject, and although I don't know what aid or help this will give my answer follows. As I think I have mentioned to you before we have owned BPG 953 H since new. and I am uncertain why I fitted an alternator in*



*June 2010, maybe it was your article. My neighbour did all the connections, and I think it was dead easy and all we did was to provide spacers to all, or some of the bolts connecting the Alternator to the car to keep the line of the fan belt, Picture 2. The cost was Zero as my neighbour happened to have a spare Alternator doing nothing. It has performed with no trouble over the years. On a comical note, I don't expect that you get a lot, last month on returning from a monthly Thames meeting, the head lights were pretty grim on Dipped beam.*

*Next morning the cause was obvious as the "Fault" was due to a broken filament in the near side headlight.*

*On a different topic, you may recall that earlier last year I sought your help as it was impossible to open my boot. I cannot recall if I reported back to you that success was achieved by punching out the pins of the two hinges, lifting the lid and finding no mechanical fault, but the rubber seal firmly attached to both surfaces. Kind regards*

**Richard Teasdale.**

Thanks, Richard for some interesting feedback.

The second response to my request asking you to tell us about experiences with your Vitesse is also from a member who has owned their car from new. This is **Doreen Whewell.**

Doreen's husband, Michael, (The then Director of the Arts Council of Northern Ireland) ordered her Vitesse 6 Convertible from the Berkeley Square showroom in May 1962. [Picture 3.](#)

The car was delivered just in time for Michael to use it to

speedo currently reads 47038 miles. Though her Vitesse is still



**Pic.3.**

travel from London to the Edinburgh Music Festival on 15-17 July 1962. Though Doreen said Berkeley Square had to be chased to get the car in time for the trip. As the commission number is HB1299CV it is probably one of the earliest Vitesse in the TSSC. Michael had previously owned a 948 Herald, commission number G24619, so was not stranger to Triumphs. As the family grew a larger Triumph was bought but the Vitesse was kept. When Michael sadly died in 1977 the

loved and brings back many happy memories she feels that sometime in the future it may have to be sold as she is getting older. Doreen's Vitesse has a detailed history with a log of the fuel used, mileage and any work carried out. Plus, some amusing experiences like out-turning taxis in some of the narrow London streets. So, I am sure you will all thank her for telling us about it.

If you haven't booked for the The Inter Club All Triumph Weekend at Stratford then



**Pic.4.**

Vitesse became Doreen's main car. [Pictures 4, and 5](#), which she continued to use until 2000. At which stage it was garaged in London where it has remained unused to this date. The

please do so as it should be good as we are combining the event with the TR Reg which should increase the number of Triumphs attending and people. Plus of course it should





also give us a site with better facilities. Dates are **16th-17th-18th August, at Stratford-Upon-Avon Race Course.**

It's your experience that make this column interesting. That's it for this month. Roll on that hot fine weather, have a good SEM

and get those Triumphs out on the road to your local event.

**Keep Running On All Six –**

*Dave*

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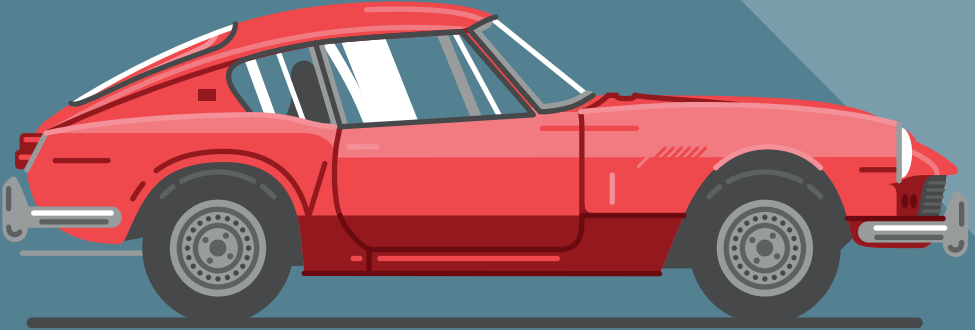


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# STAG

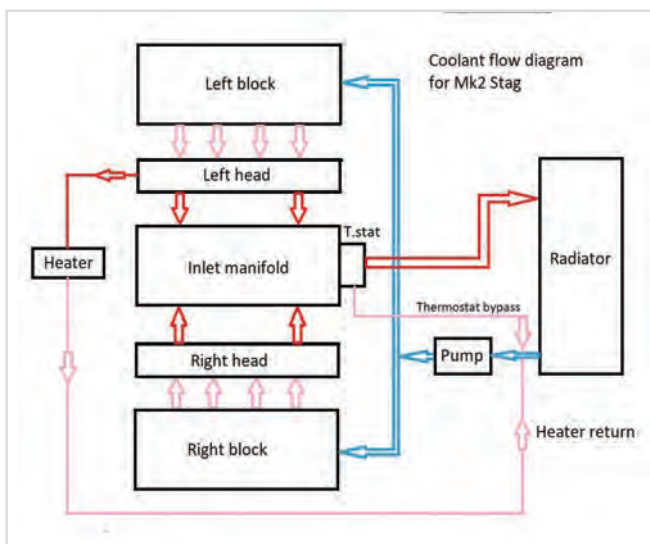
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## Keeping your Cool

**This month I will take a first look at the engine cooling system.**

Almost everything else on a Stag is the same or very similar to other models in the Triumph range.

The engine is, however, unique as it was not used on any other model, although it has a family connection to the slant fours used in the Dolomites and TR7s.



**Fig. 1. 'Flow' diagram**

The cooling system is mostly conventional in that a pump takes cooled water from the bottom of the radiator, passes it through the block, cylinder heads and inlet manifold then out via a thermostat to the top of the radiator. It is then cooled and sinks to the bottom ready for the cycle to start again. A smaller outlet pipe from the back of the left hand head sends hot water to the heater radiator and returns it to the pump. While the engine is warming up and before the thermostat opens, the coolant is short circuited back into the pump input. My take on the coolant circuit is shown in the first picture.

The pictures in the BL Workshop Manual (and consequently used by Haynes) explains almost nothing.

The system is pressurised using a radiator cap. Early cars (up to LE10000) had a 13psi cap on top of the radiator and a plastic

**"The engine is, however, unique as it was not used on any other model,"**

bottle that caught any excess that was expelled.

13psi raises the boiling point of the water/antifreeze mix to around 124C.

A 20 psi cap was fitted to later cars (LE10001 onwards) to take the boiling point up to around 130C. Instead this being on the radiator, it is on the top of a plastic expansion bottle. The idea here is that expelled coolant, once the engine cools down, is sucked back into the main circuit by the partial vacuum caused by the volume of coolant contracting. It goes without saying that the higher working pressure will put a bit



**Photo 2. Later thermostat with secondary valve**



more strain on the system and it is recommended that good quality reinforced hoses are used throughout.

The engine thermostat also changed from 82C pre engine LE20881 to 88C from LE20882. The later engines had the type of thermostat shown in picture 2 with the extra plate that closes off the bypass circuit when the thermostat opens.

Early cars had a 6-vane rotor in the pump but this was later increased to 12-vane for improved circulation. All the while the pump works then it should be fine providing the coolant level is kept above it. The pump is at the top of the engine so it is vulnerable to the coolant level dropping too low. Regular checks on the hoses etc. are important but many people fit a header tank to keep a reserve above the pump (more on that next month).

<i>Engine speed (rpm)</i>	<i>6-vane pump 3 row radiator (litres/min)</i>	<i>12 vane pump 3 row radiator (litres/min)</i>	<i>12 vane pump 4 row radiator (litres/min)</i>
2000	47	57	66
2500	55	68	78
3000	64	86	92
3500	77	96	107
4000	89	107	122

**Photo 3.** Table showing flow rates

As with all cars, radiator performance drops over time. Regular flushing and the use of soft, de-ionised or distilled water in the coolant mix instead of hard tap water can be of benefit. Late cars were fitted with smaller radiators in the factory, which is counter to any logic but probably a cost saving measure. Most of these have probably been swapped out by

now. Standard radiators have three rows of cooling tubes but 4-row units help improve matters. The table in picture 2 is a table of measurements carried out several years ago that shows how flow rate changes according to engine speed, radiator core type and the water pump type.

All very simple so what could possibly go wrong

**Keeping it clean**

Some early cars had casting sand left inside the water jacket so water flow was restricted. This either killed the engine or it was cured by flushing. Either way, that issue is (hopefully) well in the past. Engine and radiator can still silt up, however, and regular (annual?) flushing should deal with this.

Electrolytic corrosion due to the reaction between the aluminium heads and the cast iron

main standard to look out for seems to be BS6580 (2010) although, apparently, this has been superseded by ASTM D 3306 & ASTM D 4985. A 33% antifreeze to water mix should be good down to a rather chilly -20C (-4F) while a 50% solution takes this down further to -36C (-33F). Failure to use an inhibitor will lead to the heads being gradually eaten away causing head gasket failure.

Do not use an OAT (organic) antifreeze.

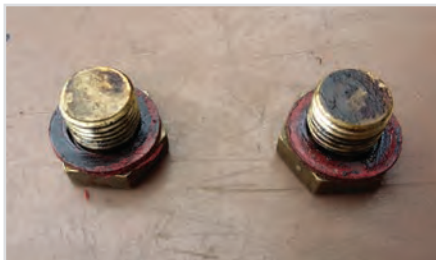
Regular maintenance is the key, possibly along with some aftermarket improvements. It is well known that BL did not spend much money on sorting out the problems of the Stag as their priorities lay in their mainstream models. It was left to the owners, the clubs and outside companies to sort out the issues – and they have done that extremely well. I will go through the basic maintenance here. Next month I will look at the aftermarket bits.

To flush out the system you will



**Photo 4.** Left hand block drain plug

probably have to remove the bottom heater hose. Earlier cars had a drain tap in the radiator and on the block but these



**Photo 5. Drain plugs and fibre washers**

have mostly gone by now, or have clogged up. I like to remove the thermostat housing and flush the block through the hole. The water should come out of the hose from the water pump.

That should take care of the manifold, heads and upper passages in the block.

Having done that, I then remove the two

Run the engine with the heater valve open until the thermostat opens, which should clear any airlocks. Then you can top the system up. Check it again after a short run. Although I have never used them, there are proprietary cooling system flushing agents available from people like Holts and Wynn's.

The overriding message is that the engine should never be allowed to boil. If the temperature gauge goes well into the red, i.e. much higher than normal, then stop the engine and sort out the problem. Driving on in the hope of getting to your destination or a garage can easily wreck the engine. My insurance policy has been to fit a header tank and an electric fan plus performing a full flush of the system each Spring.

## TSSC Members' Stags

In my March article I asked if there were any Stag owners out there and immediately **Chris Walker** from Doncaster contacted me. He has a 1971 Stag in pretty



**Photo 6. Chris Walker's Mk1**

block drain plugs, one on either side of the engine under the exhaust manifolds. They are brass and have  $\frac{3}{4}$  inch heads. I have been lucky so far and the coolant has poured out of these. It is common for them to silt up in which case you should try to dig out the silt with coat hanger wire or similar. Once coolant is running from these, flush again. Finally flush the radiator. Once all is clear then replace the drain plugs (having checked the state of the fibre sealing washers – replace if in doubt), hoses etc. and fill with new coolant, as mentioned earlier.

much original condition and which "drives like a dream". The cooling system is not quite up to scratch at the moment and he is planning to fit an aluminium radiator when he can source a suitable one. Off the shelf rads are usually advertised for the Mk2 but Mk1s are out there somewhere. Chris is planning to take the car all the way from South Yorkshire to the Isle of Wight later in the year so needs to get the cooling sorted out first.

The Stag is an excellent touring car so I wish him well for the trip.

**"Happy Stagging".**

Phil

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## Mixed Messages

A few weeks ago Josef Gluyas sent me an email directing me to a car then for sale on eBay. You boys and girls know that I am pretty sharp in catching Herald-connected kits and specials that appear in the market place, but without Josef's direction I would have missed this one. The headline description was,

**"What is it? it's a Special, but we can't claim all the credit!"**

***"Jaguar D Type (Recreation), in excellent condition, just finished"***. It's the silver/grey car in the photos here.

Here is the full seller's description, almost verbatim, I've just corrected some of the spelling and grammar issues (we quite often find that talented car builders are not as expert in written English):

***"What is it, it's a Special, but we can't claim all the credit."***

***Firstly we looked for four years to find a donor car that would suit what we wanted to do. We found a Triumph Spitfire that had been converted by engineers from a standard 1.3 Triumph 4-speed to a***



***2000cc Twin Cam 5-speed. Not only did they take care of the power, they sorted out the***

***steering and brakes to match. Next stage was to present the car in its current form where***





maintain, parts are cheap as are service items. Not that anything will need doing for a long time, everything has been changed, including cam belt and clutch.

Any DIY motorist could look after this motor as it's good old fashioned solid technology.

The finished car, I've driven it for five hours straight, is no Spitfire

the new body of the replica D-Type could be attached.

This is no weekend in-a-shed build, this has been done by professionals.

Three months later the car is returned and the paint process

The body and chassis of the car is extremely solid, it was already in Waxoil when we got it, but to be sure



any more. It goes and it handles, it draws a lot of attention as it looks and sounds fantastic.

This has been a professional build from start to finish.

Main question asked, why am I selling it? The car was built to go over to Italy and stay there; in the last few months Italy has changed the laws on foreign registration cars remaining for longer than 60 days. Fines issued, cars confiscated. So it is a no go, and up for sale

begins. As you will see it's a top paint job in Jaguar gun-metal opalescent, not the easiest colour to use, but by far the best for looks in our opinion.

we scraped most away to check it; pleased with the chassis and floor pans - we have re-Waxoiled the lot.

This is an extremely easy car to

*It will not become a Q-plate registration, it will retain the Triumph Spitfire registration and appear as a "A352" on the V5. The body conversion was done by the manufacturers of the shell."*

Well, that description tells me something about the car, but there is more I'd like to know before I would even think about handing over the £17,000 asking price.

I say straight up that there are some things about this description that slightly annoy me.

First is the suggestion that it is a "recreation" of a Jaguar D Type. Come on, really? I'm quite happy to accept that this could be a great fun car to own, and that the overall shape is quite pleasing to the eye, but the only Jaguar connection is the cat's face the builder as fixed in the steering wheel. You note that there is not a photo fully side on. And why the repeated reference to "professionals"? Professional what? Make-up artists? Land Rover service technicians?

I also wonder if there is enough Spitfire left for DVLA to allow retention of the Spitfire registration. We can see a Spitfire chassis, but even the front suspension has modifications (pictured). I asked the seller about this, and he was sure that DVLA would agree, though at the time he hadn't submitted the paper work. Don't get me wrong, I'd be happy to see this car legally out and about on the UK roads, even if the Italian authorities won't have it, and I don't think a Q-plate would detract from its appeal one iota.

Another thing for any potential buyer to consider is that even though the use of an original, unaltered Spitfire chassis might exempt this car from the DVSA's IVA (Individual Vehicle Approval) test, I believe that under the Vehicles of Historic Interest rules it won't be exempt from an annual MOT test for another 30 years, whatever it gets registered as.

You see that the "D-Type ish" body is described as an A352. These bodies are supplied by a com-

pany called Tribute Automotive, based in Dorset. I have written about them in this magazine before, March 2013 and October 2015.

Also on eBay around the same time was another "recreation" car in a vaguely similar vein: **1958 F-120GR SPECIAL ... RECREATION OF A 1950'S RACE CAR / FORMOSA BODY.**

The seller's description of JSL795 goes on a bit, and is written entirely in capitals, so I've condensed it:

*"Nearing completion and therefore entertaining serious enquiries for the purchase of this gorgeous recreation.*

*Built very much in the style of the iconic rac-*



*ing cars that were around during that magical period in motor racing history, namely the mid to late 1950s. This recreation has been assembled with a look and feel of a "barn find" example with a subtle patina created with paint finish and the careful use of used original parts, instead of new reproduction pieces, in many of the cosmetic areas.*

*Based on a special chassis registered in 1958, the car has a live rear axle with a 4-bar link arrangement, independent front suspension with its origins clearly being Triumph based, but with larger discs and Jaguar calipers fitted. Coil over shocks are fitted front and rear also. A Ford V6 engine with 4-speed gearbox provide the power.*

*The body is a Formosa 120GR. These are advertised elsewhere on eBay.*

*Being a 1958 example, she is MOT and tax exempt. I am happy to put a full MOT on the car if required."*





up the JSL795 that is being sold today, our authorities are apparently happy to consider it was manufactured in October 1958. I'm sure it's all above board. The seller does say the car, being 61 years old, is exempt MOT, but, as the other car here, by my understanding of the detailed MOT exemption rules, it should not be, due to the new body that has just been fitted.

Giving the new body fake

This description also raises several questions in my head. I want to know more about this "1958 chassis"; who made it? Presumably it had some sort of body on it before the Formosa one was bolted on. Perhaps there's a clue in the registration – on the DVLA web site the make of JSL795 is showing as "Rover F120GR Special"; some sort of Rover connection, then? At the time I'm writing it is SORNed, and showing no MOT history, suggesting it hasn't been on the road since at least MOT records were computerised, which is a good few years. And I wonder when the Ford V6 (it is a 2-litre according

to DVLA, but in the eBay ad it is shown as a 3-litre) was fitted.

The seller says the front suspension is "Triumph based", but we don't know if that is of 1958 vintage or is it good old Herald, which, as we all know, has been fitted to many, many non-Triumph cars since its inception in 1959.

There is one other tenuous Herald connection – for those of you who don't know, the Formosa 120 GR is a fibreglass body sold by a company in Poole, Dorset to fit to a Herald/Vitesse chassis; I wrote about it in November 2017.

Whatever the precise provenance of all the bits that make

patina doesn't change that; but maybe I'm wrong.

Couple of things before I sign off. You remember the red RMB Gentry I featured last month that was sold at auction, for what I thought was a bargain price of £3,700? It must have been bought by a dealer, as it has just appeared on eBay, with an asking price of £7,000.

That's business.

And finally, an invitation to all of you with kits or specials, based towards the south of the Kingdom, to attend the **South of England Meet, at Leatherhead on 12th May.**

See you there.

Trevor

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# MK4/4A/5/250/6

BERNARD LITTLEWOOD [tr4-tr6@tssc.org.uk](mailto:tr4-tr6@tssc.org.uk)

## A Stud Y of Parts Feedback

After the article "A STUD Y OF PARTS" two months ago I received a number of emails (hopefully you have all received replies by the time this article appears in print, if not I will be in touch soon). Some from members who have experienced similar issues and some from members offering a possible explanation of the cause. I am grateful for all the feedback and for those who took the

**" I am amazed that there remained one stud in position. "**

time and trouble to write. One member, **Roger Hogarth**, who has *"worked in the Aircraft industry for 36 years looking for and examining cracks"* gave as good a detailed report as possible with the images that I was able to supply to him, so in Roger's words –

*" That dark rough area at 12-o'clock could be a lump of slag in the molten mix. However as you have three studs doing the same thing one would expect a common link. A badly turned/rolled thread would fit the bill. The very thin rim from 2-o'clock to 8-o'clock looks as though that was the starting point of disaster. Possibly a badly cut root to the thread - but shouldn't they be rolled !!!*

*There is an area immediately*

*above 6-o'clock that looks like waves heading towards the centre of the stud - I would suggest this started to go once the rim above took hold.*

*The area to the right of this then started to break down. Possibly the right hand side started before the area above 6-o'clock. But they are both cyclic.*

*The area between 2-o'clock and 9-o'clock was a sudden tensile failure as it could no longer support the load.*

*Assuming the pull in load and the torquing of the nut did nothing then it must be down to bad manufacture.*

*I am amazed that there remained one stud in position."*

From my own point of view, I am a time served Toolmaker and from my time as an apprentice working in the quality control department that tested components to destruction I have seen many broken items due to poor quality steel, badly formed threads and heat treatment processes and I totally agree with Roger's analysis, although as he made clear to me, that examining the images that I supplied him with could not be definitive.

**Thanks Roger – Top Man.**

Last month I had the privilege of submitting **Chris Down's** article about his TR250 restoration, this month Chris has again very kindly sent me the follow-



**TR5 Body repairs under way**

ing article about his TR5 restoration. If he hadn't you would now be reading a very in depth report about how I had purchased a carton of Snicker bars and had filled the spare wheel well of my TR4A up to the boot floor level and how I was planning my next trip to the local supermarket to buy more of the chocolate bars, ah well, maybe next month. So over to Chris in his own words with mine (and many other reader's) thanks.

## TR 5 Article

by Chris Downs

*Yes, I know that I'm a glutton for punishment, and I also know that several of my friends think that having several TR projects on the go at once is*



### New boot floor Tack welded in place

*me in the direction of a 'basket case' Triumph TR5 that he had spotted for sale. Colin seemed very enthusiastic about the prospect of me restoring yet another TR and pressure was applied for me to make contact with the vendor. I made contact, various*



### Underside of body tub well protected

*not enough! With this in mind, I received a message from the Suffolk and North Essex TSSC Group Leader one Sunday evening ... his name is Colin Wake. Up until this point, I had regarded Colin as a friend, but I was not so sure at that juncture as Colin was now steering*

*pictures of the remains of something resembling a car were received which showed a completely dismantled vehicle strewn across the floor of a barn in deepest Dorset. Okay, I thought, this shouldn't deter me from taking a look.*

*Two weeks later I was on my way from Suffolk with my wife to Dorset for a nice little weekend away at the end of October, which just so happened to include a visit to a barn on a farm in the middle of nowhere to look at some rusty bits and pieces.*

*These pieces were basically a completely dismantled body shell that had been acid dipped.*

*The problem with the acid dipping process is that it leaves very little of the body if there was lots of rust and filler in it, and there had apparently been plenty of both. The good part about it all was, that as far as I could make out, in the depths of the barn I could identify most parts to make a whole car. This included a virtually brand new chassis that had been made by a company called CTM who are based in the Hampshire area. A deal was struck which included a crate full of very expensive body panels from Moss. The owner had all good intentions of conducting a full restoration himself and had already made*





**What a Beautiful Car!**

some very expensive purchases including the body panels and chassis, but as often happens, life got in the way and he was sadly having to sell the project on.

Back in Suffolk, whilst other projects were still progressing, the remains of the TR5 body shell were delivered to the previously mentioned Miss Weld for a very extensive welding session that lasted several months. See pictures 2 and 3. In my workshop, the new chassis was built up with reconditioned parts, the engine, gearbox and diff all checked over and assembled onto the new chassis.

Having completed several major TR restorations to date, I have amassed several useful restoration aids including a 'mule' rolling chassis that is ideal to use for reassembling and welding a body back together and to get it to the paint shop. Whilst at the paint shop, it is fairly straight forward to lift the body from the chassis with a bit of assistance (pictures 4 and 5) to allow for the underside of the body to be stone chip treated and painted. When all body parts and all panels are painted separately, it allows for far better metal protection from rust and all the panels can then be reassembled back on the car.

The body was transported back home on the mule chassis and then transferred to the newly built chassis where final reassembly took place over several months. A new wiring loom was one of the first items to be fitted to the car

pretty much before everything else. Many weeks were spent getting the final panel gaps correct and all necessary precautions had to be taken to ensure that as little damage as possible was caused to the new signal red paintwork.

I had sourced a pair of black leather Mazda MX5 seats together with a brand new black interior trim set with white piping. The finished car looks pretty good even if I say so myself! The engine was finally started for the first time followed shortly by its first MOT in many years. I covered about a thousand miles in it last spring and summer before taking it on its first major trip which was to the Classic Le Mans 2018. I can report that the car performed faultlessly on the way there apart from picking up a misfire on the M25 on the outward journey. A quick stop at a service station just off the motorway revealed that injector number five had picked up a blockage, so a quick bleed of that injector had us firing on all six again. Another great experience at the Classic was had.

I may have missed out several parts of this restoration story and some of the dates and sequences may not be exactly accurate but I think this article gives a fairly succinct account of how I went about tackling this restoration voyage. So onto the next TR project then. Thanks once again Colin, and keep on finding them; perhaps you can have a go yourself next time!

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

Bern

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# INTERNATIONAL LIAISON

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## Import & Export

**We were contacted by a member in Australia enquiring on the logistics of importing a car from the UK.**

We hope that we were able to assist at least in directing the member to companies that could help, but following that, we decided it would be useful to recount our own experiences of bringing our GT6 from the UK, first to New Zealand and then to Australia.

The story started (or continued) in 2004 when we moved to New Zealand. Our GT6, which we have owned since 1986, had been in long term storage and due for a full rebuild so the mission was set to complete a full body-off restoration in 9 months to coincide with our shipping date of September 2005. Mission accomplished, the car was finished (sort of) a week before the container arrived, but with so much to do, the driving experience was to the MOT and home again.

False Fact 1 - we were told that having our car MOT'd before shipping would make things much easier at the other end. Not true, the overseas licencing agencies do not care about any certifications outside of their own jurisdiction.

There are many companies out there that will ship cars to almost anywhere in the World. For long distance and for non-

runners, we would recommend container shipping. It is more expensive than Roll On Roll Off (RORO) ferries where these are available, but the chances of damage is much less.

Also, ensure you get a dedicated container – we have heard stories of cars being shipped with all manner of other goods stacked around them – with the obvious result.

The GT6 was loaded at our house, directly into the container using the biggest set of ramps we've ever seen.

We elected to have the car delivered, unregistered, to our home and would arrange to get it registered at a later date, once the final snagging and fitting up had been completed – only a few more days work (?).

At the same time, we had also imported our Mercedes CLK and the experience here could also prove useful. In this case we had the car delivered by the shipper to the local Vehicle Testing New Zealand (VTNZ) centre. A few days later we got a phone call to say that the car could not be certified for use on NZ roads because it was not EU compliant.

Now how a car designed in Germany made in Germany and sold in the UK is not EU compliant was beyond us.

However the helpful guys at the testing centre had a 'mate' that could provide an engi-

neer's inspection report (for a fee) and that would see us right. Not convinced, I contacted the local Mercedes Benz dealer who obviously had a keen interest in rowing, uttering 'rowlocks' or something similar and told us exactly where to find all the relevant EU labelling on the car.

Armed with this information, VTNZ then advised that the brake rotors (discs) were worn, but they had a 'mate' who could grind them all up true again. Not convinced again I went back to the Mercedes Benz dealer who offered to swap all four discs and pads at trade price – I think he felt sorry for us.

I told the guys at VTNZ my intentions at which they looked somewhat crest-fallen. When I asked about getting the car to the dealer I was told 'you can drive it there', so I did, still on UK plates!

When I collected the car a couple of days later the service manager confirmed that there was absolutely nothing wrong with discs he had taken off.

Sadly we subsequently met a number of expat migrants that had similar stories of spurious faults that needed to be fixed by a 'mate' before a car could be registered.

So the moral of the story is, do your research, know your facts and reach out to expert sources





tion there. Petrol in Switzerland is of course unleaded and is normally available with 95 or 98 octane ratings. It is somewhat cheaper here than in the neighbouring countries (a litre of 98 octane costs currently around CHF 1.62, approximately £1.23). However, petrol in Switzerland may contain up to 5 % ethanol, without its being declared. It may also be of interest

when required.

And the GT6? Seven years and four house moves later, it still had not been registered into New Zealand, so it was shipped to Australia still on its UK plates – but more of that in Part 2.

## Triumphs En Suisse

Thanks to Robin La Barre for bring the following events in Switzerland to our attention. Robin's contact details are shown in the International Contacts section elsewhere in the Courier if you would like more

details of either event.

British Car Meeting (organised by the Swiss TR Club) on the airfield in Mollis (central Switzerland, canton Glarus - **Sunday, 25th August 2019** [www.british-car-meeting.ch](http://www.british-car-meeting.ch) (in German only)

Swiss Classic British Car Meeting in Morges (on the shores of Lake Geneva) - **Saturday, 5th October 2019** [www.british-cars.ch](http://www.british-cars.ch) (in French, German and English)

Members thinking of visiting Switzerland may be interested to know about the petrol situa-

tion there. Shell filling stations sell 100 octane petrol under the name 'V-Power 100'. V-Power 100 costs about CHF 0.10 / litre more, but some of our high compression engines may be grateful for just a bit less pinking.

We would love to hear about other events happening in your part of the World, so please let us know – and send photos afterwards.

Dave & Jo

## ST Review Magazine Archive

REVIEWDVD 2 Disc Was £10.00 Now £5.00

### 2 Disc Magazine Archive

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# BOND EQUIPE

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

## Ongoing Restorations Update - II



**Before**

**Right, May, a very quick article as I'm off to the garage - bye now!**

Only joking - my world has turned orange - or more accurately Saffron, as my 2 litre convertible has just returned from the paintshop and is looking very orange now; hopefully it will tone down a bit as the bits are put back on - so now the work begins. I have decided that I do not want to rush

the job, so I guess I am aiming for Stratford not SEM. The plan is to enjoy doing the work - the only problem is that trying to earn a living gets in the way but better to be busy than not, and I've got to pay for it somehow.

The first job is easy - leave it a week for the paint to harden

**" hopefully it will tone down a bit as the bits are put back on - so now the work begins. "**

and to decide whether I am going to replace my dash-board, which has 4 gauges below the knobs, with a



**After**

standard one.

The answer will, I think, depend on what is lurking in my spares department - I am fairly sure there is a spare one. If I go that route I am thinking of putting the oil pressure gauge and voltmeter in the centre console.

Anyway time to move on - SEM - The South of England Meet; there has traditionally been a good showing of Equipes so please try to come along and show the flag.

You may recall that in my December 2018 article I had a photo-



*spray, sprayed with black it to take down and prep again and dig those bubbles out."*

Unfortunately that didn't clear the problem, he later told me "Having some issues with my Bonnet, my Gel, Filler Primer & Gloss paint costs alone have exceeded £400.

*After digging out air holes through damp more appeared on the final gloss.*

*The plan now is to further bake the bonnet, dig out the 'bubble' areas, re-bake to dry the raw fibreglass, re gel, filler prime, prep again and spray (same cost again - ouch!)."*

I hope this has worked and he is back on track.

He also mentioned that he had refurbished the carbs and sent through photos showing the transformation; his comments *"It was wonderful to meet you and your wife at the NEC today, I can now put a face to (one) of my fellow Bond correspondees! Back in Preston now after such a great day*

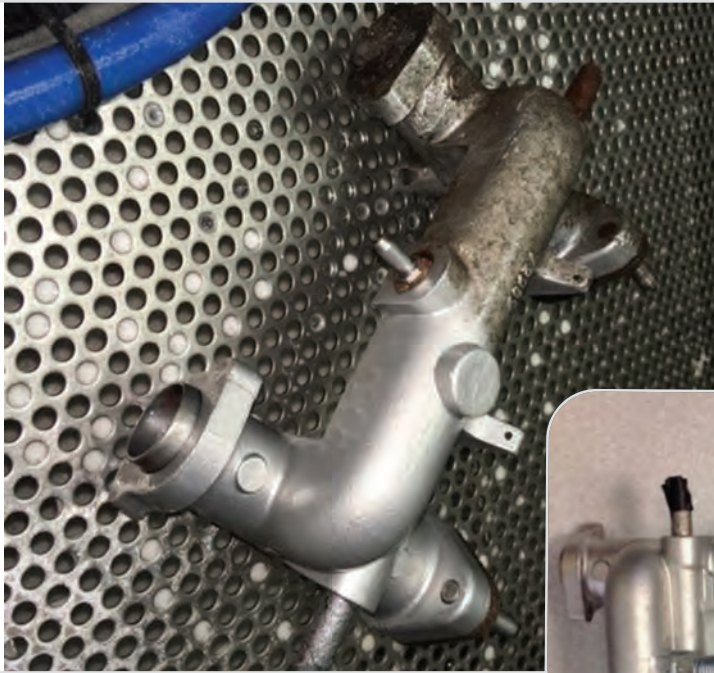
graph of a 2 litre convertible with a hardtop, and I said that I have not seen a hardtop on a Bond Convertible – well I still have not but **Mike Carter**, whose car was featured in my January 2019 article, mentioned that he was building a hardtop for his car and has now sent me photos of it on the car. That should keep him warm dry and cosy during the winter. Would you like to share with us the details of how you made it, Mike?

Suzie and I had a stand at the NEC, and it was nice to meet Graham Lowe who is restoring a 4s and his car has featured in my articles before. He mentioned that he has been having trouble with the bonnet, the paint has been bubbling after spraying, his comment *"My expensive bonnet, some bubbles appeared after the final*



*there. Also thanks to you and Bob [Guy note: Buckby from the Bond Owners Club] for your continued support*





through my ongoing re-build.

My Carbs - Totally seized and last used August 1979, Aquablasted (high pressure water with glass beads), 165 parts in total, only one return spring missing, nothing needed to be replaced. - really very impressed."

Finally, I was asked by



**Tony Abbott** if I know of a 2 litre Equipe GT VLK 962G, which he owned in the mid-1970s. This car isn't on my records but according to DLVA it is still on the road doing a few miles between MOT's - does anyone know the car & owner, if so I can put them in touch as Tony still has some documentation for the car.

That's all for now - hope to see some of you at SEM - off to the garage now!

Guy

# **SOUTH OF ENGLAND MEET**

## **11TH & 12TH MAY 2019**

**Sat 11th**

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**Telephone. 07773 623807**

**E-mail: [chippymickey@yahoo.co.uk](mailto:chippymickey@yahoo.co.uk)**

## Classic's for all ages

Classic cars are, as we all know, timeless. They have the ability to evoke in us memories of our childhood's, of our parents and grandparents driving a classic car (at the time they would not have been thought of as classic cars of course) and we remember the place our family car would have played in those memories. As a young member myself I cannot claim that this is true for me as it is not, my parents first car was a Vauxhall Zafira which I am sure we can all agree is not quite in the same league as a Triumph! Whilst I do not have any of my own memories of classic car ownership I do thoroughly enjoy hearing stories from others and I find that car shows are a great place for this. Over the past two years since I was given Harriet I have been lucky enough to hear many stories which have touched my heart and I would like to share some of those with you all now (no names will be used)



*"One of my earliest memories was of lying on the back seat of my parents Triumph Herald heading home from a shopping trip whilst I fell asleep, the back seat was the right size for me to sleep when I was 6 or 7 years old".*

*"I used to spend every Saturday with my dad polishing our Dolomite which was the family car at the time. Come rain or shine we would be together polishing the car, my mum would check up on us and bring us biscuits and a glass of*



*milk. To this day it is still one of my fondest memories of my childhood."*

*"I used to sit on my dad's knee on the front seat of his Triumph Herald, he would let me hold the steering wheel while he worked the pedals. I was 4 years old the first time I ever drove a car."*

It would be fair to suggest that what all of these memories have in common is the ability to invoke a feeling of pride and of joy. For many classic cars are synonymous of their childhoods and of their parents, I am in a unique position because I don't associate classic cars with my childhood however my son Jack will associate classic cars with his childhood.

Jack is almost 8 years old and he has lived in a house with a father who loves classic cars his whole life, he attended his first classic car show when he was less than one year old and he

now has two parents who own classic cars. Jack attends car shows and meet nights throughout the year and can often be found explaining the difference between six and eight cylinders to anyone who will listen! Jack also helps out at the garage, he has been shown how to sandblast a part, he has painted car parts and is often sent out to meet the general public at car shows when he can be heard loudly proclaiming "This is my car here".

It is my hope that Jack's interest in classic cars will never waver, I think that in a society of social media, technological devices and instant gratification it would be great to see the next generation find an interest in something as timeless and rewarding as classic cars. I therefore implore you to start your children and your grandchildren young, show them the wonder of classic cars and allow

**" Since I was given Harriet I have been lucky enough to hear many stories which have touched my heart "**

them to fall in love with them just like we did, classic car ownership needs more young people to appreciate them and to breathe life back into these classics. I can only hope that Jack becomes so immersed in classic cars that he finds the joy as I know that I have. I feel immensely proud when I think that Jack's love of classic cars will be his father's legacy. Go forth and spread the joy.... Well spread it to anyone under the age of 50.

Alyson

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### Spares or Repairs ?

Hello. As always, hope this edition of the Courier finds you and yours are well. I am fortunate enough to bring you some news as I referred to in the last edition.

Mr R Thorne kindly sent me a letter, and confirmed that I could use that for this article, so, here we go..(thanks again Rod.)

*My Triumph involvement dates from 1969 with a Herald 948*

**"Now, if you are reading this, you may think 'well, I am reading this Carl, as that is what a Club magazine is for;'"**

HC. This went onto Vitesse 1600 Saloon (11 SYC), 2000 Mk1 (ARU 218B) Herald 948 (DHC) (303 JYC) still owned. 2.5 PI Mk2 ( BTA 521L), GT6 Mk1 replaced with Stag ( RVB 750L) sold 1995. Stag (JOW 569L) still owned. Spitfire MK3 and 1500 bought in Spain and rest projects.

The motoring critics article you reproduced was a strange read, compared with my memories. I did not have a MK1 2.5 pi or a Rover 2000, but I had friends who did.

The Rover 2000 compared quite well with the Triumph 2000 but it was smaller and



more expensive to maintain. It was never in the 'ball park' as the 2.5pi, even in 2200 guise. The only Rover competitor was the 3500 V8. My friend who had a company 2.5pi Mk1 replaced a Ford Zephyr, with it, he was enthralled by the performance. If the rotor arm was replaced with a solid one, the car was capable of considerably more than 110 mph. My own experience of the Mk1 2000 was a little disappointment at the dash (not having the wood of the Vitesse) but the dials were easy to read and the warning lights never caused me discomfort. I found it reliable, economical, comfortable and spacious. A real family car that as superior to its contemporary Fords , Vauxhalls et al

The 2.5 pi Mk2 nearly caused me to ram a car I was overtaking, such was its breath-taking acceleration (compared to the 2000). It was a match for Series 2 4.2 Jags and saw off many an Escort boy racer at traffic lights. It was the ultimate 'Q' car! I was lucky in that my local mechanic in Launceston, Brian Todd-Burley had done his apprenticeship on the Lucas PI system. He serviced the



*high pressure pump demanded all the electricity that was left over from the starter motor! Starting from hot was not a problem until 5 star petrol was no longer available. The lesser octane fuels could get airlocks. A remedy was the coil around the pump and a bag of frozen peas!*

*We lived in Spain for 5 years and we still own the property. My photographs are there and I will look through later this year( Brexit allowing) to see if I have any photos on the Mk1 and Mk2. Your article stirred many good memories, and provoked this letter.*

*With sincere regards and good wishes.*

**Rodney Thorne** 99/60636.

My sincere thanks to Rod, for taking the time and trouble to send me the letter, it was very much appreciated. Hopefully we can some pictures when you next visit to Spain.

To me, there is nothing like reading or listing to people who have had real life experience of our cars when they were current. The world was a different place, and continues to be so, which makes those historical notes even more valuable

when it comes to the 'minor' things of how different cars drove! Also shows, as it does today, the car dealer, and the personnel in it, are the key to new cars, then specialist after a few years, become as valuable. I have worked in the auto industry for most of my life, and know this first hand. Having a local person as rod did, who had that invaluable knowledge of how the PI system worked, and want it needed to perform. Imagine that know, with the power of the social media passing around this information of how to make your PI work!

I also received images from **Keith Lister** who normally contributes to Suzie's Spitfire register as that what he owns.

Fortunately he was visiting Bladnoch distillery in South West Scotland when he spotted two rather dilapidated big saloons behind a cottage in the village. I don't even think you would put 'spares or repairs'.

Many thanks Keith for thinking of us big saloon owners, again, very much appreciated.. It's always sad when you see any left to their own devices, and ultimately, turning back to what they started out as.

Well, most bits anyway!

Well, I hope you have found at least some parts of this month's article interesting!

As ever, please send me letters, emails, pictures about your big saloon stories.

Take care

**Carl**  
69

*car annually, and it never returned less than 25mpg. Starting from cold, you did not touch the accelerator. Rather like a diesel, you waited for the petrol pump's pitch to change , before trying to start the engine. You also needed to ensure the heated rear window was not in the on position as the*





# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Spitfire

**UNIQUE SPITFIRE MARK II** for sale. All offers considered - MOT until Oct but not running at present. P Ward (Chesterfield) 07939 548786.



**MKIV SPITFIRE.** Total restoration, including rebuilt engine, O/D box and Heritage bonnet, rebuilt seats. Soft top under the hard top! As near perfect as I could get it. Wifey was too worried to damage it when she drove it! TSSC valuation 2017 £9000. Sensible offers £7,000 upwards. Del Holman (West Kent) 01732 743747.

## Herald



**RESTORATION PROJECT** - 1968 Triumph Herald 13/60 convertible. Many new and used parts included in the sale, please contact Terry for more information. £1,600 ono Martin Hughes (Taunton, Somerset) 07854 893298

## Vitesse

**MKII CONVERTIBLE 1969** for sale, 2 litre, Valencia Blue with Black hood and Light tan (Ambla) interior, British Motor Industry Heritage trust Certificate. New high torque starter motor, recently serviced plus MOT, older restoration, Sounds super. Simply lovely. £12,000 Seth Dixon (Oxfordshire, Nr Burford.) 07793 747372.



**MKII SALOON 1969** Gunmetal Overdrive Sunroof Wind Deflector Alarm Radio Bonnet Lock Motorola Wheel Alloys Original wheels trims and wheel Spares Triumph book library MOT 2020 Excellent £8,000 Peter Watkins (Kent) 07716 814564



**MK1 1967 2 LTR 6 CYLINDER SALOON.** White. 61786 miles. Vast history file. Rare, Original & Un-molested. Almost A1 Condition. Offers around Agreed Valuation £14,000. Offers IRO £14,000. Derek Jackson (Glos) 07917 148030

## GT6



**MKII 1970** Lovely example. Wedgwood Blue. Restored, replaced gearbox, overdrive, clutch, rear spring. MOT DEC. £14,000 ONO. Ken Bowen (Bedfordshire) 07809 080457

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**WANTED A GOOD SPITFIRE** I'm looking for a good Spitfire, preferably a Mk4 1500 up to £5000. I live in Cornwall so cars in the Southwest area would be a bonus. I have been, until recently, a TR owner for 53 years so know what I'm looking for. No rusty heaps or restoration projects considered. Thanks. Rodney Rawlings (Penzance, Cornwall.) 01736 361074.

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**4 WHITE MINILITE WHEELS.** I have for sale 4 13 x 5j white Minilite wheels, JBW, with chrome trim. No Tyres. Pretty unmarked. also have 16 chrome wheel nuts. Im 15 minutes from Dartford tunnel £140.00 Tony McAlpine (Kent) 07973539081.

**MK1 MX5 SEATS** Mazda mx5 mk1 seats, cloth with headrests, slight wear on drivers seat, buyer collects. £20 Andrew Boyes (Murtun, Seaham) 07583 091607.

**HERALD WHEELS.** One set of Five narrow slotted wheels. Four rusty but sound. One rim VGC. £30 for all five. David Coleman (South Cambs) 01223 870678.

**SPITFIRE 1500 HARDTOP** Excellent black vinyl hardtop, I believe a Honeybourne, which I will never use, if you need one, ring me and make an offer. Problem is, it's in Penzance Cornwall. Photos on request. Offers. Rodney Rawlings (Cornwall) 01736 361074.

**VITESSE & TRIUMPH PARTS,** Manuals and Documentation Previous Vitesse Owner having clear out - Various parts, 1600 speedo 2L Instruments, plus much more, boxes of documents and manuals, contact

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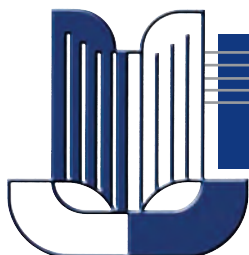
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### HERALD 948/1200/1250

**Colin Lindsay**, 6 Old Mill Road Scarva Co. Armagh BT63 6NL  
Tel: 02838 832453 e-mail: [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

### HERALD 13/60

**Darren Groves**, 6 Govetts Field, Launceston. Cornwall. PL15 9FQ.  
Tel: 07806 351499 e-mail: [herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

### SPITFIRE Mk I/II/III

**Suzie Singleton**, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
Tel: 01672 514241 e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

### SPITFIRE Mk IV/1500

**Steve Payne**, 47 Tiverton Drive, Horeston Grange. Nuneaton Works. CV11 6YJ.  
Tel: 07885 449609 (6 to 7pm) e-mail: [spitfireIV-1500@tssc.org.uk](mailto:spitfireIV-1500@tssc.org.uk)

### VITESSE 1600/ Mk I/II

**Dave Rumens**, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA  
Tel: 01635 868640 - Eves/Weekends e-mail: [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

### GT6 MkI/II/III

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

### BOND

**Guy Singleton**, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
Tel: 01672 514241 e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

### SPECIALS

**Trevor Collett**, 25A, Greenacres, Bookham, Surrey. KT23 3NG.  
Tel: 0776 7248798 e-mail: [specials@tssc.org.uk](mailto:specials@tssc.org.uk)

### BIG SALOONS

**Carl Swanson**, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.  
Tel: 07823 771811 e-mail: [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

### TOLEDO/DOLOMITE 1300/1500

**Andrew Burford**, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.  
Tel: 0116 267 1688 (Eves/Weekends) e-mail: [toledo@tssc.org.uk](mailto:toledo@tssc.org.uk)

### TR 4/4A/5/250/6

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

### TR7/TR8

**Paul Lewis**, 14 Northbourne Drive, Nuneaton, Works. CV11 4GA  
Tel: 07766 101615 e-mail: [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

### TRIUMPH ACCLAIM

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

### STAG

**Phil Willson**, 37 The Grove. Sidcup, Kent. DA14 5NG  
Tel: 020 8302 0059 e-mail: [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

### TSSC TRIUMPH ARCHIVE

**Ben Broadbent**, 28 Forshaw Lane, Burtonwood, Warrington Cheshire. WA5 4ES.  
Tel: 07875 944541 e-mail: [archive@tssc.org.uk](mailto:archive@tssc.org.uk)

### AMPHICAR

**David Chapman**, Tel: 01684 592985 e-mail: [david@amphicars.com](mailto:david@amphicars.com)

### INTERNATIONAL LIAISON SECRETARIES

**Dave & Jo Beardsley**, 4 Short Close, Warrington, Peterborough. PE8 6WG.  
e-mail: [International@TSSC.ORG.UK](mailto:International@TSSC.ORG.UK)

### YOUNG MEMBERS CO-ORDINATOR

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

### TRIUMPH WEEKEND 2019

**Nigel Hill**, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006  
e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk) TSSC HQ: e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

### AREA LIAISON OFFICERS

**Di Allen & Nigel Hill**, 32 Hollyhill Road, Selston, Notts. NG16 6EF.  
Tel: 07976 163006 e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)

### PUBLIC RELATIONS OFFICER

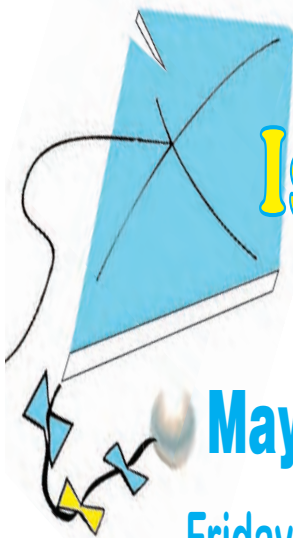
**Vicky Dredge**, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF  
Tel: 07745 299457 e-mail: [pro@tssc.org](mailto:pro@tssc.org)



March 2019

AREA  
NEWS  
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# AREA Directory • News • Events



## 30<sup>th</sup> Isle Of Wight Triumph Weekend

### May Bank Holiday 2019

### Friday May 3rd to Monday May 6th

Appuldurcombe Gardens Holiday Park, Wroxall

[www.appuldurcombegardens.co.uk](http://www.appuldurcombegardens.co.uk)

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

[tssciow@hotmail.com](mailto:tssciow@hotmail.com) or call

Elaine on **07842 249591** or Tracy on **07754 751672**



# 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 - GLASGOW. G5 8NP</i>	1ST THURS. 7.30PM
<b>SCOT N. EAST</b>	<b>Danny Stroud:</b> 07823 539047 <i>Various - see report in Area news</i>	LAST THURS. EVES.

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones:</b> 07779 878125 <i>Cock &amp; Pheasant - BOLLINGTON CROSS. SK10 5EJ</i>	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, Stockport Rd, Hyde, Stockport. SK14 5EZ.</i>	1ST TUES. 7.30PM.
<b>NORTH EAST</b>	<b>Geoff Dent :</b> 07773 440201 <b>Deryck Beadling:</b> 07939 068976 <i>The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ</i>	1ST SUN. 7.30PM.
<b>LIVERPOOL</b>	<b>Mark &amp; Tracey Lamb:</b> 07975 591421 <i>Vikings Landing, Stonebridge LIVERPOOL L11 2BD</i>	1ST TUES. 8PM.
<b>LANCASHIRE</b>	<b>Kevin Makin:</b> 07980 604021 <b>Dennis Petty:</b> 07951 727747 <i>CONTACT AO's FOR MEETING VENUE</i>	LAST TUES. 8PM
<b>WIRRAL</b>	<b>Richard Lloyd:</b> 0151 625 3172 <i>Cottage Loaf - THURSTASTON. CH61 0HJ.</i>	1ST TUES. EVES.
<b>NORTH YORKS</b>	<b>Richard Briscoe:</b> 07766 354449 <i>Greyhound Inn - RICCAL. YORK. YO19 6TE</i>	4TH TUES. 8PM
<b>SOUTH YORKS</b>	<b>Richard Oakes:</b> 07702 492349 <i>Crown Inn, Barnburgh - DONCASTER. DN5 7JQ</i>	1ST & 3RD TUES. 8PM
<b>WEST YORKS</b>	<b>Alan Heaton:</b> 07944 909823 <i>New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.</i>	2ND TUES. 8PM.

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith:</b> 02476 457487 <i>The Bull &amp; Butcher - CORLEY MOOR CV7 8AQ</i>	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 - ILKESTON. DE7 6FY</i>	1ST TUES. 7.30PM.
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer:</b> 07530 307371 <i>Rose &amp; Crown - 45 Main St, Thurnby - LEICS. LE7 9PJ</i>	1ST TUES 6.30PM
<b>LINCOLNSHIRE</b>	<b>Simon Oliver:</b> 07841 450715 <i>Swanholme - Doddington Rd - LINCOLN LN6 3RX</i>	1ST THURS. 8.00PM.
<b>NOTTS</b>	<b>Nigel Hill:</b> 07976 163006 <i>Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA</i>	3RD WED. 7.30PM
<b>NORTHANTS</b>	<b>Nigel Hawes:</b> 07879 491778 <i>Overstone Manor - Sywell - NORTHANTS. NN6 0BB</i>	2ND WEDS. 8.30PM.
<b>OXFORD</b>	<b>Thomas Cope:</b> 07972 039532 <i>Duke of Cumberland's Head - CLIFTON. OX15 0PE</i>	3RD TUES. 7.30PM.
<b>PETERBOROUGH</b>	<b>Doug Balderson:</b> 01778 560507 <b>Paul Lumsdon:</b> 01780 470358 <i>The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.</i>	2ND MON. 8PM
<b>SHROPSHIRE</b>	<b>Bill Bate:</b> 07887 605778 <b>David Embery:</b> 0770 1049881 <b>Simon Morgan:</b> 07786 806189 <i>CONTACT AO's FOR MEETING VENUE</i>	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 OR 07934 027704 <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 - OCTOBER TO APRIL	4TH SUN. 12 NOON
<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>(New AO) Derek Skate:</b> 07932 179459 <i>Chequers Inn</i> - Stone Street, PETHAM. CT4 5PW	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>(New AO) Dave Rumens:</b> 01635 868640 <i>The Cottage</i> - Upper Bucklebury - THATCHAM. RG7 6QJ <i>The Downgate</i> - HUNGERFORD. RG17 0ED	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 WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <i>The Lamb Inn</i> - PILTDOWN, NR UCKFIELD - TN22 3XL.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <i>George &amp; Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
<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 <i>For Venue See Area News.</i>	2ND THURS. 8PM
<b>AVON</b>	<b>David Stroud:</b> 07816 952524 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
<b>CORNWALL</b>	<b>Carol Coventry:</b> 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8PM
<b>DEVON</b>	<b>Sue &amp; John Franklin:</b> 01548 821348 <b>Nigel Kenneison:</b> 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY <i>Ring A.O. Details</i>	3RD WED. EVES. 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <b>(New Joint AO) Andy Luckhurst:</b> 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN	1ST THURS. 7.30PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <i>Red Lion</i> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
<b>GLOUCESTER</b>	<b>Jane Rowley:</b> 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
<b>SOMERSET</b>	<b>(New AO) Harrison Every:</b> 07850 273823 <b>(New Joint AO) Maggie Love:</b> 01749 850734 <i>The Apple Tree Inn, West Pennard, GLASTONBURY, BA6 8ND</i>	2ND THURS 8PM
<b>SWINDON</b>	<b>Looking for AO</b> Ring Nigel Hill for Details 07976 163006	
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena</b> Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
<b>SOUTH WALES</b>	<b>Alan Gourley:</b> 07802 204068 <i>The Lighthouse Inn, Beach Rd, St Brides</i> - NEWPORT NP10 8SH	Last Tues. 7.15pm

## NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
<b>AUSTRALIA (Queensland)</b>	<b>Richard Graveur</b>	<b>Randagraveur@gmail.com</b>
<b>AUSTRALIA (Victoria)</b>	<b>Richard Stewart</b>	<b>rislaw@bigpond.net.au</b>
<b>BELGIUM</b>	<b>Stefan Vandendijk</b>	<b>Stefan.vanendijk@purolator-afg.com</b>
<b>GERMANY</b>	<b>Hans George Stumpf</b>	<b>hgs-systems@onlinehome.de</b>
<b>GREECE</b>	<b>Soulis Papathanasiou</b>	<b>Soulishellas@gmail.com</b>
<b>FRANCE (Poitou Charentes)</b>	<b>Victor Thompson</b>	<b>vcandvh@gmail.com</b>
<b>FRANCE (Central)</b>	<b>Ray Lomax</b>	<b>lomaxcreuse@gmail.com</b>
<b>ITALY</b>	<b>Pietro Noe</b>	<b>pietro_noe@libero.it</b>
<b>JAPAN</b>	<b>Shinichiro Nakano</b>	<b>nakanoryugasaki@yahoo.co.jp</b>
<b>NETHERLANDS</b>	<b>Edward Marinus</b>	<b>marinuse@ziggo.nl</b>
<b>NEW ZEALAND</b>	<b>John Etheridge</b>	<b>Johnhtetheridge@aol.com</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 EAST BERKS

## TSSC AREA NEWS

**Sunday 12th May - SEM at Leatherhead Leisure Centre**  
**Sunday 12th May - New Forest Triumph Run**  
**18th - 19th May - Spring Autojumble at Beaulieu**  
**(R282 & R283)**

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

**AVON** Tel. 01454 313768/07816 952524  
 email: [avon@tssc.org.uk](mailto:avon@tssc.org.uk)

We would like to say thank you again to all those Area organisers who attended the seminar and AGM. Good to see you all. Sorry Manchester guys didn't make it to HQ flat tyre they said - or hang over. Maybe next year.



Brilliant overall view on 2018 regards making a profit looking forward to 2019.

We would like you to shout out about the All Triumph Inter Club Weekend although methinks are still being sorted and agreed but promises to be a great weekend in a really lovely setting.

We have sent out emails and texts for all regarding new power flags and banners for your areas. If you are wanting any please contact Nigel, as orders are being confirmed and booked by the end of May. These are reduced at a heavy rate so get your orders ASAP.

Other discussions were Classicline Insurance, one of our new insurance panel groups. I hope for those who attended the AGM th Darren Ansell from Classicline speaking gave you a better understanding of what they do.

He discussed about if we are travelling aboard in our cars we need to order a Green card from your insurance because just in case we suddenly come out the EU. One less thing to worry is you are covered by arranging having your green card. For those of us travelling to Laon and Spa will need to apply before May and June to receive the card in time.

We discussed GDPR it is down to you Area Organisers to keep a check of your members details, Keep them safe and delete when necessary.

We are still looking for help at the All Triumph Inter Club Weekend at Stratford upon Avon anyone who can give an hour of their time just to help with Marshalling whether it be yourself or a member. We would really appreciate any helping hands.

Cheers

*Nigel & Di*

My apologies for not submitting a report for last month, I was not too well and did not feel up to it.

Things are starting to come together for this year's programme, by the next meeting there should be a preliminary list of events for 2019. As normal our usual outing will be to the Coleford Festival of Transport on Easter Monday, so just to remind everyone that you have to book in on line for this event. For this year's Drive It Day event, we will be going to the Weston-super-Mare Helicopter Museum (Locking Village) via a drive through the Chew Valley Lakes area.

For the first time this year, we will be holding a one day event at the Avon groups meeting venue, which is the "Wishing Well" at Codrington, sometime during June or July. More details will be given in the next issue of the Courier.

It is not intended that this be an auto jumble, but to be a social gathering where hopefully like minded Triumph owners from Avon and other areas can gather and catch up with old friends and possibly sell any of those small Triumph related spares that they have had hanging about for years.

That's all for now, safe driving.

*Dave*

**EAST BERKS** Tel. 01189 321390  
[www.freewebs.com/eastberkstssc/index.htm](http://www.freewebs.com/eastberkstssc/index.htm)  
 e-mail: [qbrown6914@btinternet.com](mailto:qbrown6914@btinternet.com)

Me, Richard, Steve, Don, Colin, Paul and Chris at the Shire Horse. SH still have their log fires burning, wow was hot, certainly gives you a thirst.

Colin has replaced the diff on his Spitfire and came in it tonight. Quick work.

Chris was also in his Stag, he showed us pictures of his progress on his other car, the Toledo, which looks stunning. Steve is having trouble keeping his engine idling, he suspects the Strombergs, could be fuel starvation, or the dread rubber slivers blocking the valves, or old fuel, or all three. Don's is still "recommissioning" his Vitesse, he needs some deadlines. We're threatening to tow his car to the Twyford Village show if he's not ready in time.

Paul is making progress with his Spitfire, brakes are done and an MOT booked for Sunday week. He's having trouble fitting weather strips to his door windows despite buy the "special" tool. Colin's done the job so we had a look at his Spitfire and he told us how he did it.

Richard brought along another of the American heater valves, this one is going on his Atlas van and is common to London Taxis.

I'm fitting new GT6 carpets, to my surprise the spray glue doesn't smell, I was expecting Evo Stick intoxication, but no. I've had to cut a hole for the foot rest and use some binding tape. Quite pleased with my sewing, fortunately it's down by my feet so no one will see it. However it's slow going due to the weather and an attack of gout.

We had a debate about tyres, the government propose to ban tyres over 10 years old on large vehicles, coaches, busses, lorries etc, but not yet cars. Our cars generally do low mileage and generally have plenty of tread after 10 years. However rubber hardens and loses grip with age, manufacturers say change at 7 years.

We discussed what we might do for drive it day, unlike us! We never go anywhere.

*Doag*

**ANDOVER** Tel. 01672 514241  
 e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)  
 e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

A quiet evening at the Chalkhill Blue in April with just us, Robin and Southampton Bob bringing his TR6.

We did manage to go through a list of other pubs in the area selecting a few to try out over the next few months to see if we can find an alternate regular meeting place. In all cases, should the intended pub be closed/unavailable on a particular evening, our backup will be the Chalkhill Blue.

May 9th - The Hawk Inn at Amport, SP11 8AE

June 13th - The Plough at Grately, SP11 8JR (we will be away on the canals for this one but look forward to hearing what the pub's like now)

July 11th - The Royal Oak, Goodworth Clatford, SP11 7QY  
 March's Newbury Area meeting at the Downgate saw a good attendance, and a raffle. Newbury will be switching to other roaming meets from now on so please check the Courier to see where they will be, and do try to pop along to join them if you're free on those evenings.

*Guy & Sazie*

**Next meetings:**  
**Bank Holiday Monday 6th May - Classic car show and Auto/Aero Jumble at Popham Airfield.**  
**Thursday 9th May - The Hawk Inn at Amport, SP11 8AE**

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



## SOUTH BUCKS . . . CAMBRIDGE CANTERBURY

### SOUTH BUCKS

Tel. 07818 052276

e-mail: [varsas20@yahoo.co.uk](mailto:varsas20@yahoo.co.uk)

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

Hello hope you all are well. The show season is now under way. The month has been quite quiet but the monthly meet was interesting with me and my dad, Robin and his stories of his recent business adventures around the globe, and Dan and Elaine turned up in their new (to them) Ford Mondeo. Dan also told us about the exciting tale of getting a decent condition door for the Stag. Nobody turned up in their Triumphs (however it was about 5 degrees so I think that's a solid excuse) This was also a good thing as we were talking we spot a random man looking through all the cars in the car park and then we go outside with the owner and the workers. Then this man started making up excuses then left quickly with his mate who was in a car in the exact same car park. So it was very exciting to say the least, here are the shows for this month:

**Isle of Wight weekend** which I won't be attending (because of my GCSE exams) but I do have another story of my Dad going to the Isle of Wight even though I was only born 10 days previously. That is dedication at its finest. Anyways hopefully if you want to go you have booked tickets as it is one of the most biggest events of the year from the **3rd to the 6th May**.

**The South of England meet** is the weekend after so your car will be getting a good runout this month on the **12th KT22 9BL**.

**The Hyde Heath show at HP6 5RW** usually has some nice flyovers and market on the **11th**.

**The Chiltern hills Vintage vehicle at HP22 4NN on the 19th**

Then it's the Tuesday meet at the **Harte and Magpies with all American cars and pre 1980 British cars allowed on the 14th HP7 0LU**

The monthly meet will be at the **Harte and Magpies 15th HP7 0LU**

The monthly **Pinewood show at SL3 6NB on the 26th**

*Harry*

### CAMBRIDGE

Tel. 07795 436149

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

Despite it being April the First we engineered a great day of Doing more with our Triumphs. Fifteen of us managed to squeeze on to a rare tour of Ivor Searle's magnificent engine remanufacturing facilities at Soham, where they do quite a few of our Triumph engines. A separate writeup appears in the Courier elsewhere, but the care and dedication, coupled with the skill and experience that they demonstrated was truly inspiring. It was a truly great visit and one which I'm sorry that we couldn't get more people on, and that we're unlikely to be able to repeat one like it very quickly.

We did have one April Fool who had a fuelling issue on the way home. The issue was that there wasn't any. Yours truly will have to get his fuel gauge working even if it means unsticking the nasty twist lock sender unit that had to be glued to the tank and doing it all again. Luckily Mike Barrett was following us and was able to give me a lift to a nearby petrol station for one of those green plastic one gal-



### TSSC AREA NEWS



lon cans of unleaded to get us home. Rob Pearce stopped by too, just to make sure the passing traffic really noticed the fool in the red Triumph Herald!

That evening we assembled at the Plough with a showing of seven beautiful Triumphs, an impressive number with their roof down in the lovely evening, and another half dozen or so in moderns. Discussions inevitably covered the engineering works at Ivor Searle that we'd seen earlier in the day but also excitement built even further about the North West Coast 850 trip that Toby and others have been organising after Toby handed out the impressive personalised T-shirts for. There will no doubt be a writeup of that trip in a future Courier. People also commented on the smoothness of Mike's electronic fuel injection conversion in his 13/60 and there was a rather technical discussion of the twin points solution used in Stags to give a large enough dwell angle on a V8 from an octagonal distributor shaft.

One thing that was humbling was that the group could see that one of our number was looking a bit down in the mouth, me. And they set about helping get it sorted. On the way to the Ivor Searle tour I found that cornering to the right caused the nearside rear tyre to rub on the wheel arch rather alarmingly. It appeared that the rear spring had just about given up supporting the rear of my car and that was making me feel as low as my car's wheel arches were. I had just had the hub and rotolox on the other side replaced following an advisory on my MOT in readiness for the North West Coast 850 trip and now I had a failed spring I needed to fix in a matter of a couple of weeks. Talk about one thing after another! It was all rather depressing and somehow it was getting the better of me. The support of the group, however, in helping to diagnose and then suggest plans of attack to fix it were very humbling indeed; people were lying under my car in the carpark with only the lights on their mobile phones to see what might be the problem. That is what this club is all about and it was truly lovely and uplifting to be on the receiving end of so much willingness to pitch in and help.

*Tom*

### NEW AO! NEW AO! NEW AO!

### CANTERBURY

Tel. 07932 179459

Sorry no report last month, I missed the meet due to work and there was little gossip to report.

A good turnout this month though with some actual classics in the car park, I suppose my old Corolla doesn't count.

Ray was discussing the vast amounts of metal he has had to replace on his TR7 and that he is looking for an autobox to go in it. Likewise John was showing pictures of his £400 "box of bits" MK1 Spitfire and the work he had done on it. He would like to have it done for the anniversary in 2022, but thinks time is against him. (Keep going John, sleep is for wimps J)

Derek did his bit for the environment by not burning the fuel on the way home, but instead dumping it from one of the carbs all over the road. 5 MPG is a bit steep even for a Stag. I think he got back ok.

Right, soapbox time. No I'm not going to rant about the jokers up London, but events nearer home.

As I said at the beginning of the year my position as AO was only temporary and it was hoped that someone who was still active on the club scene would come forward to take on the role, if only as a name to contact. However, this has not been the case and I feel I cannot do the area and Club justice by carrying on further, not having a Triumph etc. Whilst those



## CANTERBURY . . . CHESHIRE CORNWALL

### TSSC AREA NEWS

## Canterbury Continues

still meeting will surely carry on, I fear without presence in the Courier and backup from HQ those wishing to join will not have access to that information, with the inevitable outcome.

The TSSC has at least 8 areas within the boundary of one South East area of another club that I know of. We are well catered for. Most of our members are only 45 minutes away from a meet at most and it would be a shame to lose Canterbury's.

Best summed up in a verse from Joni Mitchell's 1970 song "Big Yellow Taxi" YOU DON'T KNOW WHAT YOU'VE GOT 'TILL IT'S GONE

Regards

*Dell*

## CHESHIRE

Tel. 07779 878125

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

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

On March 10, I piloted Blitz the Vectra (containing two gearboxes, a workmate, many tools, many examples of broken bits) via Chateau Woodward to HQ and presented the second gearbox tutorial. Not quite as many people as the first one, but the day whizzed past and the gearbox came apart and went back together without a hitch (well, almost). One eagle eyed attendee spotted that the GT6 mkIII laygear with the teeth missing from 3rd gear has in fact had its bearings sleeved, a process that must be investigated. The teeth are missing because the wrong 3rd gear was used in the box. We do not know the origins of the box. Another tutorial is probable around October.

At Cast Iron World Head Office, an engine stand has been acquired to facilitate the (re)building of an engine for the GT6. However last time I looked, the was a Peugeot Garden Ornament in the place where said engine would be built. At the Branch Office, Hark the Herald has received a set of inertia reel seat belts, which have received initial approval from the Management. Road testing awaits another sunny day, which seem to have gone out of fashion.

On meeting day, we had weather, so I was happy to accept a lift from the MD. The man from Crewe had also looked at the weather and left the Spitfire in a warm dry place. Paul shamed us all by turning up in the Acclaim. Said man from Crewe proudly presented a receipt from The Post Office indicating that his Spitfire is now a 'Historic Vehicle' and is therefore tax free. On that sort of subject, I have just received a communication from those wonderful people at the DVLA, containing 'Vehicle tax reminders' for Hark the Herald and Blitz the Vectra. Both in the same envelope! Hark's one says 'this vehicle may require an appropriate test' while Blitz's one says 'this vehicle requires an appropriate MOT test certificate'. Hark is booked for MOT next Tuesday (when booked, Tuesday was scheduled to be rain-free).

There is more progress on the Herald Estate in Crewe, the seats are in place, some carpet has been placed inside, and most of the wheels are also in place. And we met Chris who has a GT6 kit, with the intention of turning the kit of parts back into a working car.

The estimate for completion is several years. There was lots of advice from our resident GT6 owners.

In May, we have **Gawsworth on Monday 6th,**

**Cholmondeley Castle on the 12th, Capesthorpe on the 26th and 27th. There's also a 'Youngtimer' bash at Gawsworth on the 27th.**

Spotty the welder has returned to his previous home in dark-est Snagfordshire, having spent some time in leafy Cheshire being mended, and then assembling and fettling two bonnets. Apparently Spotty will be joining sills to a Vitesse.

Our next meeting is on **Thursday 2nd May at the Cock and Pheasant**. Normal 8:30 start. I hope to be reporting on the Sandbach Festival of Transport and Drive It Day.

*Henry*

## CORNWALL

Tel. 07979 464643

e-mail: [carol.63@hotmail.co.uk](mailto:carol.63@hotmail.co.uk)

[www.autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)

Hi All, The Holiday season has started early!

At March's club night our friends from Devon, Irene and John attended, who were enjoying a little break away in Newquay, good to see you both. A very productive meeting lots of plans made for the coming months. By the time you are reading this The Lands End Trial, Easter Saturday Meal and Drive it Day will all have taken place and news of these events will be in next month edition. Our March Car Run and lunch out was organised by Steve and Jo who have written a few words below:

Couldn't believe our turn had come around again to organise a run and lunch, where does the time go! We decided to head for a run across Dartmoor, pub picked, map consulted. We headed out for a pre-run Sunday lunch at our chosen destination, Bearslake Inn, and on enquiring with the Landlord whether he could accommodate us it turned out he was a member of the TSSC Devon branch! Sunday dawned with a mixture of very heavy showers interspersed with sunshine. We gathered for coffee at the Engine House, Kit Hill, a good crowd turned out and thank you to all who did support us, both for the distance you travelled and the weather conditions you endured getting there.

Luckily by the time we left the Engine House the sun was out! Our run through the country lanes via Luckett and over the bridge at Horsebridge was festooned with daffodils and primroses. The route took us past Brent Tor but unfortunately time constraints did not allow us to stop, I believe some members re-visited after the lunch, then on through Lydford to our ultimate destination. Our arrival at the pub was greeted by a photographer that Julian and Lisa, Landlords, had arranged unbeknown to us, this resulted in some lovely photos appearing on the pub's Facebook page, thank you Darren Negus for the pictures. Our picture puzzled us for a while as the position of the car was not how we parked it, then we spied that we were still in the car so it was obviously taken on our arrival! We were all well looked after and thoroughly enjoyed our meals, thank you to Julian and Lisa for your hospitality. A sigh of relief when everyone said what a lovely time they had had, map away until next time!

A great drive for me in my friends car a beautiful 2ltr Vitesse, a car he has had for many years, kindly on loan to me since December, whilst mine was having some repairs. I can now say that the little car is back with his owner, I shall miss it but look forward to my new Spitfire and journeys ahead, can't wait to take it on a good run which it will be on as you read this my trip to the Isle of Wight.

Final numbers needed for Colins event to **Southfork Caravan Park, Martock, Somerset on 31st May - Mon 4th June**

**And also for our Cornwall Event at Pentire Coastal**

## COVENTRY

**Holiday Park, Kilkhampton, Bude on Fri 28th - Sun 30th June.**

That's all the news from me look forward to seeing you out and about soon.

Safe and Happy Motoring

*Carol*

### Upcoming events:

**May**

**Sat 4th - Mon 6th Callington Vintage Rally**

**Thursday 9th Club Night**

**Sun 12th Bude Motor & Classic Show**

**Sat 25th - Sun 26th Tredegar Steam & Vintage Rally**

**Sat 25th - Mon 27th Launceston Steam & Vintage Rally**

**June**

**Fri 31st May to Sun 3rd June Colin's weekend in Martock**

**Thursday 13th Club Night**

**Fri 28th - Sun 30th Our weekend event at Pentire Coastal Holiday Park Kilkhampton Bude**

## COVENTRY

**Tel. 02476 457487**

**e-mail: phillyncovtssc@yahoo.co.uk**

Hi Folks As usual the first trip out in March for the "Smiffy Spitty" was to the Heart of England meet at Bulkington on Sunday 10th. The weather was a bit better than last month so there was a better turn out totalling 15 vehicles.

Sunday 17th was our Dalos Day Run planned by ourselves, after filling the "Smiffy Spitty" up with petrol ready for the run the heavens started to open with hailstones so we quickly parked it up and jumped into the XR3i Cabriolet as the roof is a lot more waterproof. We all met at the Phantom



Coach in Coventry by which time the sun had come out again, there were 12 of us in 6 cars for the run which took in Kenilworth, Leek Wooton, Beausale, Hasely Mill, Chadwick End Temple Balsall, Knowle and Eastcote before concluding at The Malt Shovel in Barston for lunch, due to the heavy showers we had encountered earlier in the day the lanes were wet and muddy so a nice clean up job for everyone when they got home. The food and service was excellent although a little expensive and we also didn't like the service charge but still a great day out in great cars and great company. Everyone seemed to enjoy the run.

Next was our annual Skittles / Darts / Quiz Night with the Armstrong Sidelley Owners Club (ASOC) at the Queens Head at Bretford on Wednesday the 20th. Another really good night out with everyone entering the spirit of the event, the hot buffet was excellent and plenty of it as well. We did a lot better than last year when we got white-washed by ASOC apart from



Steve Long being highest scorer at Skittles. This year we won 5 categories with ASOC winning 2. TSSC Team Harsh Height won the Darts ASOC Team Piston Broke won the Skittles ASOC Team Gerry Hat Tricks won the Quiz

## TSSC AREA NEWS



TSSC Team What a Shower won the best caption for the photo

Craig was top scorer after a 4 way throw off on the Skittles and Phil was highest scorer at Darts.

The night raised £114 pound to be shared between both clubs, £57 for each club.

Thanks goes to Ann Smith for her organising the ASOC members, Dick Teasdale for his help on the Skittles, Alan and Hazel for the Quiz, Lyn & Sharon for running the raffle and everyone for their raffle prize donations. A thankyou went to Phil for the organising of the evening.

Sunday 24th was a nice day so it was off to The Barn Brewery meet, a good turnout of over 50 vehicles again.

After all the nice weather we had through out March, come our monthly meeting at the Bull & Butcher on Tuesday the 2nd of April and of course it was cold and wet so a little down in numbers for the meeting but still 14 in total with 11 having a meal pre meeting.

The meeting took it's normal disorganised jovial format in the restaurant.

Sunday 7th April Daffodil Sunday at Monks Kirby we will meet in the car park of the Denbigh Arms Monks Kirby at 10.00am to travel to the event in convoy.

Having received the annual accounts for the TSSC we can see for the first time for a few years they have made a profit, this being £22,630. Well done COM the measures you have taken seem to have worked.

No Dalos Day Run this month, instead we are attending a Classic Car / Rock 'n' Roll at The Oddhouse, Snaresdon, near Ibstock on Sunday 28th. Driver of each classic car is entitled to a free lunch so we have been in touch and booked a table for 2pm along with our partners of course (who have to be paid for) so if you want to join us for lunch let us know by Friday 12th April so we can book in enblock. We will meet in the rear car park of the Royal Redgate Pub on the A5 Nuneaton at 11.00am so we can be at the event for 11.30am. Don't forget it is also drive it Day and the nearest Sunday to St Georges Day so dig out your England dress and regalia.

That's all for now folks looking forward to seeing you all at some of our events.

Regards

*Phil & Lyn*

**Tuesday 7th May Our monthly meeting at the Bull & Butcher, Corley Moor, 7.30pm, if you want to join us for a meal in the restaurant pre meeting be there for 6.30pm .**

**Tuesday 14th May HoE Bulkington ,from 6.30pm  
Saturday 11th May / Sunday 12th May Bidford Vintage Gathering Bidford on Avon**

**Sunday 19th May Triumph pre 1940 Picnic & Hog Roast Wroxhall Abbey 10am - 4pm**

**Sunday 26th May Dalos Day Run TBA**

**Sunday 2nd June Coventry Motofest Coventry City Centre <http://www.coventrymotofest.com/>**

**Saturday 15th / Sunday 16th June Midsummer Vintage Festival Ashby Magna Nr Lutterworth, Mrs S Leedham, Mill House Farm, Husbands Bosworth, LE14 6JN [shirleymarlow@aol.com](mailto:shirleymarlow@aol.com) 04448 564541 [www.midsummervintagefestival.co.uk](http://www.midsummervintagefestival.co.uk)**

**W/E 28th -30th June Derwent Valley Peak Run.**

**Ashbourne Derby, [colin@derwentvalley-tssc.org.uk](mailto:colin@derwentvalley-tssc.org.uk) 01773 531 580**

**Sunday 30th June Cars at Spa, Pump Room Gardens Leamington Spa, 10.30am till 4.00pm, [www.carsatthespa.co.uk](http://www.carsatthespa.co.uk)**

**Sunday 6th July Hollowell Steam & Heavy Horse Show Hollowell Northants,**





## COVENTRY DERWENT VALLEY . . . DEVON

### TSSC AREA NEWS

Drive carefully

*Colin and Roger.*

### Coventry Continues

[www.hollowellsteam.com@hotmail.co.uk](http://www.hollowellsteam.com@hotmail.co.uk)

**W/E 12-14th July** Northants Camping Weekend, Little Slaughter, Northants [nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)  
**Sat 20th July** Rainsbrook Valley Railway Picnic Day in association with ASOC. Meet at ESSO station on A45 Coventry Airport just south of Toll Bar island at 12.Noon.

**W/E 2-4th August** Leics Rutland Sunshine Rally Greetham Rutland LE15 7NG Jan 07799804415 [j.muschialli@ntlworld.com](mailto:j.muschialli@ntlworld.com)

**W/E 16-18th August** Triumph Weekend, Stratford on Avon Racecourse [www.triumphweekend.com](http://www.triumphweekend.com) or see Courier for details.

**W/e Aug 31st-Sept 1st** Shackerstone Family Festival [www.shackerstonefamilyfestival.com](http://www.shackerstonefamilyfestival.com)

**Sunday 22nd September** Kettering Vintage Rally and Steam Fayre [www.ketteringvintagerally.com](http://www.ketteringvintagerally.com)

### DERWENT VALLEY Tel. 07970 619149

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

e-mail: [roger@derwentvalley-Tssc.org.uk](mailto:roger@derwentvalley-Tssc.org.uk)

Hi Everyone, Our April monthly meeting went really well and was very well attended with old faces make an appearance (they must have heard about our usual Easter Egg raffle we do at this time of year). If you didn't win a large egg or smarties there was a consolation prize of a hot cross bun and a piece of Roger's birthday cake as it was his birthday on the night. Down to business with Colin going over the forth coming events including drive it day and other local events.



We are now fine tuning our own Peak Run event in June, if you would like to come and join us for a fun packed weekend, then why not fill in our advert in the courier or go to the Derwent Valley website and check us out.

Everyone will be welcome, young and old no matter what you drive we will show you how to have a great time.

#### Dates for your diary:

**5th May ~ Classic & Vintage Vehicle Steam Event.**  
 Papplewick Pumping Station, Ravenshead, Nottingham NG15 9AJ.

**6th May ~ Gurkha Car Meet. 5pm at Gurkha Kitchen,**  
 Glaisdale Drive Nottm NG8 4GY

**7th May ~ Derwent Valley's monthly meeting Smalley**  
 Common from 7:30pm. [DE7 6FY].

**19th May ~ Classic Transport Gathering, Crich**  
 Tramway Museum, Crich, Matlock DE4 5DP.

**20th May ~ TSSC Notts Area meeting. Sandy Pate Bar,**  
 Mansfield Town FC, Quarry Lane, Mansfield.  
 7pm onwards

**28th May ~ Classic Cars at The Carpenters Arms from**  
 6pm. Moor Lane Dale Abbey, DE7 4PP

**3rd June ~ Gurkha Car Meet. 5pm at Gurkha Kitchen,**  
 Glaisdale Drive Nottm NG8 4GY

**4th June ~ Derwent Valley's monthly meeting Smalley**  
 Common from 7:30pm [DE7 6FY].

**8th June ~ Nottingham Motor Show. Wollaton Park,**  
 NG8 2AE.

**27th June to 1st July ~ Derwent Valley's Peak Run.**

### DEVON

Tel. 01548 821348

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

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

or e-mail : [nigelk57@gmail.com](mailto:nigelk57@gmail.com)

Facebook - TSSC Devon

The Spring equinox not only saw a huge moon but one of the biggest Club Nights for some time. A total of 35 members at the Claycutters Arms, and 6 cars in the car park. It was too dark for pics but the rollcall was Jon's GT6, Peter's Spitfire, Nigel' Spitfire sporting one of our new banner flags, Dave's TR6 and Shane's Dolly sprint. Completing the numbers was Tim's Burlington Arrow. Farthest travelled was not the Partridge family from Monmouth but Morten & Lillian, our regular visitors from Denmark, though admittedly they did not come especially for the meeting! Lillian braved the Burlington topless with Peter and Nigel also tops off.

At last and with the clutch hopefully fixed, our Stag went to the inter club Skittles at Lee Mill. Competing against the Stag Club and Dolomite Club, we were lucky to win for the third year running, with Nigel and John top scoring too. Vernon Jones from the Dolly Club and SOC organized again, the venue was good and the carvery very good. Weather was lovely too – just right for getting the cars out.

Jackie, Allan, Ian & Karen organized our April run and lunch. Meeting at Exeter Services, the run went through lovely parts of East Devon where true to form, Ian found a ford for the cars to negotiate, before finishing for a carvery at the Cat & Fiddle just outside Exeter. My Herald once again decided not to play, conking out (note technical term) at Buckfastleigh on the A38 before going home in disgrace. However a good number of Triumphs came out, 10 in all:- Dan's, Nigel's and Maurice's Spitfires, Jackie's 13/60 estate, Peter G's Stag, Dave's lovely shiny TR6, new member Shane's Dolomite Sprint, along with Howard's Sprint, Tim's Burlington and out for the first time was Russell's recently acquired 2500 PI. Russell has spent a while bringing back to life the Vitesse he learned about at Powderham. Wanting to get something to fit the whole family, he set his sights on a 2000 Estate. Having advertised the Vitesse, he was contacted by a previous owner (from the 80s) who wanted it back. He subsequently drove it up to Northampton for the new owner, who then took him to collect his 'new' car from Coventry. Nigel was also busy after lunch with Insurance Valuations.

#### COMING UP IN DEVON

By the time you get the Courier, a lot of us will be heading to the Isle of Wight for their wonderful weekend but, for those not making the trip, there is the informal **Southwest Triumph meet at Route 5 at the top of Haldon Hill (A38).**

**May's Club Night at the Claycutters Arms will be on Wednesday 15th** – with the evenings now light maybe we can fill the car park?

There will be Devon TSSC gatherings at **Killerton House show, at Pecorama (Beer) and at Collaton St Mary**, the latter two over the **late spring Bank Holiday weekend.**

The **first weekend in June** will see a group again descend on **Southfork Caravan & Camping site at Martock** for an informal weekend. We hope to visit the village show at Corfe again and perhaps also the breakfast meet at Haynes Motor Museum on the Sunday.

**Powderham Show entries for the TSSC stand in mid July** must be with us by 20 May at the very latest and we are hoping to showcase the Herald model in all its forms to celebrate

## DEVON NORTH . . . ESSEX

the 60th birthday of the model. Has any member out there got a 948 to exhibit? If so, please contact us soonest!

Remember there are loads of show dates on the [www.tssc-devon.org.uk](http://www.tssc-devon.org.uk) website and hopefully lots from Devon will be booking up for this year's national event in mid August, joint with the TR Register at Stratford upon Avon Racecourse.

We have welcomed a good number of new members so far this year – welcome to the Triumph community all of you and we look forward to meeting you and your cars soon.

### DEVON DIARY

**May 3 – 5 Isle of Wight weekend**

**Sunday 5 May Southwest Triumph Meet at Route 5 Haldon Hill**

**Sunday 12 May Killerton House show – TSSC stand**  
**Sunday 26 May Pecorama**

**Monday 27 May Collaton St Mary, Paignton**

**Weekend 1/2 June Martock Camping Weekend**

**Sunday 2 June Darts Farm and Lyneham House Shows**

**Sunday 9 June Lyn Valley Classic**

**Sunday 16 June Tigers & Triumphs at Dartmoor Zoo**

*Sue & John*

**DEVON NORTH** Tel. 07806 351499  
Tel. 07971 413045

e-mail: [darren.groves@gmail.com](mailto:darren.groves@gmail.com)  
Or: [arluckhurst@googlemail.com](mailto:arluckhurst@googlemail.com)  
Website: [www.tssc-devon.org.uk](http://www.tssc-devon.org.uk)  
FB: [www.facebook.com/groups/134271493433942/](https://www.facebook.com/groups/134271493433942/)

Date: Thursday 4th April

Venue: Creacock Arms, Littleham. EX39 5HN.

Club Night

April's meeting was reasonably busy affair with a healthy turnout of 16 people, but just the 2 Triumphs in the car park. My own Herald is pretty much an ever present at the meetings and was kept company by Colin's TR7 who travelled up from the Cornwall area with Carol Coventry. Always nice to welcome a fellow AO and member from a neighbouring area. Not sure what they made of us Devon types, especially when Malcolm Huxtable (who came along with his wife Mandy) entertained us with another of his show & tell presentations. This month we were suitably amazed with Malcolm's demonstration on how to re-use cable ties and how to trim the excess without leaving a little sharp ends, which is often the case when you use side cutters or scissors. Instead he introduced us all to the wonders of 'Flush Cutters', if you're not sure what these are, head off to eBay and you can get a pair for around £3.00.

Was good to see Mick and his wife in attendance, especially as Mick has recently had a new knee and was on crutches. Geoff and Dawn Wheeler came along despite both still suffering from heavy colds, but thankfully they were on the mend.

Devon AO Nigel Kenneison was up from the south, kindly making the journey so he could carry out a valuation on my Herald, as my insurance is almost due. This is an invaluable service, so do make sure your valuation certificate is up to date with your insurers, for the sake of £15.00 every two years there really is no excuse for not doing it. Somehow though he did manage to make me give him £20.00, the extra £5.00 as payment for the 2020 Calendar, I don't think I've ever bought a calendar so early in the year. On the plus side he provided another donation to my Spitfire project, this time some new washer jets.

Completing a quartet of AO's, my North Devon partner in crime Andy Luckhurst was also there, is 4 AO's from 3 dif-

## TSSC AREA NEWS



ferent areas a first?...Who knows. Andy's TR4 restoration has slowed a bit due to family commitments and needing to do some work at home. He has managed to replace the sun visors, which involves modifying the screen surround as only TR6 ones are available and they mount differently.

Looks as if Andy's deadline of having it ready by Drive it Day won't happen, which makes me feel slightly better as my own self imposed deadline of the Laon Historique in early June for my MK4 Spitfire is now as likely as the current Brexit situation being resolved. A setback of having to fit a new boot floor, rear valance and inner rear wings over the last couple of weeks was the final nail in the coffin. Not to worry, I have my trusty Herald to take instead.

Malcolm still has his Spitfire up on axle stands even though his winter projects of rebuilding the diff and having his wheels shotblasted and painted are all complete, hopefully we'll see it on the road for Drive it Day. He just now needs to find somewhere to store his hard top so he can use his Spitfire as it was intended.....with the top down.

Mike and Irene Hadley made the trip up from Brixham, no prizes for guessing what Mike had to eat....it begins with P if you need a clue. Alan & Janet Brace made a surprising late arrival for them; Alan and his son are currently undertaking a rather extensive classic Mini rebuild, but with the aid of a vehicle spit they have made short work of the job and it's already had some paint applied to it. Making up the numbers with later arrivals were Lee Williams and Simon Whenmouth. Simon now has his Magenta Stag back home and with the odd visit from myself is getting the car refitted. By the time you read this we would have taken part in Drive it Day, so those members planning to attend were looking forward to a day at Dingles Fairground Heritage Centre. News for next month's meeting is that we will be holding it at **The Bickford Arms, Brandis Corner, Holsworthy, EX22 7XY, rather than the Creacock Arms.**

That's it for this month.

**Next meeting: Thursday 2nd May**

*Darren*

## ESSEX

Tel. 01375 672072  
07934 027704

e-mail: [awjannaway@hotmail.com](mailto:awjannaway@hotmail.com)  
Facebook: Triumph Sports Six Club Essex Area

The months are flying by and can't believe May is here and it is also set to be our busiest month of the year with heaps going on. Shows and holidays to look forward to.

Club day in March saw a few of us at the garden centre as usual. With a nice round of Triumphs in the car park always creates a stir. Lots of chat and handing out of forms for shows plus a wander round the garden centre. (we bought a gazebo for the garden a permeant wood summer house type but that's another story been looking at it for months and took the plunge.)

On Saturday 17th March we went to look at another triumph to add to the stable. It was originally only a look as Brian had someone selling what we thought was a 2.5 pi. Which I have been looking for and nothing had come up. I phoned and arranged a look as it was up on the Suffolk border about an hour away. We set off on the Saturday to have a look. On arrival met by Russell with a nice 2.5 pi estate! Yes, estate all in running order took it for a drive and decided yes, it's mine. (Janet said she knew I would buy as soon as I saw it was an estate) We paid a deposit and the following week picked up Harry. Yes, he is brown but we will let that go, just



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

### TSSC AREA NEWS

### Essex Continues

to get an estate was a shock and a pleasure. Russell also gave us the spare original wheels plus loads of other bits and bobs. He is all original the engine number and keys numbers all match the heritage certificate. He came home to a new cover and a MOT the following week. Although he is MOT and tax free, I wasn't happy without a MOT. Hopefully this will be a camping and running the grandchildren about car. I also hope to pop along to the 2000 club meet at the halfway house on their meet day to get some advice as I know nothing about fuel injection. Have already purchased the manual and having a read up.

First run out will be the car club on **14th April** which will be a surprise as not said a word.

No other news this month, it has been quiet ready for May hopefully and the weather will be kind.

#### Up and coming, Janet has forms

**IOW 3rd to 6th May (most of us staying till the 10th)**

**12th May Leatherhead**

**25th May Little Totnam**

**26th May Enfield Pageant of Motoring**

**(club run on Sunday only)**

**27th May St Margaret's Garden Fete Stanford-le-hope**

**16th June Epping and Ongar Steam Railway**

**Father's Day event**

**22nd June James Oglethorpe School Cranham**

**29th June Dagenham**

**30th June Great Sailing (joint club event with the Essex Rebels)**

**Birthdays – Rosie Grant, Mite Titchen and Colin Tutty**

*Allan & Janet*

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

Hi Folks, the sun is shining and spring approaches with all the spring flowers bursting around the country side we had a lovely 25mile run for our start the season Blow The Cobwebs Run which has become an annual run, not far, but somewhere pretty off the beaten track, avoid highways and lots of daffodils etc, we started with 28 local members and 15 cars start at our pub the Raven PH Hexton and trundled through Ashwell, Edworth, Steeple Morden, Bassigbourn, and Meldreth for a breakfast or what ever at the Bury Lane farm shop cafe and outlet (attached pic our happy band of members), we had a guided tour around the Battle of Britain Bunker where Churchill made his famous speech "Never was so much owed by so many to so few" on 20 August 1940. Will have a report on that trip next time

I've sold my full length ramp set to Garry and Ashley so that's getting more use these days, the oil seal replacement Ray and I fought on the 2000 is now running as dry as when new. the new quill shaft bearing has really quietened the diff, even though the old unit runs and feels good, so worth the struggle.

Again Ray and I will have done our Twiddle day experience at HQ and as this is after writing this so will report next time.

**May 19th sees our outing to Bressingham steam railways**, Dads Army and wonderful flower beds, let me know if you want to join in start point will be Baldock services around 10am TBA.

The weekend idea is back in the melting pot ..maybe later in the year maybe and not a classic outing.

Martin is collecting names for our place at the **Shuttleworth Air show July 7th** get you names in for this dedicated prime position parking etc £23

That's all for now....

*Pete*  
and the team

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

This report is being written in the sunshine having finalised the finer details of the 30th Isle of Wight Weekend which at the time of reading will be almost underway and still hopefully with the sun shining! Lots to enjoy on our 30th Pearl Anniversary, convoys and cake, goodie bags and games, barbecue and band and most of all friends and families having a fabulous fun-filled weekend. Thank you for all the support and kind wishes.

Our evening April run to the Hare and Hounds will be followed by our **May breakfast at the Little Gloster**. The pizza van is back too, so a drive out on a nice evening is something to look forward to. Look forward to seeing you all soon. Keep an eye on our Facebook page or contact us for more information.

**Here are some dates for your diary:**

**Sunday 19 May, brunch run.**

**Saturday 15 June, evening meet.**

Happy Motoring!

*Tracy & Elaine*

### WEST KENT Tel. Colin 07810 102525 e-mail: westkent@tssc.uk www.tssc-westkent.org

Hiya. I know, I haven't run a report now for a couple of months. That's really because, nothing much to say. Being cold and damp, the numbers are way down. By that I mean 6 to 8 members at each venue, so a good total, but if you want to know what the latest is, come to the meeting.

Right as I say things are picking up now so we should be out in that garden for meetings soon. The breakfast meetings (first Saturday and third Sunday) at the Woodman really picking up, and the lunchtimes at the Woolpack start about now.

Couple of things coming up where I'm booking club pitches, Bodiam on the 16th June and Bexhill August bank holiday Monday. I need numbers asap to request the correct size pitch. Sorry, missed drive it day, but I was away that day. Chatham was so cold and uninviting that that's a no show event now, but there is a new show on the 23rd of June (same day as Bromley) just south of Tonbridge. This replaces Bud of May which has gawn.

So we have the first show done, Detling. Booked a 6 car indoor pitch and the tickets went faster than Glastonbury. Colin and I arrive about 7.30 in cold bright weather, Ken just made it before the damp but Chris caught the first of the damp, that lasted all day, so great being inside. We actually squeezed a 7th car in, great to have a Herald soft-top next to





## LEICS & RUTLAND M25 EAST

Chris's estate. With Spitfire's from Colin and Alan, Stag from Phil and my Dolly, cracking line up. **May meeting are the 28th/29th May** and all details are on the website, see you all!!

*Colin*

## LEICS & RUTLAND Tel. 07530 307371

By the time you are reading this months courier we will have just completed Drive-it-Day.

I hope it was a good day for everyone up and down the UK. A fair few of the L&R gang are planning to go to the Bicester Heritage Centre as I know that folks from other areas are too. I don't think any of our gang have been before but it gets good reviews.

The Great Central Railways Easter Vintage Festival will have happened too over the Easter weekend. Classic cars, steam trains, real ale and fast food...what's not to like?

On Sunday 13th April Chris, Howard and Tony attended the Daventry Classic car day as did others from the Northants area. I couldn't go. Chris won the deputy lord mayors cup for his GT6 and a nice cup and prize with it! Well done Chris.



John Edwards has bought another Spitfire, a MK3 one family owned from new. We will wait and see what the nutter does with it but it will be out of the ordinary I'm certain.

I have sold my 2.5 Pi estate as I couldn't really cope with all the negative comments about it! It seems these days that people are more and more critical about our cars and pick on the slightest thing wrong with it. Nothing short of perfection will do these days or so it seems.

Talking of perfection, Steve and Dee had their TR250 on the Practical Classics stand at the restoration show this year as they got down to the last six in the year long competition. It was all down to on line votes in the end and I think the winner was very media savvy. They enjoyed the experience and being on the stand was very well deserved as the car is stunning AND they did virtually the whole thing themselves including the respray.

Moving forward we have;

**Sun 5th May. Catton Hall.**

**Sun/Mon 5/6 May Notts classic car and motorcycle show. Thoresby Park.**

**11&12 May. Great Central Railways second classic event of the year at Quorn Station, Leicestershire. This really is one of the best steam railway groups in the country.**

**Thursday 16 May. The first Greetham Gathering at Greetham Community Centre which is our own venue for our SUNSHINE RALLY on the first weekend in August.**

**17-20 May is of course Spa Classic.**

**19th May is the Crich Classics at the Tramway museum. A lovely day out but most of us will be attending the Standard Triumph Day at Wroxall Abbey. A must do. LAON HISTORIQUE.**

**We have six cars going with lots of other areas going too. If you have never been then you must try this event! It's magical!**

**Sun 16th June. Loughborough town centre car show. Book through Eventbrite.**



## TSSC AREA NEWS

**Thurs 20th June. Greetham Gathering, Greetham community centre.**

**Sunday 23 June.** Our group has a day out planned to go to **Bourton-on-the-Water to the car museum.** The small car park is full but there is parking available at the near-by British Legion for £3. We will have a lunch time picnic in the blazing June heat and stop for dinner on the way home.

That will do for now.  
Keep running on 4/6/8.

*Neil*

## M25 EAST

**Tel.07938 526324**

**e-mail: [herald1360@btinternet.com](mailto:herald1360@btinternet.com)**

**[www.facebook.com/groups/152603311545573/](http://www.facebook.com/groups/152603311545573/)**

Hi everyone, here we go gathering nuts in May. The show season should be in full swing by now with a few outings already under our belt. But before anything else there's a bit of old news to report on.

Way back in March six of us had a trip up to Liverpool. No Triumphs were involved, just a social weekend. We had a cracking time, taking in local museums, nice restaurants, pubs and of course a few Beatle related things. We saw the excellent Cavern Club Beatles on the Friday night in where else but the Cavern. It was absolutely packed and a brilliant night. On Saturday night the lads were let loose as the girls, after a busy day sightseeing turned in for an early night. We headed off for the bright lights and the live music but it was a bit of an old lads pub crawl as we were home after only 4 pints ha ha. Liverpool is such a great place to visit, loads to do and you have to have the obligatory ride on the famous ferry across the Mersey, and yes they really do play the song every time the ferry sets off.



Our first event, sort of, with the cars was this years annual tinkering day. Held as usual at the Hill residence. The neighbours do love their annual treat of Triumphs taking over the street ha ha. We only had 3 cars turn up this year for attention as quite a few of the regular attendees are still off the road. But as we're such a social bunch the ones without cars turned up anyway for chitchatting and cake. We had a Spitfire and 2 Vitesse's to work on which didn't take long. I think we spent more time chatting than actually getting our hands dirty. Meanwhile, indoors the girls were enjoying themselves as well, getting through 3 bottles of wine between them and they swear they don't drink ha ha. Once again Tinkering Day was a good laugh and went too quickly. Thanks to all who made it and thanks for all your contributions with food and beers. And as Mr Kipling said - Donna you do make exceedingly good cakes.

And now onto what nearly became a disaster. We had been meaning to, for weeks, to get on and book our trip to Laon for this years Laon Historique. We finally got round to doing it at the beginning of April and horror of horrors we found there wasn't enough spaces left at the campsite for us all. Doom and gloom soon reigned until our heroine Laura stepped in and sorted it all out for us by phoning the organisers direct. Luckily six camping plots were found and held for us. So, disaster averted and Laon, here we come. Big thanks to you Laura!! Whilst on the subject of Laon, those

## M25 East Continues

that are going need to be aware that because of Brexit the government are saying that if your passport expires within 6 months of travel you should renew it before hand. Also, the drivers will probably need to obtain an International Drivers Permit (IDP) which is available from Post Offices. As well as this you may need to contact your car insurer to obtain a Green Card.

And so, on to this years show season and the first one was the Heritage Show at Detling. The weather was a bit grim but 3 cars turned out and braved the elements, Paul in his TR6, Brian and Jean in Lightning and us in the Herald. Malc and Chris also popped over,



sans cars just to have a mooch round. They didn't stay long though, enticed round Dickie Boys with the promise of bacon



rolls. Colin and the rest of the West Kent Area were also here, including Phil and Simon and they had bagged a spot inside the hall, lucky people ha ha. It was a bit cold and rainy outside

where we were but it did give us the opportunity to test out the new gazebo. The good news is that it stood up to the elements well although a little modification is needed to the wall sides to stop them flapping. It shouldn't take Donna too long ha ha.

Until next month TTFN

*John*

### May Events -

**Sunday 5th/Monday 6th - Weald Park Country Show**

**Sunday 12th - South of England Meet**  
(poss camping weekend)

**Sunday 19th - Stowe Maries wings and Wheels**

**Sunday 26th/Monday 27th - Enfield Pageant**

## MANCHESTER Tel. 07954 784342

e-mail: [markkilgallon@live.co.uk](mailto:markkilgallon@live.co.uk)

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

[www.facebook.com/groups/tsscmanchesterarea](http://www.facebook.com/groups/tsscmanchesterarea)

our area meeting venue from April onwards to The Swettenham Arms (meet in car park) Swettenham Lane, Swettenham, Congleton, CW12 2LF from 7pm onwards. Not had many weekend free to arrange runs out as birthdays, AGM and general life stuff got in the way, but May is looking like a good month to kick start our monthly events off. A few

of our member attended the "On Wheels" car and bike monthly meet at the Houldsworth Pub in Reddish, good variety of classics , hotrods, bikes and scooters turned up and had a great chin wag,



looks like we will try and attend this local get together throughout the spring/summer and autumn months.

As we can't arrange a run on National Drive it Day due to a birthday do, we will be arranging a drive out to the Veterans Garage Cars and Coffee meet at there May event and then onto a drive and meal for sunday lunch, details will be on our Facebook page.

With this years main TSSC Event (Inter club TSSC & TR Register) being held at Stratford Upon Avon racecourse on 16th to 18th August 2019, a few of our area will be attending this event and will try and get more from Manchester to support this event. There are plenty of B&Bs/Hotels in the area for those who dont camp, booking for this is in this courier magazine, also dont forget to support other local area events if you can.

Update on our members cars, Paul has his Spitfire now mounted on a rollover jig and removed 40 years of underseal and crud from the underside, revealing a very well preserved bare metal to work with. He has also fitted a hydraulic lift kit to his bonnet. Monty has had all sorts of delays in getting his new roof and frame fitted to his Bonde Equipe , so he has decided to undertake the work himself, he created



his own press stud tool out of some old mole grips welded together with a center punch. Ive finally got my Vitesse 2ltr's engine running , first time its started in 30 years, cleaned all the tar out of the carbs, fitted new diaphragms and seals, new oil and water, new Accuspark ignition and it started first time and ran really smooth.

now jacked in the air and have brakes reconditioned all around, as everything is seized. replacing the caliper piston and boots was a right pain and took hours, but now finally done and caliper painted and reinstalled, need to do rear hubs now.

Our April meeting was held at The Joshua Bradley in Hyde, however for our **May meeting we will be holding it at The Swettenham Arms (meet in car park) Swettenham Lane, Swettenham, Congleton, CW12 2LF**, as every tuesday during Spring, summer and autumn they have a classic car gathering, we attended it last year and really liked it, so decided to hold our monthly meeting there as theres loads of cars there, everybody make there own way there and try to get there as early as possible to make the most of the late evenings.

In Stockport's old market there is a newly opened Produce Hall which is similar to the one in Altrincham, lots and food and drinks counters , so we will be holding a social evening night out there to check it out, date to be set on our Facebook page.

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)

Well that's all from me for this month Cheers

*Mark K*

### IMPORTANT NOTE

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

## NEWBURY . . . NORFOLK NORTH EAST

### NEWBURY

e-mail: [malcolm.hannington@btinternet.com](mailto:malcolm.hannington@btinternet.com)

Tel. TBC

Congratulations to Mary & Dave who celebrate their Golden wedding anniversary this month. We all wish them well at an amazing 50 years of wedded bliss.

On the evening of Wednesday 13th March we met at the Cottage Inn, Bucklebury. We managed one classic as Ian arrived in his TR7 with Steve & Sue in Mini Clubman, Dave & Mary in Golf GT Sport & Malcolm & Josie in Zafira Turbo.

It was lovely to welcome two new members Steve & Sue who own a Vitesse MK11 convertible in Royal Blue which they purchased last August. See picture.



Ian has organised a mystery pub lunch and a visit to the Crofton Beam engines on the 7th April. We are looking forward to the day out and hope the weather holds, I will report on how it went in the June edition of the Courier.

Dave's Vitesse went through the MoT test with no advisories. The car is MoT exempt but Dave feels safer to continue with the test, I must admit it is a good check for your vehicle. Roy also took his Midge along to the same MoT centre and passed with no advisories. This was after the drama of the Midge breaking down, swapping the electronic ignition for points and condenser which seemed to work. However Roy broke down again on the way to the lunchtime meet at the Cottage. He is trying new copper plug leads and rotor arm so we wish him luck. Both cars created a lot of interest by the garage staff at the MoT station.

Our next meeting was on the evening of Wednesday 27th March at the Downgate in Hungerford.

It was good to welcome some visitors to our meeting, Tim in Volvo, Guy & Suzie, Spifire MK3, Peter & Karen TR7, Ian TR7, Andy in Vitesse, Nigel Classic Peugeot RCZ, Roy Fiesta, Dave & Mary Golf and Malcolm & Josie in Zafira.

The meeting was lively with everyone chatting and enjoying the beer. Mary organised a raffle. We will probably be using different venues from now on as go roaming meets. We will keep our Cottage Inn venue for the first meeting in each month.

March 30th was the lunchtime classic meet at the Cottage Inn, Bucklebury. Apologies to all who turned up on the 23rd March due to my mis-reporting in the Courier, I actually turned up myself in the GT6 and asked the landlord, 'where is everybody?' The Cottage Inn meet is the last Saturday in each month, not the fourth.

So it was a re-run in the GT6 and good to see quite a few classic cars in the field. Steve, Sue and the two Grandchildren arrived in the Vitesse and enjoyed the pub fayre. Dave and Mary were in the Golf as the classics were locked away. We all enjoyed the variety of cars and a good chat sitting in the sunshine. I have included a picture of my GT6. Thanks to Dave for the pictures of Newbury cars on facebook.



Josie and I are going across to the Isle of Wight in the TR7 for the Isle of Wight Triumph weekend. There are a lot of shows on in the next couple of months so check the courier for these.

Next meetings are : -

**8th May at 07.30pm The Cottage Inn, Bucklebury.**

### TSSC AREA NEWS



**22nd May at 07.30pm** Roaming meet, venue to be decided, see facebook.  
**25th May at 12.00 noon**, The Cottage Inn, Bucklebury.  
**Local shows : -**  
**5th May** Lambourn Show  
**6th May** Popham Show  
**12th May** Wallingford Show

Keep Rolling,

*Malc*

### NORFOLK

Tel. 07828 103064  
01502 476699

e-mail: [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com)

[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

A great turnout tonight for the April monthly meet with a couple of old faces returning for a visit thanks Dave and Andy and two new faces in Graham and Mike. It's always good to see new faces turn up and great to see old friends. An interesting line up of triumphs too unfortunately I again let the side down as after replacing the gearbox in my 7 once again the SS rear exhaust box decided to part company with the rest of the car due to corrosion around the weld on the pipe to rear silencer joint. So much for fit and forget SS exhausts. I'm not sure where the exhaust came from but it's obviously not best quality SS as there is significant corrosion on the pipe itself. Easily fixable with a welder but I've decided to fit a second hand sports system that I purchased off eBay a few years ago that also came with a tubular manifold. Time will tell on the quality once I've fitted it and hopefully it will not be too problematic to fit.

Although it's still cold several members braved the elements tonight and arrived hood down but looking decidedly chilly. Hopefully the weather will warm up for next months meet as a drive out is planned before the monthly meet takes place.

Looking forward to seeing some more faces next month.

Regards.

*Mike*

### NORTH EAST

Geoff: 07773 440201

Deryck: 07939 068976

e-mail: [geoff.dent14@gmail.com](mailto:geoff.dent14@gmail.com)

e-mail: [deryck.beadling@yahoo.co.uk](mailto:deryck.beadling@yahoo.co.uk)

<http://tsscneast.blogspot.com/>

Hi all. Well its time to get out the Polish and get your cars cleaned, by the time of reading this we should have completed our first event of the year, on the 28th April we have 8+ cars taking part in the MG Bobby Shafto run. more info on this next month.

We have a few events pencilled in for May, and in June we have some kind of event on every weekend.

Work on a few of our cars are now nearing completion, Kevan now has all his 3 cars running, a great achievement for Kevan. his Stags fuel pump was wired up incorrectly, once diagnosed and sorted it was a five minute fix, and his TR's speedo is now working correctly after 3 Angle drives, the re-manufactured drives are utter rubbish quality .James has had to remove his engine again as he fitted it with the wrong oil pump, Mr Fish recons his Gentry will be back on the road soon, Andy Boyes has eventually got the new Carb spacers fitted to his Dolomite. it only took him 9 months, and Pauline hopes to get her Herald MOT'ed shortly after being stored for quite a while,





## NORTH EAST NORTHANTS . . . NORTHERN IRELAND

### TSSC AREA NEWS

## North East Continues

judging by her photos that she was showing, it will need a good wash and clean as well, so we should start to see a few different cars around soon.

My Replacement Gearbox has been a failure, the replacement one that was picked up for £90. has the same sort of problem with the overdrive as my old one, so I now have a spare that will get rebuilt over the summer ready for another Gearbox swap next winter, but by adding extra insulation over the gearbox tunnel, I now have a nice quiet car, all I can hear now is the exhaust note, I have also upgraded the dashboard lighting by fitting LED bulbs, what a difference it has made I can now see the clocks & dials in the dark I am apologising in advance for next months news as it may be very short or not at all, as I have a flight to catch the day after our next meeting at 6.40 in the morning, and I will not be back for the **Chester Le Street Riverside show on the 12th May**, so any issues you will have to contact Deryck Thats all for now

*Geoff*

**NORTHANTS** Tel.07879 491778  
www.tssc-northants.org  
e-mail: nigeljohnhawes@gmail.com

We had a good turnout for our March meeting with all the usual attendees. The quiz was hosted by Mike Clark who entertained us with some interesting questions. Unluckily they allowed the team I was in to win and therefore I will be sourcing some brain teasers for the April meeting.

I would have been covering the Car and Bike Meet at Earls Barton in this report but due to rain it has been moved back a week and now clashes with our club night.

The other main event of March was the Restoration Show at the NEC at which Tracey and I helped on the stand for a couple of days. Although it is not as hectic as the Classic Car Show in November we attracted a good amount of attention with the chassis from HQ and the Herald boot seat which raised a few smiles. As a centre piece we had Beep, Jonathan's 2.5 PI, which is always an eye catcher.

Well done to everyone that worked on the stand to raise the clubs profile.

We are now moving into the part of the year where events and shows start to stack up in front of us so it's a good time to come along to an Area meeting to see what is going on. Hope to see you soon.

Cheers

*Nigel*

**NORTHERN IRELAND**  
Tel. 07707 288233  
e-mail: heatheranddouglass@gmail.com

I It doesn't seem that long since I last sat down to do the April monthly report for The Courier but here we are again. Hope you enjoyed that report and the photographs of our worthy award winners – well done again to them all. Our March run in the North Antrim hills was very well attended with initially eight crews with us, later joined by Nathan and Peter in their

very striking Mazda MX5 soft top. The Spitfire was the top type, with three on display, Tom (J) and Catherine, Robert (T) and Daphne and Simon in his 1500. It was good to see Barry (F) and Elaine bringing Tina on Tour – what a nice colour of a Herald too. The remaining two Triumphs were in the capable hands of Alan (F) and Pam in their Vitesse and Heather and I in the TR6. No roof down, as usual, as Heather had just had her hair done – again! Stephen (K) and Elizabeth joined us in their Toyota jeep along with Ernie (F) and Valerie in their Honda. I must say that it is nice to see members coming on runs even when their Triumph isn't available.

Meeting once again at the car park at Dunsilly roundabout, and with eating plans sorted with the Countryman, we took off along the tried and trusty A26 towards Ballymena this time making sure everyone knew that we were going the full way around the roundabout and the first left before the Ramble Inn. Taking to a few backroads we criss-crossed the main railway between Antrim and Ballymena on roads that could only be described as slightly uneven and bumpy - perhaps "slightly" is incorrectly used on this occasion.

Passing through the areas of Kellswater and Slaght we once again took to the minor roads between the Toome and Ahoghill main roads. Now going cross country, we then made our way to the Garvaghy Hill and Craigs area, on roads I'd never been on before, and with beautiful views too. Conscious that we were meeting up with Peter and Nathan later, we quickly drove through the townlands of Dunminning and Glarryford towards Dunloy for our afternoon lunch/tea stop at Logan's of Cloughmills. Most of the men knew it was fatal to stop here but the food is good and, well really, I must do what I am told on the odd occasion.

Our fears were well founded as I was aware that a number, yes more than one, of females did come out with bags under their arms after searching several of the shops. It did give me time to see the new BMW Z4 in the car park and chat to a local fellow owner of a TR6 from the Antrim area. After lunch we took a little trip down the A26 towards Ballymena to meet up with Tom who had to refuel. This little detour nearly resulted in a prang, but I understand that Simon did very well to avoid it - thankfully.

Now taking to our favoured side roads as we took to the Doury Road and Springmount areas towards Lissanoure Castle, still hidden in the trees, as we then made our way towards Armoyle. I must admit to a navigation mistake here as we were to take The Park road, but I missed it causing us to drive through Armoyle, not good. Back on track we headed towards Ballycastle and our next stop. Rather than take the main road we took to the Hillside Road on our right, as we left the A44. This was quite an interesting piece of roadway as we travelled through the Capecastle area to our next scheduled stop at Ballycastle.

Used the local car park so that several of us, the ladies, could avail of some retail therapy again. We thought for a while we had lost Barry, but he had gone to see a previous neighbour – and got talking, as you do! After a further stop at the bottom of the town to meet up as a convoy we headed back towards Ballymena for a well-earned evening meal. The run "home" was the most direct route bringing us through the Glenshesk river valley to Magherahoney to Corkey and then on to Clough. Rather than going direct to The Countryman for our meal we made our way to the main Cushendall Road, via Cloughwater, just to make the return route that little bit different from the past and arrived dead on 5.30 pm. A good meal was had by all there and the craic was good, with the usual teasing of Nathan about the coleslaw, not to mention the theory test again. A good day and a good turnout of crews and cars.

## NORTHERN IRELAND



### TSSC AREA NEWS

The April monthly meeting was well attended, and the main discussion related to the Totally Triumph Show at the end of the week, finance, entries and future runs. Still waiting to hear if any of you are going to book for Kilbroney Show, Rostrevor on 15th June so that CCCC can book a club stand along with us. If you are submitting an application for the event show CCCC on it or, Carrickfergus Classic Car Club so that you get to the club stand.

Our annual Totally Triumph Show took place on Sat 6th April in conjunction with the Mayors Show and Fun Day. Entries were down this year, although not too bad, taking into consideration it was being held a month earlier than usual due to the upcoming local elections and that some of our "usual entries" were off the road, as well. Add to that, Chic and Iain not being available from Scotland and the fact that we were programmed before the local Argory and Shanes Castle events, that usually results in us getting a few extra entries for the show. Notwithstanding that, it was a great day with really good weather and the fact that we were, once again, well supported by our southern neighbours. Not only Triumphs, but other makes as well. Thanks again boys. The only "downer" on the day was the security staff employed by the council!

Howard (McM) oversaw the judging and it was very fair to all there on the day. Best sports car was clearly won by Ed McClean in a very tidy TR4A with Simon (H) taking runner up spot in a TR6. I normally drive this car but Simon's GT6, for the day, had fuel problems on the way down and we changed vehicles – lucky sod! Had great problems getting the car to the show and, as it turned out, there was air getting into the fuel system at the filter. Well diagnosed by Laurence, Alan (F) and a few others.

I understand that Colin (T) had the same problem not that long back too. Runner up spot for the Best Family Saloon was taken by Edgar (P), one of three Amigos - newly formed – in his very tidy 1300. A welcome return to our stage at Wallace Park was Alastair C, in his TR7 and he was rewarded with the runner up trophy in the best modified section of the show. In the Cruised and Used section we had two local winners, with Barry (F) taking the top award (Photo three here) with TINA his Herald 12/50, with Philip (A) taking the runner up spot in his Herald. Sometimes we call this the Cruised, Used and Abused section, but looking at these two cars they certainly aren't abused! In the Furthest Travelled section, we had Phil (B) all the way from Letterkenny in his 2000 Estate Mk 2. We always believed that Phil's Herald had a talked about paint scheme but the 2000 is running it a very close second. If you are looking for a 2000 estate MkII contact Phil, or myself.

Car of the Show is always a difficult decision with some many good cars at the show from north and south, even with depleted numbers at the show this year. Runner Up was Colin (T) in his very, very tidy GT6 MkII with a lovely engine bay. (Photo

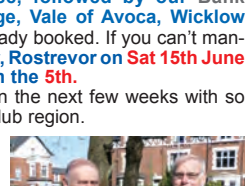
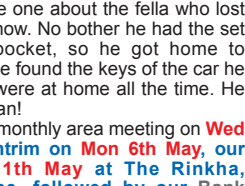
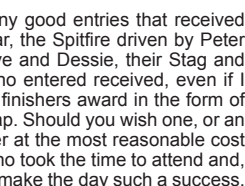


Car of the Show this year again was a real show stopper in the form of a red Triumph TR3, currently in the ownership of Alan (For) at this moment in time, complete with its genuine Northern Ireland registration plate. (Photo five here)

I might add, and not a criticism of Howard etc, there were many good entries that received nothing on the day, in particular, the Spitfire driven by Peter (M) and the entries from Maeve and Dessie, their Stag and Herald. After the awards all who entered received, even if I do say so myself, a very good finishers award in the form of a TSSC Northern Ireland car cap. Should you wish one, or an extra one, I have a few left over at the most reasonable cost of £10. A big thank you to all who took the time to attend and, even with reduced entries, still make the day such a success. By the way have you heard the one about the fella who lost the keys of his Herald at the show. No bother he had the set of his other Herald in his pocket, so he got home to Carrickfergus OK. Just heard he found the keys of the car he was driving at Lisburn – they were at home all the time. He was a lucky man, wasn't he Alan!

Coming up soon we have our monthly area meeting on **Wed 1st May, Shane's Castle, Antrim on Mon 6th May, our Truncheon Oiling on Sat 11th May at The Rinkha, Islandmagee and, of course, followed by our Bank Holiday run to Woodenbridge, Vale of Avoca, Wicklow** with 10/11 cars and crews already booked. If you can't manage it, there is **Kilbroney Show, Rostrevor on Sat 15th June after our monthly meeting on the 5th.**

Hope to see you some time in the next few weeks with so much taking place within our club region.



*Douglas.*



## NOTTS PETERBOROUGH . . . SCOTLAND NORTH EAST

### TSSC AREA NEWS

#### NOTTS

Tel. 07976 163006

e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)

After a great weekend at the Practical Classics car show at the NEC. We managed to sign up a new member for the Nottingham area, so looking forward to meeting Simon on one of our meet nights.

Around the local areas in Nottinghamshire lots of car clubs are starting these meetings up.

Our local ones are the ever popular **Griffins head at Papplewick and The Horse and Groom in Linby. These clubs are on alternative Wednesdays. The Gurka kitchen in bilborough which are first Monday's of the month.** It nice to be able to go and join various meet ups. It makes it interesting and arranging outings.

Myself and Di are off to Scotland again with the mighty Crash test dummies this time doing west coast 850.

Local events where you book tickets is **Thoresby hall classic car show which is on Sunday and Monday 5th/6th of May and then again on the Monday 26th August.** You can get your prebooked tickets from us. Also the **Nottingham Wollaton Austin 7 club.. June 8th and 9th.**

Free event in Ilkeston on Sunday 11th August is the Ilkeston Heritage & Classic vehicle show. Pre booked tickets only via there website.

We are looking to do as Area more Breakfast runs and outings this summer.

Don't forget we meet at the **Mansfield Stags Football Ground every third Wednesday** unless we text out we are going for a run some where. We start at around 7.30 pm food is good, coffee and cake £3.00 and we have a variety of classics on show.

Cheers

*Nigel & Di*

#### PETERBOROUGH

Tel. 01778 560507 / 01780470358

<http://www.tssc-peterborough.webs.com>

Our April Area Meeting is the first since the clocks changed so there was an air of positivity amongst our gathering that spring has arrived, and winter is now but a distant memory. Let's hope so!

A decent number made the trip to The Five Horseshoes, including Andrew Bramwell, who we haven't seen for a while. Nice to see you again Andrew!

Sadly, the daylight still isn't long enough, nor the temperature high enough, to tempt too many of us outside. However, both these factors will improve over the next few meetings, so we hope to see the car park brimming with Triumphs over the coming months.

We also hope you will get your Triumphs out and about at weekends as the weather improves and the shows and events start to come thick and fast. Unfortunately, we had to cancel the planned trip to Arbuckles Diner for Breakfast and Jazz. I think we only had 4 participants in 2 cars so not really a worthwhile excursion. That said Doug mentioned the possibility of a trip out to the **Bubble Car Museum at Langrick, or possibly Heckington Mill, followed by tea at Laddies Ice Cream in Holbeach.** This received a pretty positive response so Doug will make some more enquiries.

Doug was speaking to Laddies in connection with their attendance at the **Baston Car Show later in the summer** - which brings us nicely onto this event. As Doug is one of the main organisers of the show, he really needed someone to take on the TSSC organiser role. Steve Abbott stepped up for this task and I have to say, again the reaction on the night was extremely positive. If you would like to go to this growing local event, please get in touch with Steve to register, so he can submit all our details nearer the time. For information the show is on **Sunday July 7th** and note the venue has changed this year to **Grimsthorpe Castle.** I have set myself the personal challenge of getting there and back in the Vitesse without having to change coils!

Doug and I were chatting recently about a spate of burglaries in my village. Some villagers have proposed we have CCTV installed on all the roads into the village. Is this 'Big Brother' approach really necessary? Well clearly it is when it comes to motoring as EU regulations are due in 2022 to restrict car speeds using artificial intelligence so the speed limit is never exceeded. So, Doug and I just wondered what impact this might have on our cars. Will they become more desirable as a result? The smaller Heralds and Spitfires will be able to keep up with modern day traffic as it won't be able to exceed 70mph, and the more powerful TRs, Stags, GT6s and Vitesse will be able to happily exceed the speed limits without 'Big Brother' intervention. Food for thought eh?

**Our next meeting is on Monday May 13th at The Five Horseshoes, Barholm near Stamford.** We generally meet from around 8pm and finish around 10 to 10:30pm. We'd love to welcome you along for a noggin, natter and nosh, plus a chance to win a quality prize in our monthly raffle! If you can bring a Triumph along as well, then you are already a winner in my eyes! Do try to join us.

That's all for now  
Cheers

*Paul*

#### SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail [dannysportssix@btinternet.com](mailto:dannysportssix@btinternet.com)

[www.brmmbrmm.com/club/grampiantr/4.htm](http://www.brmmbrmm.com/club/grampiantr/4.htm)

Hi All. It is great to have daylight in the evenings again, summer is definitely getting closer. With the weather being quite fine I have spent the last few weeks preparing the cars for the summer season.

**May's club night meeting will be held on Thursday 23rd at the Redgarth, Oldmeldrum,** please note the date it's a week earlier than normal this is because our summer weekend run is the following weekend. The Redgarth meeting is also a meal evening, for anyone wanting to go look out for the email from Mike H, he arranges the bookings. There is no need to let us know if you are just coming along for a chat.

The events some of us will be attending the month are,  
**5th May we will be having our Great North Run,** this year from Kingswells P&R to Duff House with lunch at the Banff Springs Hotel. please contact me if you need further details, there is some information on our FB page

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

**12th May, Turriff Rally,**

**there will be a few Triumphs going.**

**12th May, Alford's How Many Left?**

**18th - 19th May BA Country Fair at Lyne of Skene.**

**26th May Crathes Vintage Rally, usually a good turn out of Triumphs.**

**31st May- 3rd June** is our summer run to Rhu,



## SCOTLAND CENTRAL

Dunbartonshire (or Argyll & Bute as it is now called) this year it has been organised by Graham R. Some of us are doing a few days extra touring and we will be staying in Rothesay. Lets hope Graham has also organised the fine weather! of the St Events page of our website at

<http://www.brmmbrmm.com/club/grampiantr/4.htm>  
**The Bo'ness Hillclimb weekend is held on Saturday 31st August and Sunday 1st September.** This year we will not be having the Grampian Triumphs stand but TSSC members are welcome on the TSSC Scotland Central stand <https://www.facebook.com/groups/TSSCScotland/> either contact them through their FB page or contact me and I will pass on your details. There is more information on the event on the Grampian Triumphs FB page.

If you have any ideas for runs and get-togethers please let me know, we are always looking for new places to go.

On occasions we do have to change the meeting venue so before travelling do check out the "Stop Press" page of the website for up to date information

<http://www.brmmbrmm.com/club/grampiantr/6.htm>

Or look on the Facebook page.

Our 2019 Events list has been published on our website.

If anyone knows of a Spitfire for sale in the NE Scotland area please let me know because I have a local member looking for one.

That's all for this month, hope to see you at some of our meetings or events

*Danny*

## SCOTLAND CENTRAL

Michael McCallum

[tsscscotland@gmail.com](mailto:tsscscotland@gmail.com) 07725 804 602

Jacqueline Rankin

[Cats26@hotmail.co.uk](mailto:Cats26@hotmail.co.uk) 07853 153 691

[www.TSSC-Scotland.ORG](http://www.TSSC-Scotland.ORG)

[www.facebook.com/groups/TSSCScotland/](https://www.facebook.com/groups/TSSCScotland/)



### Area Meeting Venue - May. The Harvester, Hillington Industrial Estate, Napier Rd, Glasgow G52 4DR

The past few area reports have started with references to the weather, I suspect this is due to the odd ray of sunshine that the sun gods have been tempting us with and leading us into a hopeful anticipation that good summer weather is not too far away. For what I recall the decent weather started about mid-April last year and this led to a fantastic summer where we enjoyed many car events throughout. We kicked off with really good weather last April when we had our Drive it weekend at The Fat Lamb and this continued into May when we had amazing weather at the Millport show, if we had not known where we were we could have mistaken the island for being somewhere in the Mediterranean, as long as you never entered the sea.

March Meet Night saw a good gathering of around 20 members who met for some coffee 'n' chat, a few of us met prior to the meeting for food at the Harvester. It appears this Harvester has more to offer over our previous venue, the food is good, the staff are friendly and helpful, but most of all we have an area dedicated for our meet which is sepa-

## TSSC AREA NEWS



rate from the open area of the restaurant, just as well with the gabbling noise we create. By the time the Courier drops through your letterbox our drive it day will have come and gone, no drive it weekend this year but due to popular demand it may return in 2020. I am sure we would all like to thank Dave Fray for organising the Drive it Day to Moffat and the lunches at the Star Inn, Moffat is becoming a popular location for many of our club members and **June will see the annual Roots Classic Car event in there also.**

**Millport car show will be on a Saturday this year, so don't turn up on the Sunday, the date is Saturday 11th,** fingers crossed for the same weather this year.

There are ferry crossings every 20 minutes but we must all be in place at the show for no later than 10am, therefore make sure you allow yourself plenty of time to get to the ferry port, if you are there early there are places you can get coffee and breakfast. As we all experienced last year the return sailing queue was rather long, the only way I found to escape this is to head for some fish and chips and allow the queue to disperse, but remember not to leave it too late and miss the last crossing.

Upcoming Event Information – Alan Wells has been taking entries for **Thirlstone Castle classic event where the main rally display will be on Sunday June 2nd.** Not having attended this event before I have been assured that this is a worthwhile event to attend. Again, the club members would like to thank Alan for organising our attendance at this event, it just goes to show that Area Organisers don't do all the work (in fact what do they really do - smiley face)

General Chat – again my ear has not been too close to the ground over the past month, however I do know that a GT6, Spitfire MkIII and 2 Dolly's have been getting some garage attention. One is experiencing power loss, another some major fuel issues while one of the other 2 is having a major sill replacement and the remaining one having the brake slave cylinders replaced. I bit the bullet after many years of deliberation and purchased a pair of adjustable top wishbones.

The manic show season will be kicking off with Millport and it will be non-stop until September, no euro tour for me this year as I have decided to stay locally this season with the exception of a few trips south of the border. I have a weekend planned in June for Retro-festival in June and will report back on my experience, I know a few of us will be attending Silverstone and the majority of members heading to the Inter Club Triumph weekend at Stratford-Upon-Avon. I have opted for off-site accommodation for all my southern shows this year. As much as July 2020 appears so far away at this point, dates for **Classic Le Mans** have been released and these are the **3-5th July 2020**. A small gathering of us are looking to secure accommodation close to the event and will need to book it within the next month or so. The only stipulation is that if you commit to any accommodation and at a later date decide not to attend then you will still be required to pay for accommodation if a replacement cannot be found. If you are interested in joining us in this fantastic event then please let me know.

As usual any items or suggestions for the Area Report then please let me know.

Here Comes The Sun -

*Michael*

### February Items:

**The Next club meet of 2019 will be at 7:30 on Thursday 2nd May at The Harvester, Hillington Industrial Estate, Napier Rd, Glasgow G52 4DR**



## SCOTLAND CENTRAL SOMERSET . . . SOUTHERN

**TSSC AREA NEWS**

### Scotland Central Continues

**East Club Meet is at The Hawes Inn South Queensferry  
EH30 9TA on Monday 6th April at 8pm**  
Please join in our social banter at:  
<https://www.facebook.com/groups/TSSCScotland/>

### SOMERSET

Tel. 07850 273823

e-mail: [harry.vc.every@gmail.com](mailto:harry.vc.every@gmail.com)

Can you believe we are already in May? The good news is this means we have a few shows coming up. Here is a quick reminder of a some of the highlights.

**May 12th – Killerton House Classic Car Day**

**May 26th – Pecorama Classic and Vintage Vehicle Rally**

To keep things simple, for both events we will meet at the Toby Carvery just off J25 of the M5.

For the Killerton House show we need to be on site for 9.30, so realistically we need to meet at 8.15 with aim to leave at 8.30 to allow us time to get there if we are opting for the non-motorway route. For Pecorama we will be meeting at 8.30 with an aim to pull away at 8.45.

Looking ahead to later in the summer...

**June 16th (Father's Day) 'Tigers & Triumphs'.** In case you missed it before, Nigel Kenneison from Devon has organised an event at Dartmoor Zoo very aptly named 'Tigers & Triumphs'. Our cars will be strategically placed throughout the zoo for all to see. Both driver and passenger will have free entry into the zoo and any additional visitors will have a discounted entry fee. Entry forms for this event must be returned by June 1st.

**July 13th/14th - Powderham Castle.** If you want to attend entry forms must be returned to Sue & John Franklin by 20th of this month. Their address can be found at the bottom of the entry form.

**August 3rd/4th - West Somerset Railway Steam and Vintage Vehicle Rally.** We now have the forms for this. As in previous years you are able to camp / bring a caravan at no charge and each exhibitor has free entry to the Rally field for up to two adults and 3 children under 16. There will also be free entertainment in the Beer tent this year on both he Friday and Saturday night.

The 'Severn Coast Express' (a steam train) will be running from the show site to Watchet and back on the Friday night. If you would like to take the train there will be a nominal charge of £6 per person for this, a fraction of the usual cost.

The organisers of this event have requested that we submit our entry forms via the club so please can we ask that you either post your entry forms to Harry or give them to us in person at the monthly meet. We have emailed out the entry forms to this event. If you have not received it, give either of us a shout.

Harry's address is as follows: 26 Hazeley Close, Bridgwater, Somerset TA6 5FP

By the time you read this the deadline will be very close so could we please ask that entry forms are returned by the **15th of May.**

Members, old and new are very welcome at our monthly meet on the **second Thursday of every month at the Apple Tree Inn, West Pennard, Glastonbury BA6 8ND.** It is easy to find, on the road between Glastonbury and Pitton.

*Harry & Maggie*

### SOUTHERN

Tel. 01252 722432

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

Hi folks, yet another month has flown by. How time flies when you are enjoying yourself. Sunday 17th March saw our last Sunday lunch of the season with fifteen attendees and six classics in the car park. Once again we had a well-attended club meet at the Seven Stars with 24 members in attendance. We actually had four Triumphs in the car park! This must be the first sign of Spring. I look forward to seeing many more next month. By the time you read this epistle, we will have held our first roaming meet at the Victoria In West Mordon. Let's hope for a pleasant evening and a good attendance. Our first show is happening on 14th April at Farnham Central Car park in aid of Phyllis Tuckwell Hospice. Let's hope the weather is kind.

That's all for now,

*Mike*

Hi All, not a great deal to report for March. The Sunday lunch at the Hen and Chicken was well supported, the unfortunate part about it was we were split onto two tables. As far as the meal was concerned it is always a good carvery there and they did go out of their way to keep Jackie happy by rustling up a salad for her.

The regular meeting at the Seven Stars again was well attended and we even had a few club cars in the car park that evening, so the weather must be getting better.

One regular show that has returned for the summer months is the **Crotch Cooler at the Departure Lounge.** I got there fairly early but soon met up with Dick in his MK1 GT6. I later ran into Robin and Ann, Neil Sharkey (let out on good behaviour) and Andy Cook.

There were quite easily two hundred classic cars there, a great turn out for the first event of the year.

#### Up and coming events

##### May

**5th the crotch cooler**

**6th Popham Show. Popham Airfield, Coxford Down, SO21 3BD**

**7th Regular meet. The Seven stars GU32 3PG**

**11 Awbridge Show**

**12th. The New Forest Run**

**12th The South of England Meet. Leatherhead Leisure centre, Guildford Road, Surrey, KT22 9BL.**

**16, Roaming meet. The Trooper, Foxfield GU32 1BD**

**18th Surrey Heath Show, Frimley lodge**

**19th The Fernhurst Revels. Fernhurst GU27 3HY.**

**25th-27th The Cuckoo Fayre, Loughton**

**26th The Haslemere Classic Show**

##### June

**2nd the crotch cooler**

**2nd, The Queen Elizabeth Show**

**4th Regular meet, Seven Stars GU32 3PG**

**8th Bishops Waltham Show**

**15th 16th HMS Sultan Show**

**20th Roaming meet TBC**

**A meet with the MG's when we get their base pub**

**22nd 23rd Dene rally**

**24th-27th Wales trip**

**28th-30th Cornwall Camping Weekend. Pentire Haven Holiday park kilkhampton EX23 9QY**

##### July

**2nd Regular meet, Seven Stars GU32 3PG**

**7th the crotch cooler**

**7th Clandon**

**18th Roaming meet, The Shoe Exton. SO32 3NT**

**20th The Ripley Event GU23 6AE**

## NORTH STAFFS SUFFOLK . . . SURREY



### TSSC AREA NEWS

**21st** Alton bus Rally  
**26th-27th** Netley Marsh  
     August  
**3rd-4th** South Cerney  
     4th The Crotch cooler  
**6th** Regular meet Seven Stars GU32 3PG  
**11th** Cranleigh GU6 7DW, online forms available from  
     29th April  
**15th** Roaming meet The Flower pots, Cheriton  
     .SO24 0QQ  
**16th, 17th 18th** Inter Club Triumph Meet . Stratford-  
     Upon-Avon Race Course CV37 9SE  
**26th** Wisborough Green  
**31st** 1st Balls cross  
     September  
**1st** The Crotch cooler  
**3rd** Regular Meet Seven Stars GU32 3 PG  
     7th Loughton Autumn show  
     15th Tilford  
**19th** Roaming Meet , The Royal Oak, Chilgrove  
     PO18 9JZ  
     28th-29th Kingsfold  
     October  
**1st** Regular Meet, Seven Stars GU32 3PG  
**20th** Sunday Lunch Meet. The Bat and Ball.  
     Hambledon PO8 0UB  
     November  
**5th** Regular Meet Seven stars GU32 3PG  
**17th** Sunday Lunch meet , The Hinton Arms SO24 0NH  
 That's all for this month folks, take care

*Mark*

**NORTH STAFFS** Tel. 07939 603061  
 e-mail: triumphsportssixstaffs@gmail.com  
 Web. www.tssc-staffordshire.co.uk

Hi All. Another month has flown by and little done except running repairs on everyday cars, where are the members very few at meetings.

I want to invite all members in the North Staffs area to have a run over to **Stone for Breakfast at the Brewery on the third Sunday of the month 19th May at the Limestone Brewery Mount road unit 5 Stone ST158LL** starts from 9.00am.

Just come along for a couple of hours and meet some of the other TSSC members and help revive the activity of the area, bacon baps tea and coffee available drinking their beer when driving is not advised but you can take some home.

By the time you read this, we should have had our first run out for the Easter bank holiday to Weston Park and Drive it Day.

**Early May brings us, Gawsorth Hall Spring bank holiday 6th May followed by Cholmondeley Castle 12th May** and a holiday for me in the Adriatic.

**1st June is Tatton Park 23rd June Lymm transport show.** check the full list on the club website.

**Next meeting 29th May**

Please try and get along to the Breakfast meet at the Brewery or I might turn to the drink.

Cheers

*Dave*

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

Another bumper turnout at our April meeting. It was still a bit cold and dark to venture out into the car park for a scan round

the cars, but there were at least 5 triumphs out there.

Jacob had a very lucky escape a few weeks ago, when a deer leapt out from the side of the road and struck his Spitfire while he was travelling around 65mph. He never saw it coming as it went straight into the side of his bonnet. Thankfully he and his passenger were fine, but the car has had to have a replacement bonnet, kindly loaned by Colin from a fire-damaged GT6.

Mike has replaced his GT4 floor-pan before its MoT this month. He pre-painted the whole panel on both sides with 2 pack before fitting it. Only the area where the heat from welding needed to be touched up afterwards and his MoT garage were certainly impressed with the quality of the shine underneath, as good as the top of the car. Mike swears by this method for keeping the water out and the rust at bay.

Glyn was in his Spitfire, fresh from its recent respray. He did have quite a fright on the drive over though, with a small electrical fire emanating from under his dashboard. Turns out the feed to the spotlights was rubbing on the choke cable, making it red hot. Weirdly, even though that feed is fused, it was still giving him that problem. A hasty roadside repair meant he safely arrived at the meeting with no damage to that new paintwork.

Brian has sorted the fitting of his quarter-lights into Lightning. They took quite a bit time and effort, as it was quite a fiddly job. Some brackets had to be made from the local DIY shop, then lots of offering up and trimming required. He's very pleased with the results though, with only the problem being he can raise the windows higher than normal. Some sort of bump-stop is probably required to solve that.

We had a new face at the meeting, Peter, who doesn't have a triumph at the moment, but is thinking of buying a TR4 to exercise his engineering skills. He has a fascinating background having worked as a designer and engineer with Tony Stevens, designer of the Cipher Kit Car.

He just needs to reduce his collection of Sunbeam Motorcycles and sell a Citroen Ami 8 before thinking of acquiring his Triumph project.

Hope to see you all on the **7th of May**, when hopefully we can get out in the car-park and have a nose around some of those cars.

*Russell*

### SURREY

Tel. 07900 657176

Dear all, heading off to the Gower today (weeks ago) to celebrate my retirement. Her indoors has insisted the car has ABS, a heater, air bags and some basic means of safety, any way the boy was slid back into the garage and some Japanese monster cocked a snoot at its neighbour.

On a happier note I have the new hood (from TSSC) fitted by a great bloke in Croydon and its finally wind and water proof, so pleased about that. We may head off with some nice chaps from Thames Valley on drive it day, but will certainly be off to the Isle of Wight for the annual bash.

One of the European trips might be on as Bob has limitations imposed by a skiing accident, hope you are recovering Denise.

Paul continues to build his GT6 which is looking as good as Jeremy's although it does need to move under its own steam! Weather perking up and I will now have time to clear out the garage and sort out the rust below the hydraulic cylinders. Right I need to rush as the car is revving on the drive and the





## SURREY . . . EAST SUSSEX THAMES . . . NORTH WALES

### TSSC AREA NEWS

## Surrey Continues

two boys have a tear in the eye, Woman !!.  
Cheers,

*Cliff.*

**EAST SUSSEX** Tel. 01273 813691  
e-mail: [chris-gordon@live.co.uk](mailto:chris-gordon@live.co.uk)

Hi All, Tonights meeting was a bit of a celebration, Geoff turned up driving his Herald , having got it MOT last month and back on the road, after many years slumbering, only to be plagued with fuel starvation issues, it turned out to be a partly crushed fuel hose, that hose repaired, he said its running like a sowing machine now ,well done Geoff, many shows and trips out , await the coming months.

Our third meeting in our new venue and still a very good turnout, very encouraging, our newest member Andy, who I welcomed last month, has a MKIII Spitfire, also has running issues, he says when ticking over on his driveway, no problems, but as soon as he goes down the road, under load, the car is jerking and running very erratically sounds electrical, I think a couple of our members are going to have a look soon and try and sort it out.

I had my 1500 Spit MOT the day after the meeting and it passed with no problems, which is reassuring having another pair eyes giving it the once over.

Now we are in April the shows and drive outs are coming up and one such show is the **South of England Meet (SEM) Leatherhead on Sunday May 12th** if anybody wants to drive up with us, we are meeting at The Pease Pottage service station car park just off the M23 at 9.A.M, you are all welcome to join us

**Next meeting is Wednesday 1st May**

That's all for this month Cheers

*/an*

#### Forthcoming Events

**Saturday 4th May and Sunday 5th May**  
**Eastbourne Lawns**

**Sunday 12th May S.E.M Leatherhead**  
**Sunday 19th May Lavender Line .Isfield**

**Saturday 25th May, Sunday 26th May and Monday 27th May, Cuckoo Fair , Laughton**

## 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)

Welcome all. Things are getting exciting with the first shows coming up and SEM just around the corner. I have yet to give the Vitesse & Herald the once over, before they're pushed into regular use (hopefully done by the time your reading this).  
**SOCIAL EVENINGS - 7th MARCH AT THE FAIRMILE INN COBHAM.**

It is a little moist this evening as the Vitesse powers me to the meeting, also I notice the passenger side indicator is playing up (bad earth no doubt). Inside the warm cosy pub I am tucking into my meal and a pint of beer, as George B browses through his classic car monthly and latest copy of the Courier and Martin waits patiently for his meal to arrive. We

have two out of three Triumphs out in the car park Martin's Mk2 2000 saloon and my Mk2 Vitesse convertible. Work on George's Vitesse has been new front tyres and inner tubes (wire wheels). Martin's saloon has had its underside checked over for rust, gearbox and diff oils topped up. My Vitesse is still waiting for TLC, but it will happen soon. We had a great evening righting the worlds wrongs and completing George's crossword (with help from Google)  
**21ST MARCH @ THE GEORGE INN, WRAYSBURY.**

Another lovely drive in the Vitesse this evening only slightly dampened by the gear knob jumping ship into the drivers footwell (one more for the list). Tonight, I am blessed with the company of, Richard, Richard E, Chris C, Tony H, Graeme C, George B, Jay, Eric W, John P and visiting from Southern Area Mike G their AO. Some of us enjoy a meal there, as the others talk amongst themselves. We have three Triumph's in the car park belonging to, Eric W in his Mk IV Spitfire, George in his Mk1 Vitesse and my Mk2 Vitesse. There would have been two more, a Stag of Tony's and Richards GT6 Mk3, both seemed to have electrical issues (hopefully now sorted). Other sagas on our Triumph's have been, Eric's Spitfire is getting used more often has he irons out the small gremlin's after being off the road for a long time. John's Vitesse door capping are being re veneered. A wonderful evening.

#### Our next meetings are now: -

**1st Thursday of the month at The Fairmile Inn Cobham.**

**3rd Thursday of the month at The George Inn Wraybury.**

**If in doubt or more info please call me on 07773623807**

#### UPCOMING SHOWS MAY

**3rd/6th loW camping weekend Isle of Wight**  
**10th/12th South of England Meet Leatherhead**  
**12th New Forest Run Wessex**

**19th Chiltern hills Classic Car Show Aylesbury**

**19th Spring classic breakfast Brooklands**

**19th Standard Triumph picnic Wroxall Abbey**  
**26th Classic Car Show Haslemere**

#### JUNE

**15th/16th Wings & Wheels Dunsfold Park**

**15th/16th Double Twelve Brooklands**

**23rd Sunday Super Scramble Bicester**

**28th/30th Cornwall camping weekend Bude**

*Mickey & Julie*

## NORTH WALES

Tel. 01691 600215

[www.wrexhammgandtriumph.co.uk](http://www.wrexhammgandtriumph.co.uk)  
email: [helenahill@btinternet.com](mailto:helenahill@btinternet.com)

Hi, everyone. Tuesday 5th March was another cold and wet night, but our meeting was well attended, people having returned from holidays. M.G. Pete was well prepared listing events for attending, with forms to fill in with details of numbers interested, cars, etc. Alison sold tickets for another well supported raffle. Ken gave details of his sister Lorraine's funeral arrangements, a lovely lady who never complained even when she was going through her treatment, but sadly she finally lost her battle with cancer. She will be remembered with great fondness by us all, and our condolences go to husband Phil, brother Ken and his wife, Ann. In spite of the sadness felt, the meeting went very well, and everybody

## SOUTH WALES

## TSSC AREA NEWS



had a good chat and catch-up with those who had returned from their trips.

On Saturday 23rd Roger, along with four Jaguar friends, joined Anglesey classic car enthusiasts to attend the Practical Classic Car & Restoration Show at the N.E.C., a very varied show of classic cars and, of course, memorabilia and spares. A most enjoyable but tiring day, so the coach was the best way to travel.

Tuesday 26th March was our OFFAL run, and twenty-five of our M.G. and Triumph group met at the Alderford Lake cafe for the usual teas, coffees and route plans, prepared by M.G. Phil and Ilene.

They had sorted a very pleasant drive through the picturesque countryside.

At one point we had to wait at a level crossing for a train to pass, then a short distance down the road we had to wait again for the road bridge to be lowered, as it had been raised to allow canal boats through. We ended up at the Swan Inn in Marbury, near Whitchurch, for our pre-booked lunches which were thoroughly enjoyed by all. The noise always decreases when the food comes along, this is very noticeable! Another lovely day in great company.

That's all for now, at the time of writing this the season is only just getting under way, so let's all get out and have a good time. Meanwhile, please remember that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month** at 8.00 p.m. Come and meet us all, and have a chat.

**Forthcoming events:-** (The Wheels of Wem show at Tilstock has been cancelled).

### May

**4th - 6th May:-** Llandudno Transport Festival.

**6th May:-** Gawsworth Hall.

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

**11th May:-** Bader Braves, Sleaf Airfield.

**12th May:-** Candles Charity Run.

**12th May:-** Cholmondeley Castle 1000 Classics.

**12th May:-** Wirral Classic Car Show, Claremont Farm.

**18th - 19th May:-** Anglesey Festival of Transport.

**19th May:-** Midlands Breakfast Meet, British Ironworks, Oswestry:- 9.00 a.m.

**25th - 27th May:-** Smallwood Vintage Rally.

**26th May:-** Capesthorpe Hall, Macclesfield.

**26th - 27th May:-** Prestatyn Car Run and Car Show.

**26th - 27th May:-** Bala Festival of Transport:-

Book on-line or Tel:- 01678-540666.

**28th May:-** OFFAL.

### June

**1st June:-** Classics at the College, Ellesmere:-

Book on Hope House website, click events and follow the links.

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

**14th June:-** Spanish Trip.

**15th - 16th June:-** Astle Park, Chelford, SK11 9AD.

**15th - 16th June:-** Clwyd Vintage Vehicle & Machinery Show, Oswestry Showground.

**16th June:-** Trentham Gardens.

**18th - 19th June:-** Cheshire County Show.

**22nd - 23rd June:-** Welshpool Transport Festival.

**22nd - 23rd June:-** Kelsall Steam & Vintage Show.

**23rd June:-** Lymm Historic Transport Day, Lymm, Cheshire.

**25th June:-** OFFAL.

Regards,

*Helena and Roger.*

## SOUTH WALES Tel. 07802 204068

[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)

e-mail: [alan.gourley@hotmail.co.uk](mailto:alan.gourley@hotmail.co.uk)

### Action Man's Memorial Run to Swansea Sun 10th March 2019

Our annual run to remember a greatly missed club member Gareth Dyer affectionately known to us all as Action Man was



this year organised by Mike the Cake to take in a visit to Swansea Auto jumble held at the Swansea Bus Museum as well as a short drive around the beautiful coastline to the west of Swansea. As the weather had been so bad most of us had opted to go modern with the exception of the Monmouth Mafia Mike and John in the Acclaim and Eddy in his 13/60 saloon. We all made up for lack of classics with our various Action Man hats which in the leather cowboy hat style made us look like a bunch of escaped 'Woodies' from Toy Story. Also attending we had Miky J, Rob and Pete, Paul G and Doty, Mals per Hour and Stephen, Action Man's son. We were joined at the Bus Museum Auto Jumble by Gwyn, Babs and Tim where Club members Bern and Crazy George ably assisted by Jack were purveying all manner of high quality Triumph spares from Georges shed clearance. A lot of the New Old Stock had original rust as supplied direct from the factory. George and Bern's pitch became a bit of an impromptu club meeting with more talking than selling going on. George had a free breakfast of chocolate buns from the neighbouring stall which in fairness he did pay for later when the owner dropped the shoplifting charges. We all had a good rummage around the various piles of Auto jumble and as usual did find the odd spare part which had not been imported from the Far East. Swansea Bus Museum has a great collection of public transport vehicles all in working order and a great credit to the team of owners and volunteers who keep them on the road. Visitors are welcome and encouraged to all come along at once.

We then left the Bus Museum and headed west along the coast from Swansea to Port Eynon Bay a pretty coastal village normally associated with buckets and spades, but this day was more like a sand blast cabinet in Siberia. We all piled into the Café for a well-earned Fish and Chip lunch and a warm



## WESSEX . . . WORCESTER

### TSSC AREA NEWS

coffee. The wind off the sea was biting and the warmth of the chip fryers was very welcome as we watched the world get blown about through the steamed up windows. After lunch we held on to our hats and made our way back to the cars. We then followed Mike the Cake on his pre prepared route through the various lanes and coastal roads to our second stop off to admire the beautiful windswept Welsh coast at Rhosilli Bay. This has got to be one of the bucket list coastal views of Wales and even on a windy day the view is stunning. We all lined up for a few photographs and a quick wander along the coastal path before seeking shelter in the National Trust Shop at the main car park. We then headed back inland along the very picturesque roads of the Gower peninsula and meandered our way back to eventually pick up the main roads back east to Swansea and eventually the motorway back in the general direction of Cardiff. What a great day out and thanks to Mike the Cake, Mals per Hour and the Hammer for organising such a great day to remember Gareth.

What we lacked in classics on the run was certainly made up for by the quality of the classics who came along to remember an absolute classic, our very own Action Man.

Thanks to all those for braving the early Welsh Summer and making it a great day out.

#### UP COMING CLUB RUNS AND EVENTS

**South Wales Classic Car Club Show at Cardiff City**

**Football Stadium Sun 19th May**

**Pecorama Classic and Vintage Vehicle Rally in Beer**

**East Devon Sun 26th May**

**Sully Classic Car Show at Sully, Vale of Glamorgan**

**Bank Holiday Mon 27th May**

**TSSC South Wales Monthly Meeting at The Lighthouse**

**Inn St Brides Tue 28th May**

### WESSEX

Tel. 01425 475376

[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

Email Trevor: [trevorcarlyle@btinternet.com](mailto:trevorcarlyle@btinternet.com)

or Martin Berry: [berry223@btinternet.com](mailto:berry223@btinternet.com)

**The New Forest Run, 12th May**, will start as last year, from Ringwood long stay/lorry park at 10.15 a.m. and finish at the Tank Museum, Bovington, where we will be able to visit the museum at a reduced rate. It has been difficult to find a suitable route for so many cars this year, we will be including some of the New Forest and then spreading out to the wider Dorset countryside. The Tank Museum has a no dogs policy on all of their property, this is out of our hands and is a problem we have had to overcome in previous years. In fact Dorset & Hampshire councils have brought in more bylaws attaining to how dogs should be controlled.

**Beaulieu Spring Auto-jumble, 17th – 19th May**, come along and see us, we will be teaming up with Suzie & Guy who now run the Andover area.

**20th Hardy Country Classic Tour, Sunday 2nd June**, always a good day out, starting at Hampton Farm, Bockhampton. Lunch stop, Melbury House and finishing up at The Riviera Hotel, overlooking Weymouth.

**Silverstone Classic, 26th – 28th July**. We are planning to go on the Thursday and come back on the Sunday. I am surprised that only eight of us have booked, it is a brilliant event and very good value!

Trevor has issued a comprehensive events list for all to peruse, which I have also forwarded to all our local members.

Which ones will be attended as a club needs to be debated. More than likely it will be a few of us deciding the week before. If it is possible, I will try to email all to see if you are interested.

Apologies that this report is a bit matter of fact, apart from our monthly meetings we have not seen much of each other, most tied up with their own personal things. Our season has always got underway with the New Forest Run, as this is later this year, for reasons beyond our control, it has thrown us a little out of kilter when it comes to other events. Hopefully we will be able to fix a show on a weekend that will suit everyone.

**Next meeting will be at the Tyrrells Ford, Thursday 30th May.**

*Martin*

### WORCESTER

Tel. 07745 299457

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

Things are warming up slightly for the area events, we don't like to rush headlong into things! The beginning of March saw our Christmas dinner being held at The Nightingale, it used to be called the Annual dinner but for some reason whenever I shouted it up at the meeting Christmas and dinner went together better (I blame Pavlov). Carolyn helped us get into the swing of things by bringing along the crackers and Clive kindly supplied the party poppers. We saw one table off fairly swiftly at the beginning of the evening but the rest of the pub stuck with us and I think enjoyed the spectacle of 20 people wearing paper hats, telling jokes and doing chair charades for the evening. I think we'll be allowed back next year.....

A few of us made it up to the NEC for the Practical Classics Restoration show, as ever it was all way over my head as to what I was looking at half of the time but the band that played on the Friday were good and the TSSC Club Stand refreshments was well up to standard so all was in order as far as I was concerned! The ones that do know one end of a spanner from the other seemed to come away with the appropriate number of bags to their skill level so I guess they were happy as well.

We do have a few things in the pipeline for the next couple or months, by the time you're reading this you'll have either been on the Drive It Day run with us or have heard how fabulous it was if you missed it! We also have a couple of evening runs in mind as well as the annual fish 'n' chip jaunt and a trip into Mid Wales is being bandied about.

As with a few of the things we do, it's a bit difficult to pin a date down for some of these events so if you want to be kept in the loop try and make it on the **first Monday of the month to The Nightingale, Spetchley - unless it's a BH Monday in which case it's the second Monday, so May 13th, not the 6th!** - or drop me an email and I can add you to the list. TTFN

*Vicky*

### NOTE to ALL:

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

**Please Ring and check  
01858 434424**



# WFSSEX PRESENTS

## 27TH ALL TRIUMPH RUN

Sunday 12th May 2019

All Triumph Cars and their owners are invited to join us again for what has become a must do event in the Triumph calendar.

The Run will start from the Ringwood Long Stay/Lorry Park at approximately 10.30am on Sunday 12th May 2019. It will be the usual leisurely drive through part of the New Forest and Dorset countryside in the company of other Triumph cars and their owners.

As last year there will not be a halfway halt. Instead there will be a Run of approximately 2 hours length which will end at Bovington Tank Museum.

(sorry, dogs not allowed on Tank Museum premises!)

We hope this new format will provide everyone more time to enjoy your picnics and socialise with other Triumph enthusiasts at the end of the Run.

Also discounted entry to the museum available.

If you would like to enter, for more details, please contact Trevor on 01425 475376 or go to our Facebook page or go to [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk) where you will find an entry form to download.

The closing date for entries is 22nd April 2019 or could be sooner, if oversubscribed.

Entries received at this date are not guaranteed and will be at the discretion of the organisers.

We look forward to seeing you and your Triumph on the day.

Contact Trevor on:

**01425 475376**

Or Visit [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

## New Dalesrun 2019

21st, 22nd & 23rd June

The 2018 Dalesrun will be based at High Lining Camping and Caravan site, Dent, Near Sedburgh, Cumbria, LA10 5QJ.

We will be taking you through some of the most wild and scenic areas of the Yorkshire Dales, as long as it is capable of keeping up with a Triumph from the 1950's. The run will be segregated into Triumphs, then other classics with the more modern cars at the rear. Anyone is welcome - the event is primarily to raise money for our chosen Charity which for 2018 is the Yorkshire Cancer Centre (Bexley Wing).

at Leeds General Infirmary. Saturday evening entertainment has once again been organised in the Village Hall, so come along and enjoy yourselves and help us raise some funds for the Yorkshire Cancer Centre.

This year we have the following:

Arrival from Noon on Friday 8th June.

Check in will not be open before this time. A scenic Saturday run through the Yorkshire Dales which includes a leisurely lunch stop with pubs, picnic areas and cafe facilities.

Saturday evening raffia (Donations welcome) including superb entertainment with our very own (Aunt).

Wind down Sunday including a treasure hunt (on foot).

Discounted rates. (Only if booked through us).

Complimentary tea/coffee/squash all weekend.

Completely separate area on the complete.

Dog friendly site, (Dogs to kept on leads).

The site accepts tents, caravans and motorhomes.

AS ALWAYS, PLEASE ARRIVE WITH A FULL TANK OF FUEL WE WILL NOT MAKE A STOP FOR REFUELLING

please note: If you are based and breakfasting there is a £2 per day charge for parking on the camp site. We recommend you park in the free parking organised by your club.

Any other general queries regarding the weekend, please contact Richard on 0776 635 4449.

Our preferred method of payment is by card. Miss C J Allen, 93-50-52, 13037022.

Please call your Vehicle Registration Number to a reference.

"friends and family" to: [collence@btinternet.com](mailto:collence@btinternet.com) or

Tel Candi on 0781 046 1252 for alternative methods of payment or any booking queries.

Name(s) \_\_\_\_\_ Address \_\_\_\_\_

e-mail \_\_\_\_\_ Tel: \_\_\_\_\_

Car: \_\_\_\_\_ Club Area \_\_\_\_\_

Reg No: \_\_\_\_\_

### 2018 Camping Prices

Tent or caravan (inc 2 adults and 1 car) - £21 per night

Motorhome (inc 2 adults) - £18 per night

Small Hiking tent (single occupant) - £9 per night

Extra adults - £2 per night

Extra children - £1 per night

Dogs - £1 per night

Extra cars - £3 per night (First car free per pitch)

Electric hook up - £4 per night

Are you staying in a Tent/Caravan/Motorhome?

(please circle)

Camping Friday \_\_\_\_\_ Camping Saturday \_\_\_\_\_

(Please tick for night/s you are staying)

Total per night for camping \_\_\_\_\_

£ \_\_\_\_\_ nights = £ \_\_\_\_\_

Weekend price PER CAR taking part in the run is £10

Grand Total £ \_\_\_\_\_

## TSSC Cornwall Weekend Event

2019

FRIDAY 28TH TO SUNDAY 30TH JUNE

PENTIRE COASTAL HOLIDAY PARK

KILKHAMPTON, BUDE



Come and join us on a Triumphant Weekend in North Cornwall

Friday night meet and mingle

Standard electric pitch tent/caravan £22 per night

Saturday - Car run through the Cornish lanes, lunch & a BBQ in the evening, bring own food, table etc followed by a quiz too.

Caravans - hire for 2 nights - 6 berth £200, 8 berth £300

To book your pitch please phone Carol after 6pm on

Sunday - drive out for a roast dinner.

07979464643 or 01726 824 523



Derwent Valley TSSC  
present

# The Sea

Keep Calm and Carry On  
Over, Under, In and Beside the Sea

The dates for this year's Peak Run Weekend are  
27<sup>th</sup> June to 1<sup>st</sup> July 2019  
with the actual  
Peak Run on Sunday 30<sup>th</sup> June 2019.



Friday Night - a warm welcome at the campsite with a noggin and a natter  
Saturday Daytime - Campsite and local area based activities.  
Saturday Night - Derwent Valley Party Night at the campsite.  
Sunday - The 31st Peak Run - a scenic drive through the breath-taking Derbyshire Peak District which finishes at a Derbyshire attraction.

Camping available from 3pm Thursday 27th June until noon Monday 1st July 2019 at the Peak Gateway Campsite near Ashbourne.

Prices:  
The weekend with up to 4 nights camping and entry to the 31st Peak Run - £50.00 per pitch and 1 car  
The weekend with 1 night camping and entry to the 31st Peak Run - £30.00 per pitch and 1 car.  
The weekend and entry to the 31st Peak Run (no accommodation) - £20.00 per car.  
The Sunday Peak Run only - £10.00 per car.

Limited electric hook-up available at an additional £15.00 per night. Must be booked in advance.

Booking forms are available on our website:  
[www.peakrun.weebly.com](http://www.peakrun.weebly.com)

For more information you can:  
visit our website: [www.peakrun.weebly.com](http://www.peakrun.weebly.com)  
or check out our Facebook Page Derwent Valley TSSC  
or telephone Kim and Paul on 01735 345 794



## TSSC Northants Area

are proud to present our...



### "TV COPS & ROBBERS" CAMPING WEEKEND



Friday 12th July – Sunday 14th July 2019

At Top End Farm Campsite,  
Colmworth Road, Little Staughton MK44 2BY

Friday – Welcome, Chat & Chill  
Saturday – Run Out, BBQ and Evening Quiz & Games  
Sunday – Raffle and Park 'n' Pose People's Choice Awards

Camping from £17 per night  
"All in" or "Just BBQ" food options available.

Fancy Dress Optional—Go on, you know you want to!

For all booking enquiries please email  
[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

No classic? No worries. All welcome.



**SilverstoneClassic**  
26/27/28 JULY 2019

THE CARS ARE THE STARS  
...AT THE CLASSIC

[www.silverstoneclassic.com](http://www.silverstoneclassic.com)  
Our club's exclusive Car Club Display Package code is:  
**CCD0022019**



## Leicestershire and Rutland Area

You are cordially invited to the  
**34<sup>th</sup> SUNSHINE RALLY**  
2<sup>nd</sup> – 4<sup>th</sup> August 2019

We will be at our VENUE  
GREETHAM COMMUNITY CENTRE  
Great lane, Greetham, LE15 7NG.

An immaculate community centre with very comfy lounge and full bar. Flat  
very sheltered pitches (no electric hook ups) less than a 5 minute walk to  
Greetham village with 2 pub restaurants

Camping Friday 2nd & Saturday 3rd with option for additional nights

### Friday night

Warm welcome, meet old friends and make new ones.  
Have a go at our light hearted quiz. Bar 6-11.

### Saturday

Optional planned casual drive around stunning Rutland and Rutland waters.  
Places of interest to visit inc shopping eat/drink. Launde Abbey coffee stop.

### Saturday night

Fun & games, BBQ, quiz, sing-along, raffle and more. Bar 6-11.

### Sunday

Coach trip to medieval market town for short treasure hunt and lunch or  
shopping. Back to site for park & pose car show. Raffle prizes.

2 nights inclusive £35 per pitch.

Extra nights Thursday or Sunday £12. FULL BBQ £6.50  
(spuds, burgers, sausages, salad, chilli, cheese, trout etc.)

All profits to be donated to charity.

For more details & booking form contact:  
Jan 07799804415 [j.muschialli@ntworld.com](mailto:j.muschialli@ntworld.com)  
Neil 07530307371 [triumph20002500stag@gmail.com](mailto:triumph20002500stag@gmail.com)