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INTER-CLUB

TRIUMPH WEEKEND



STRATFORD - UPON - AVON
RACECOURSE



16 - 18TH AUGUST 2019

www.triumphweekend.com

THE COURIER NUMBER 468 JUNE 2019 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 468 JUNE 2019

Peak Run 2019



“Cough Up! or
Big Nose gets it!”

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Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



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Tom Hartley - Co-opted



Jane Rowley - Director



Neville Wright - Director



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THE June 2019

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 468

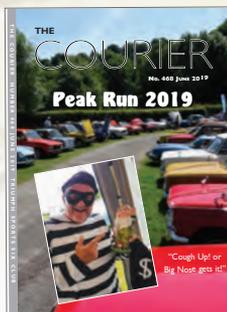
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DONT MISS THE 31ST
PEAK RUN - OR ELSE.....
PICTURE COLIN WRONG UN!

Courier Copy/Area news



Editor. Bernard Robinson
e-mail: courier@tssc.org.uk

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NO Word/etc Document attachments please

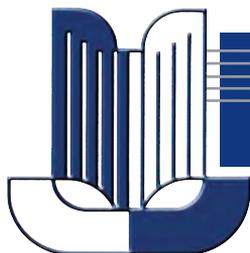
Courier Copy By 8th of Each Month

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

THE GET OUT

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

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

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Worldwide Membership & Renewal **£50.00**
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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

Form on Website: www.tssc.org.uk

TEL: 01858 434424 Fax: 01858 431936

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FOOTMAN JAMES & CO LTD

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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

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Main Street, Lubenham, Leics. LE16 9TF
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Shop Online: www.tssc.org.uk
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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

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

Check those trunnions!

Hi Folks, I trust this CoMment finds you all well and your cars the same.

The 3rd of May saw a great many TSSC members making their way over the the Isle of Wight for their famous camping weekend. I must admit that this was my first visit to the island and it wasn't disappointing, apart from one unfortunate moment that I will let tell you about later.

Elaine and Tracey worked tirelessly for all of us and put together a great weekend. This included great drives and great places to visit. The Isle of Wight is a beautiful place, Get the dates in your diary for 2020, Saturday 2nd, Sunday 3rd and Monday the 4th May.

The unfortunate moment that I had whilst on the island was on the last day of the visit. We had a great drive out to a local pub for our good bye lunch. The drive went very well, even managed to get to nearly 50 mph at one point. Once at the pub I turned into the carpark ready to reverse into a space. As I turned there was a loud bang and my front near side wheel just dropped. I thought I had gone into a pothole so tried to reverse out, The wheels just span on the gravel.

We jumped out of the car to discover that the vertical link had snapped. As I'm sure you all know most (Not All) of these breaks happen at slow speeds, which is the only positive thing!! Luckily we were surrounded by Triumph owners and some that lived on the island. Regrettably the one person who may have had the parts I needed was away, just my luck.

I have recently taken out an insurance policy with the newest TSSC insurance panel member, Classicline Insurance. I called their breakdown number



and from that moment on the service we received was perfect, The recovery truck was with us within the hour. The poor young bloke had to substitute a Spitfire suspension with lots of ratchet straps, with all the advice from around ten Triumph owners. They picked us up on the Tuesday morning and brought us and a very poorly a Spitfire all the way home to Somerset. A massive thank you to Classicline. I know it's really hard to check the vertical links on our cars but it's certainly worth a good look to see if there is anything not as it should be.

After much thought I have decided to go with the Trunnionless vertical links. These certainly aren't cheap but I think I will feel a lot safer once I have changed both sides.

On a much lighter note, I recently had the great privilege to place an Agreed Valuation on a stunning Herald 13/60 belonging to Keith Thomas. Keith wasn't aware how much the value of our cars have increased. He was pleasantly surprised when I told him what the valuation was. If any of you still haven't got an Agreed Valuation on your car, please get one done. We have many AO's that can now do valuations as well as the CoM members. You can also have one done at many of the large shows that he club attends. If you can't make it to a show or a local meet, You can send some pictures and information to the the clubs HQ, Fifteen pounds for two years piece of mind, you know it makes sense.

Last but not least, I hope you have a fantastic season and we on CoM and at HQ hope to see you all at the Inter Club All Triumph weekend on the 16th-18th August Stratford - Upon - Avon Racecourse.

<http://www.triumphweekend.com>.

Take care drive safe and....



... Do More in Your Triumphs!

BYMARTIN HUGHES

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

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

FRI SAT SUN 21 22 23 JUNE 2019

3RD NEW DALES RUN

CONTACT RICHARD 0776 635 4449

SAT 22 JUNE 2019

TSSC AVON AREA OPEN DAY

WISHING WELL PH. CODRINGTON
Contact Dave Stroud (AO for Avon)
01454 313768 or 07816952524

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

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

August 2019

FRI SAT SUN 2 3 4 AUGUST 2019

TSSC LEICS & RUTLAND 34TH SUNSHINE RALLY

BOOKING FORMS JAN 07799 804415
J.MUSCHIALI@NTLWORLD.COM
NEIL 07530 307371
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
www.triumphweekend.com

FRI SAT SUN 30 31 AUG 1 SEPT 2019

TSSC OXFORD CAMPING WEEKEND

THE DUKE AT CLIFTON. OX15 OPE
Contact Thomas 07972 039532

September 2019

SUN 1 SEPT

TSSC HERTS & BEDS AREA 26TH ALL TRIUMPH & CLASSICS DAY

DUIXCFORD IVM
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

CLASSIC CAR SHOWS (CLUB INVITED)

July 2019

SUN 27 JULY 2019

BASTON CAR & BIKE SHOW

GRIMTHORPE CASTLE

contact@bastoncarshow.com

www.bastoncarshow.com

FRI SAT SUN 26 27 28 JULY 2019

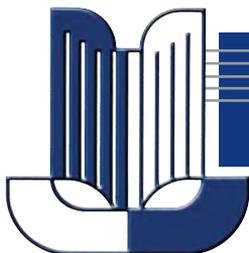
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www.silverstoneclassic.com

TSSC Members Code: CCD0022019



NEWS REVIEW

Monthly News of a Triumph Nature

New Remanufactured Bootlid Back Panel for Vitesse & Herald Available Soon

We are very pleased to announce that we are shortly expecting to receive the First Delivery of a Brand New product for Vitesse (and Herald) owners.

Which is the Bootlid Filler Panel fitted mainly to Vitesse Mk 2s (although I know a lot of Herald and earlier Vitesse owners will also like to fit this top quality "finishing touch"!

Made to exacting Specifications in Laser Cut Aluminum with the grooves then applied and with flush welded fixing studs and a High Quality Stainless Steel Fixings



Kit (including Domed Nuts which avoids snagging your hand on the studs when you're in the Boot) and it is then finally given a Powder Coated Finish to match the original paint colour.

This panel will be a straight forward fit in an existing Vitesse bootlid with the pre cut holes but this panel will come with a Stud Hole Drilling template for you to fit to Herald/Vitesse Bootlids without the pre cut holes thus taking



all the guesswork out of drilling.

Due in in July so to **pre-order** ring the Club Shop as the initial order is for just 20 panels.

They will be on sale from the TSSC Club Shop for £90.00 plus P&P to members.



OFFER for June 2019

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Order New Aluminium Rad Receive Free Filler Cap!

Full Width Radiator greatly improves Overall Cooling - Suits Herald 1200 13/60 & Spitfire I/II/III/IV/1500

Price £350.00 Made to order, delivery 10 days And Include a FREE

13psi Filler Cap, WORTH £10.00



P & P 3Kg



Why so Low Geared?

Hello folks. I did an article on the Vitesse gearing and overdrive back in January 2007 and following a number of emails requesting information I thought it would be a good idea to re-visit the subject this time with some additional information.

I am often asked why the Vitesse is so low geared for a car with a relative large engine with six cylinders. Maybe it was a design fault. For the answer, we have to look back at the roads in the 1960's when the Vitesse was new. Back then the roads tended to be narrower and they had a lot more bends in them. As for motorways and dual carriageways, these were a rare treat if you had any in your area. The narrow roads in them-

"The drive arrangement on the Vitesse makes it very sensitive to unbalanced props."

selves also created congested traffic and as a result you couldn't drive much above 55 MPH.

The consequence being the average owner was looking for a car with good slow speed top gear flexibility and judged how powerful it was on the ability to climb hills in top gear, not top speed. Look at the very low gearing, 13.5 mph at 1000 rpm,



on the 948cc single carburettor Herald Saloon. Also as most people only travelled locally they had little opportunity to use one of the rare motorways and saw little advantage in paying for the overdrive option. By the 1970's road improvements had taken place and peoples average driving speed had increased. This is born out by the

Vitesse replacement, the Dolomite 1850, being higher geared as well as having an overdrive option. With the road network we now have most Vitesse owners notice the low gearing hence the question "Why is it so low" I hope that has answered the question.

With the present day roads overdrive is one of the options



that many owners look for when buying a Vitesse or if their car lacks this then maybe converting it to. The main reason is that it provides a very useful drop of 20% in engine speed for the same road speed which reduces engine wear, noise in the car and increases the MPG.

Now for the techy bit. On the Vitesse, overdrive operates on 3rd and 4th gear, though due to the ratio between 3rd and 4th when you are using 3rd overdrive it is largely the same as 4th non-overdrive. Triumph published the following figures for the overdrive. On the 1600 the non-overdrive is given as 16.4 MPH for an engine speed of 1000 RPM and with overdrive engaged as 20.4 MPH for the same engine speed. The 2 litre cars are slightly higher geared as without overdrive engaged it is 17.3 MPH and when engaged is 21.3 MPH. On all models of the Vitesse the overdrive is the D type, [See Picture 1](#), which was manufactured by Laycock and has a ratio of 0.802:1.

Fitting overdrive to your Vitesse is very worthwhile as we know it reduces engine wear, improves miles per gallon and by reducing the revs it reduces the noise level inside the car which makes travelling in a Vitesse more comfortable. However, fitting an overdrive to a non-overdrive car is not a simple matter of just bolting an extra unit onto the rear of the existing gearbox. To enable the gearbox to accept the overdrive unit it requires a different mainshaft, as a result the normal approach is to obtain the



Pic.3.

combined gearbox and overdrive as one lump. Once you have obtained the lump you will require the following additional items to fit to your Vitesse:



Pic.4.



Pic.4.

- Overdrive mounting plate.** [See Picture 2.](#)
- Overdrive rubber mount.** Mounts the overdrive on the plate. [See Pictures 3 & 4.](#)
- Overdrive prop,** or shorten and balance yours from 47" to 43.5" [See Picture 5.](#)

Overdrive wiring loom.

Overdrive relay.

Overdrive steering column switch.

Overdrive steering column switch cowl. To hold the switch on the steering column.



Pic. 6.

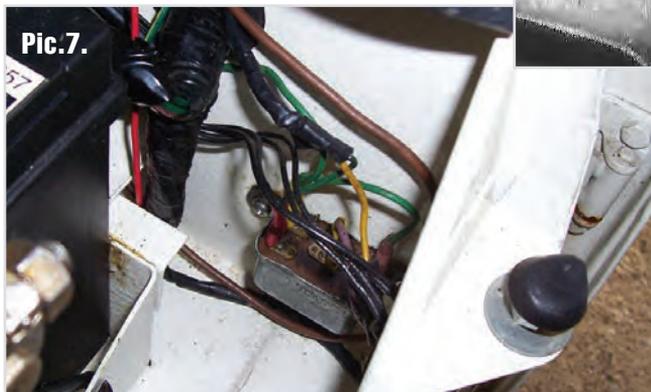
Overdrive remote gear change assembly and

overdrive cut out switch. See Picture 6.

Bracket to hold cut out switch.

Overdrive speedo cable.

Speedo angle drive.



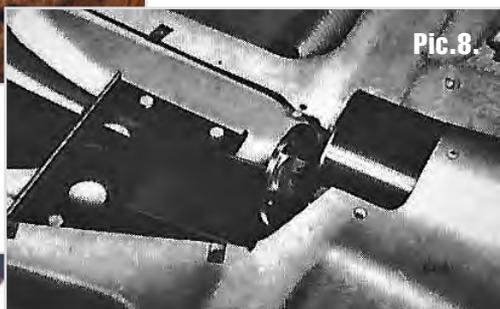
Pic. 7.

The position of the overdrive relay is shown in [Picture 7](#) which is roughly where the two bobbin control box is fitted to the Herald. The example given in [Picture 7](#) is mounted the wrong way up. Though this way up does makes the connections easier to get to however, as the relay is not sealed tight, water could enter and fill up its metal case.

The drive arrangement on the Vitesse make it very sensitive to unbalanced props. Even a very small amount of out of balance can cause a large vibration at 45 to 50 mph in top gear. Shortening the existing prop can be fraught with problems if not carried by an experienced company with the correct equipment. So go to an established company either to shorten your existing prop or supply a reconditioned original.

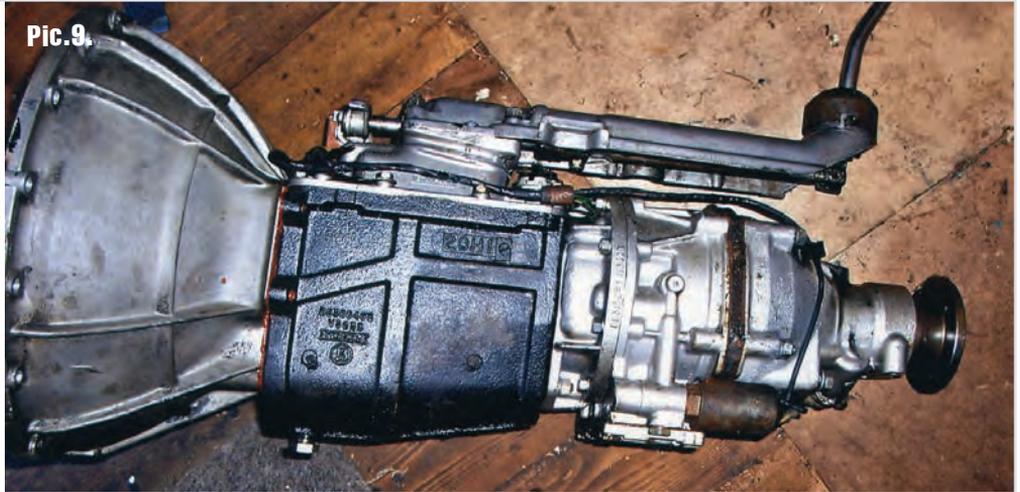
Finally, to complete the fitting you will need to cut around 3.5" off the prop tunnel to gain access to the prop u/j as the overdrive gearbox is longer and prop is shorter. To cover up the u/j and prevent anything coming into contact with the prop you will need to make up a removable cover, [Picture 8](#). This is standard on the factory fitted overdrive cars.

As said above the optional overdrive fitted to the Vitesse



Pic. 8.

was the D type. But, from around 1974/75, after the Vitesse production ended in 1971, the later J type was fitted to the then current Triumph models. This unit was also produced again by Laycock. By this time the gearbox was also changed to the single rail type, but unfortunately this gearbox will not directly fit into the Vitesse due to a different gear change remote. The problems is the Vitesse bellhousing won't accommodate the single rail remote gear change assembly. As a consequence, a number of suppliers have offered the option of the three rail gearbox with the J type overdrive. See [Picture 9](#). The J type has the advantage of being stronger than the D type and it also does not require a relay due to the



in to the chassis. The other point to watch is that the J type overdrive unit is fitted with a Grey speedo, 20 teeth, drive cog. This is the nearest match to the standard D type set-up. If a Green or Brown, 19 or 18 teeth, type is fitted then your speedo will be reading too slow. The mounting plate for the J is different to the D type and is an item normally included in the conversion kit. See Picture 10.

That's it for now see you all next month & *Keep Running On All Six -*

Dave

much lower start current. The disadvantage is it is slightly longer making it a tight fit. Usually the sliding spline on the prop shaft has to be fully compressed to fit the gearbox and J type overdrive



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Stromberg CD150 Heat Shield

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CD150HS - Aluminium Heatshield

Suit Herald 13/60, Vitesse & GT6

£12.00 for Single £24.00 Pair P&P 1Kg





Fuelling Issues

I had an issue with the GT6 recently, it had started to intermittently fire on 3 cylinders after a few miles of high speed cruising on motorways/dual carriageways, if I backed off the throttle it cleared and all was well. Then on a trip to the Drive it Day Sunday Scramble event at Bicester the issue started to become more frequent. I found that if I pulled over for a few



My GT6 being recovered.



Not a great place to break down! A34 Southbound North West of Oxford

minutes with the engine turned off and left it a few minutes it would clear and be all right for about 10 miles. So I continued on my way stopping about 3 times before arriving at the event.

It was pretty obvious to me that the problem would be some dirt or sediment in the petrol that had made it's way into the float chamber and was getting sucked up and causing a blockage. But I thought I'd leave it until I got home to fix, which was a big mistake as

aged to get the GT6 almost off the road but decided that as it wouldn't start and it was too dangerous to try and work on the car that I'd need to call out my breakdown recovery on my Classic Insurance policy.

I recently changed insurers, not because I had any issues with my old insurers Peter James through the TSSC, but because I had been lucky enough to win a years free insurance with Club Triumph through another insurer. I won't mention their name as they are not on the TSSC panel but they are one of Club Triumphs partner insurers and the policy was like for like compared to my old TSSC Peter James Policy with agreed value (backed up by Club Triumph rather than the TSSC), Europe wide breakdown and legal cover, not at all bad for £zero! Anyway I now had to see if the service was any good by using their breakdown cover, I was pleasantly surprised and they agreed to recover my car without any inspection first and sent a breakdown recovery waggon which

arrived promptly. So top marks to them. Anyway I had the car recovered back home so I could start to fix it..

After being jiggled about on the back of a low loader it had dislodged whatever was causing the issue on one of the carbs although it was only firing on 3. So I took the float chambers off and sure enough the front carb had no fuel in it at all. Both float chambers had sediment in them so that was the issue. I have 3 fuel filters fitted, one before the pump, the standard one in the pump and another just before the carbs, despite this the fine sediment had still found it's way through. The good thing with Stromberg carbs is it is possible to take them



Blowing through the main jet from above with compressed air with the Carburettor Top, and piston/needle assembly removed.



Float chamber, float and float valve removed

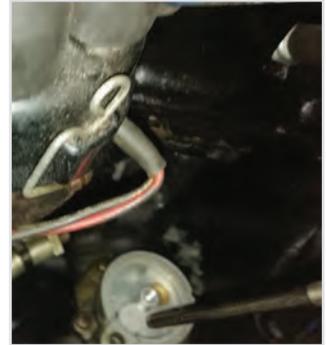
apart and clean then without taking the carb body off the manifold. I stripped down one carb at a time and blew through the jets and fuel ways with compressed air.

Taking the float chamber, float and float valve off and the body and removing the top piston and needle assembly.

I then need to clean out the filters, on a GT6 the fuel escapes if you disconnect the hoses before the pump as it's lower than the tank. I have a little tip though to prevent this, I use a brake pipe clip on the flexible fuel hose to stop the fuel flowing. Having put the hose clip in place on the first rubber hose in the engine bay I was able to disconnect the fuel lines and take the filters out to clean

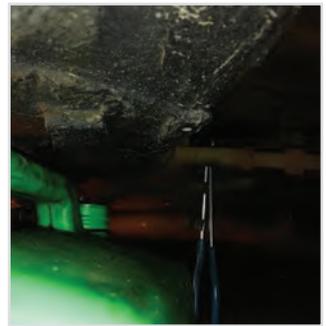
them and also take the top off the fuel pump, remove the filter and clean it through with compressed air.

I also blasted through all the fuel lines in the engine back with compressed air while they were disconnected.



Cleaning the Fuel Pump with compressed air.

Bearing in mind the amount of sediment that I found in the filters and the fuel pump I decided that the fuel in the tank may well be dirty with sediment. I therefore drained the tank. I had to do this 5 litres at a time into my small petro can! as my large 20L Jerry Can wouldn't really fit under the car! I used my trick with the brake hose clamp to stem the flow of



Using a hose clamp on the rear flexible fuel hose.

petrol between each 5L can full clamping the hose that joins two pieces of solid fuel pipe just in



Using a paper coffee filter paper in a funnel to clean the sediment of the fuel.

front of the rear LH driveshaft .
I decided to use a paper coffee filter to line a funnel in order to filter the fuel before putting it in my large 20L Jerry can. This worked really well and captured



Sediment caught in the paper filter

the finest of sediment.

After reassembling with new clips and replacing any hose that looked a bit dodgy I hand pumped the fuel through to the carbs using the priming lever on the pump and then success, the car started and was running on 6. A quick 25 mile test drive and all seems to be good, a job done.

GT6s out and about Drive it day Sunday Scramble Bicester





Apart from the breakdown mentioned above, the drive it day at Bicester was superb. I reckon there was in excess of 1,000 cars and there were plenty off GT6s to look at mainly in the TSSC and Club Triumph areas.



Farnham Classic and Vintage Car Show

A local Show which had a nice



turn out including cars from the Thames and Southern TSSC



Areas. There were only 2 GT6s there though, mine and Geoff from Farnborough who I see at many local classic car meets.

Spring Vehicle Meet and Autojumble

A little further afield for me was the Spring Vehicle Meet and Autojumble held at Newbury



Showground. This is an annual show held every Easter Monday. A well attended meet which included cars from the TSSC New-



bury and Southern areas. Again only 2 GT6s there, mine and a red MK2 that I've seen at the same event in previous years.

Andy

A well attended meet which included cars from the TSSC Newbury and Southern areas. Again only 2 GT6s there, mine and a red MK2 that I've seen at the same event in previous years.

GT6s at the Spring Vehicle meet and Auto Jumble at Newbury on Easter Monday.

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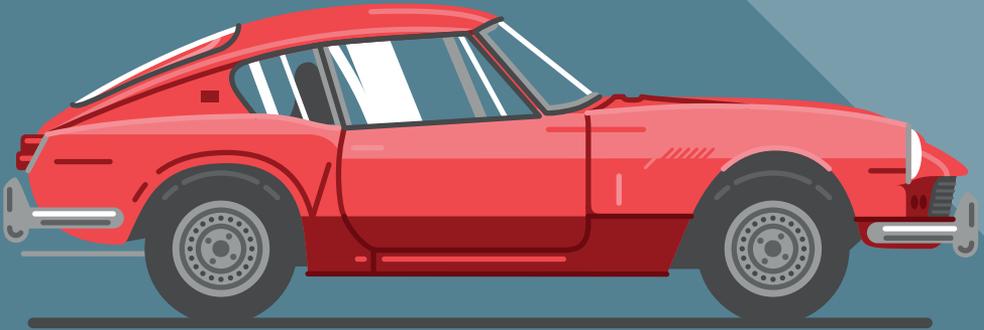
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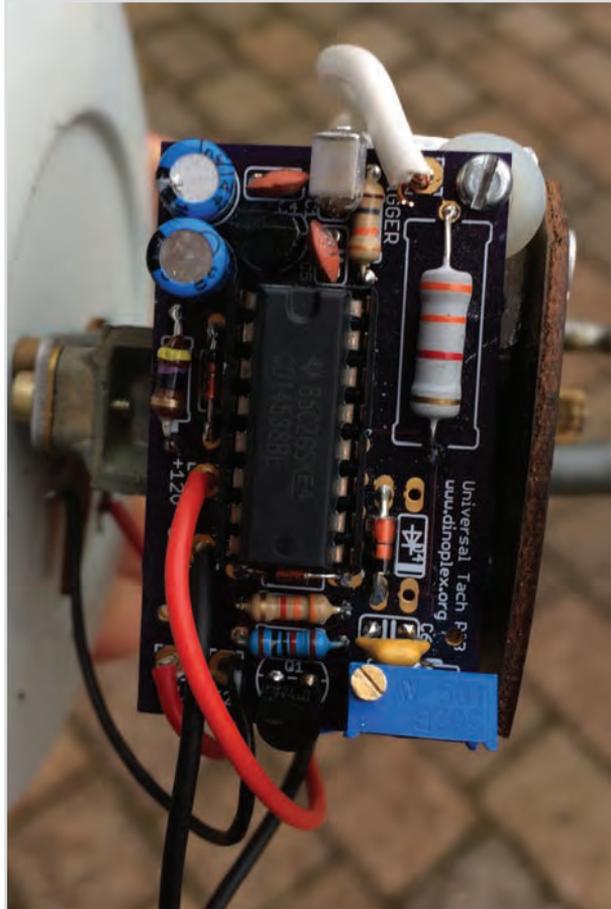
Build your own Tachometer - £50

So now for the second part of Josef Gluyas' piece on building your own tacho.

So, looking good so far, but I needed a driver circuit to get the movement to work.

Fortunately a schematic is available online <http://www.dinoplex.org/tachoconversion/> and the same site even provides CAD files from which circuit boards can be manufactured. I first built the circuit on a prototype board, but found it difficult to lay it out in a compact enough manner to be able to fit everything in the tacho case. Finding a company that would manufacture a small number of boards for an affordable price proved difficult though. Eventually I discovered OSHPark a US company who would do just that (<https://oshpark.com>). The turnaround was considerably faster than I expected so I was shortly in possession of some shiny new PCBs (Opposite). Sadly, there did turn out to be a short circuit on the boards. This was due to a fault in the layout file I had not spotted before ordering. Luckily it was easily remedied by careful application of a scalpel! (I have produced an amended file and passed it on to the original author so hopefully that should've appeared on his website by the time this article is published.) Otherwise the board worked perfectly once populated and

soldered up.



Modern tacho circuit board used in this project as fitted to an early Triumph 2000 tachometer.

In all the reading I had done about tachometer restoration the question of how to calibrate it had generally been somewhat glossed over. Calibration can be achieved by hooking both a known good tacho, and one needing calibrating, up to a running

engine. This seemed somewhat awkward a method to me though. More convenient is simulating the signal the tacho picks up from the ignition circuit using a square wave signal generator. However, these are generally very expensive pieces of kit and I initially thought the cost would be prohibitive. However, a bit of digging around online revealed a very (very!) basic model for around £15. This came as a built PCB with a flat pack housing, and could produce signals in 100 Hz steps with an offset of up to 12 V. When calibrating for a four cylinder, four stroke engine a 100 Hz signal corresponds to 3000 RPM and 200 Hz to 6000 RPM ($\text{Frequency (Hz)} = \text{RPM} / 30$). These are ideal calibration points, so the cheap and cheerful version would actually do everything I needed! Calibration of the circuit is done via a trimpot (variable resistor) on the driver board. The instrument is connected to power and ground, an appropriate square wave signal applied, and the trimpot adjusted until the needle reads correctly.

Disassembling the original Jaeger tacho is fairly simple. The hard parts will be getting the bezel off the case and removing the needle. Don't be tempted to just lever up the metal tabs which hold the bezel on! The metal is really thin so you're pretty much guaranteed to tear it. The method that has been working for me involves sitting the instrument face down on a bit of card and flooding the edge with WD40. The bezel tabs can then be very gently levered away from the

tacho body, allowing the lubricant to penetrate under the bezel. I then leave the lubricant to penetrate for a while and attempt to turn the bezel by hand, and repeat the process until it comes free. Patience is key here, but new bezels are available for about £12 if anything goes wrong! Removing the needle requires a fair bit



The tacho and other instruments as fitted to the dashboard panel.

of force. A table fork padded with kitchen roll to protect the face can be slipped either side of the shaft and the needle pulled off. It will probably come off pretty suddenly so watch out for flinging it to the other side of the room... Everything else should come apart fairly obviously.

With the donor movement, driver circuit board and donor Spitfire tacho in place it was "just" a case of assembling all the parts I had accumulated. I initially built up the circuit and calibrated the tacho using the Honda face and needle to make sure the movement would work with the driver circuit. The R1 resistor value ended up needing to be considerably higher than that recommended for a Smiths movement (30 Ohms in the end), but aside from this no changes were required to use the Honda movement. The motorbike scale ran up to 12,000 RPM, pretty much double what I needed so I calibrated to double the expected RPM values for my engine to check I'd be able to cover the full scale on the Jaeger face. Once the electronics were in order it was simply a case of removing the Honda pointer and face, carefully positioning the Jaeger face and screwing it to the plastic frame using the original face holes and some small self tapping screws. The pointer shaft on the new movement was the correct length but with a slightly wider taper profile than the original. So I carefully enlarged the hole in the Jaeger pointer working with a set of tiny drills in 0.05 mm increments until a good, tight fit was achieved. As mentioned before the base from the Honda instrument is a good height compared with the mechanical tacho case, so it could be sat flat on

the back of the case and screwed directly in using the original mounting points and screws. I chose to drill some new holes in the case otherwise the hole for the instrument illumination would've been rather off centre.

Aside from re-plating and re-painting the tacho case, and thoroughly cleaning all components, that was pretty much that! Picture 4 shows the final version fitted to the dashboard panel (yes I know this all looks more Mk1 / Mk2 than Mk3, more on that story later!) The most difficult parts of the whole project were finding a donor movement that could be adapted to fit the Jaeger case relatively easily, and digging up a company who would print low volumes of PCBs. Otherwise just a little bit of patience and the ability to solder up a circuit is all that's required.

You will need:

Early Spitfire cable driven tacho

(Jaeger type ~£15)

Honda motorcycle tacho from the mid 90s

(e.g. from a CBR1000 ~£10 on eBay)

Circuit board <http://www.dinoplex.org/tachocconversion/>

(~£7 for 3 boards from OSH Park)

Misc electronic components (~£5-10)

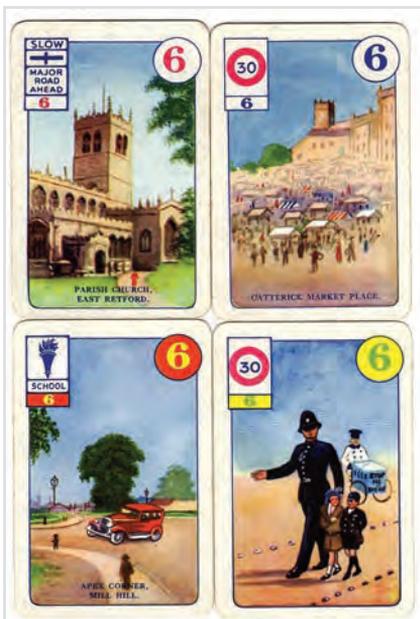
Function / signal generator (~£13)

<https://www.ebay.co.uk/itm/222953971382>

- Selection of small drills
- Soldering equipment
- Wire, grommets, screws and other sundries

With so many words done for me there's not much space left this month but I couldn't leave you without two things, first the sixth Belisha cards.

- Parish Church, East Retford**
- Catterick Market Place**
- Apex Corner, Mill Hill**



Sketch of a Policeman walking 2 Children away from an Ice Cream Seller (presumably guiding them to a safe place to cross the road – or taking them away from the ice-cream seller as he doesn't want them to have any fun!)



And finally, Peter Truman, our Australian correspondent, recently sent me this photo.

“A new family has just moved into our street two doors up, today is Easter Monday and being a public holiday they were getting ready to go skiing, this is their Water Ski boat a Gilflite SPITFIRE, the boat and model has been made since 1977, and thro that time has evolved thro 4 models, Yep you guessed it - Spitfire 1,2,3 &4. It is reputed to be one of the best water ski boats esp barefoot style.

It appears to be powered by a 5.7litre V8 engine, and being a boat will drink fuel by the rate of gallons per mile, rather than MPG!

Ironically our daughter Michelle came up for Easter Sunday lunch yesterday in her 66 Mk2 Spitfire, which she's had nearly 20 years, the neighbour told me when I took the photo how he admired her little blue Spitty!”

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MkIV 37 Year Story- Part 2

I've now finished rebuilding my diff, and by the time you read this I hope to have it fitted in time for the 'Gordon Bennett' 'run', all shall be revealed next month.

However this month I must publish Part 2 of Alan Whitaker's restoration story.....

Spitfire IV, A 37 Year Story Part 2

As the project was going to take some time it was decided to take the car and all the tools and bits to our French property where we had built a three car garage with loft storage, eliminating the very expensive rental of the Bath garage. I had identified a trailer rental company with a smallish four wheel trailer, took it for a week, booked the ferry Dover to Calais and return and arranged some assistance to load the trailer. It didn't go entirely to plan as the trailer company insisted on hooking it up to my towing vehicle themselves. Pity they had not properly clamped the jockey wheel as on route to Bath it hit the road which rendered it unusable. With a very tight timescale on a Sunday I was forced to carry on to the ferry hoping that I wasn't going to have to disconnect to manoeuvre by hand at any point in the six hundred miles between Calais and our house.

The car was packed with all



the spares and tools so I had to make the journey in one go. My wife had reported that the narrow road to our property in the medieval village had been dug up and with no one going to be there when I arrived it was with some anxiety that I set out. The Spitfire demonstrated

" I had identified a trailer rental company with a smallish four wheel trailer, took it for a week,"



its usual objection to being moved by summoning up high winds and torrential rain. I ar-

rived at midnight with so much rain I could see very little in the mirrors and turned up the last



starting and finishing at Portsmouth this time, again packed full. For once the Spitfire didn't call on the weather gods to make it difficult, a good omen. Work on it was spasmodic over the next year as domestic issues had to have priority and I seemed to remember I had been here before. After renewing the oil filter, noting the oil was clean, the engine was cranked to get some oil into the bearings. Another look at the fuel

bit hoping there was a road pipes and fuel pump led to stripping the carburettors to find the

and an unobstructed entrance. Phew. With considerable assistance from some friends we were able to get the car off into its new home and the trailer turned ready for the return journey. Owing to work on the property and legal issues around a difficult sale of another, there was no time to do more than small tasks in the next three years and collect yet some more needed parts.



As a nod to its holiday in France they included some beautiful yellow lensed Marchal fog lights we found in a barn we had acquired.

My wife by then was working full time so the decision was made to stop living in two places, we sold up in France and Bath and bought a property in Hampshire. It had a long and narrow garage, well fitted out with sink, shelving and many sockets. So in October 2015 the next stage began with yet another rented trailer

float chambers full of debris. With the pistons freed up, new needle valves, gaskets, non waxstat jets and temporary pipework installed the new pump was fitted to suck from a fuel can. The fire extinguishers were positioned and I tried to start the engine, it didn't! The pump wasn't operating because it was incorrectly assembled. It was assembled correctly and another attempt was made which resulted in the engine starting, however it went from zero to several thousand revs and was hastily switched off. Fuel was dripping from the forward carb' float chamber, which I discovered was incorrect. The correct replacement was acquired and finally it did run, but with no coolant or pipework, so not for long, and it sounded a bit like a canal barge.

A new heater valve was fitted, all new pipework and the full width radiator installed after straightening crushed fins and carrying out a pressure test. Attention now turned to the electrics

which looked a bit dubious around the coil and fuse box area. A bit? Removal of the passenger side and centre dash panels to change the rev counter to an electronic one (since the distributor has no provision for the mechanical drive) revealed the electrical horror story. There was a significant amount of visible copper wire where insulation had perished, and worse, nothing went through the fuse box! A second hand wiring loom was purchased but found to be similarly defective, so yet another one was acquired. This looked good but was not fitted with the ballast resistor. I was also uncertain whether the J type overdrive required the wiring for the relay, so I obtained a late model 1500 body and front loom which also had the advantage of cabling for the fog lights, surely I could find a solution with them all. With the exception of a wobbly hazard switch everything appeared to work with the 'new' loom(s).

By now I was a bit tired of removing and refitting the dashboard so a late 1500 switch was obtained and after trepanning the original hole with my

Dremel finally that worked and everything ran through fused circuits. That included the original radio refurbished with some new knobs and rear wing mounted aerial with coax threaded through the bodywork. The only things not working now were the fuel and temperature gauges. The first was traced to a faulty sender so that was again replaced. The temperature sensor was open circuit so I obtained a new one but was unable to remove the old one. Neither could anyone else but the local classic vehicle community knew about a man who could called the "thread magician", nobody knew his real name. I managed to track him down and he arrived fresh from working for a famous factory on one of the last three classics worth three million. Fortunately he didn't tell me that until he had spent three hours drilling out with forensic care and leaving the thermostat housing with a perfect thread. He was indeed a magician and charged only sixty pounds, what a relief. In the narrow garage, even jacked up on the axle stands. it was too difficult for me to access the hydraulic and fuel pipes so I had to enlist a former garage owner who had retained a small unit with a car lift. The main brake pipes were replaced with new copper ones and the flexible hoses to the brakes replaced with braided flexible ones. The seized calipers were replaced with new ones and we took the opportunity to fit a servo.

The seats, carpets and inertia seat belts were installed over a period of some weeks. Then after much effort to get the carburetors balanced and the mixture nearly right the day came on my birthday when early on that Sunday I was able to drive it round the local roads and oh joy I tried the overdrive and it worked!

Now only the hood to do but I'm waiting for a warm day and some assistance.

Alan, I hope you have taken advantage of the good weather over the last few months and completed a few more 'jobs' and are able to enjoy driving it to the full? Thanks for taking the time to tell us your restoration story and let us know if you got the hood fitted.

Next month, my diff rebuild!

Steve

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Recon Exchange Diff	£450.00
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Rear wheel bearing kit GHK1029	£14.50
Early/late rear drive shaft	£92.50

Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£45.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder -7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£64.50
Universal joint with grease nipple	£9.50
Dash top cover 815281	£55.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair

Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£66.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£185.00
Recon manual steering rack (exchange)	£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
Rear wheel cylinder GWC1205	£17.50
2.5PI Restyle Wheel trims	£125.00 set

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,500.00
Front wings Mk II 908113/4	£140.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£75.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£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
Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes per side	£25.00
Brake shoe Mk I/II/III rotoflex GBS750	£17.00
Brake shoe non rotoflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

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Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00
Mk II boot reinforcement panel 910505	£75.00

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Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bulb 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£47.50
Boot floor carpet 1300 F.W.D. 617831	£25.00
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Sprint gearbox (exchange)	£450.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£425.00
Gearbox exchange 18/50 3 rail	£425.00
CV joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£75.00
Track rod end	£9.50
Upper steering column joint 157659	£42.50
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£35.00
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£65.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£50.00
Brake pads Dolo/Toledo	£19.00
Brake pads Sprint	£24.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
Tank sender 1500HL/1850HL/Sprint 215652	£27.50

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For want of a Welder

April has been a hectic month for me; I've been absent from the forum and most other things due to family illness, so a very big thank you to those members who made contact to enquire if everything was okay. Things are working out through what the Lion King would call the 'Circle of Life' - the older generation are fast disappearing - and I'm getting slowly back on track, with the cars having taken a back seat this past while - in fact, very far back! During a quiet spell I engaged in a form of retail therapy last Saturday evening, almost becoming the owner of yet another Herald, but thankfully I

"Well, it all comes down to the simplest, smallest, little thing that's holding me back"

was pipped to the post, already having two Heralds in mid-restoration and one awaiting any form of attention at all. Why do I need yet another one, when I should be completing the ones I've already started? Well, it all comes down to the simplest, smallest, little thing that's holding me back on three different cars.

I never learned to weld.

Back in the day, I had welders



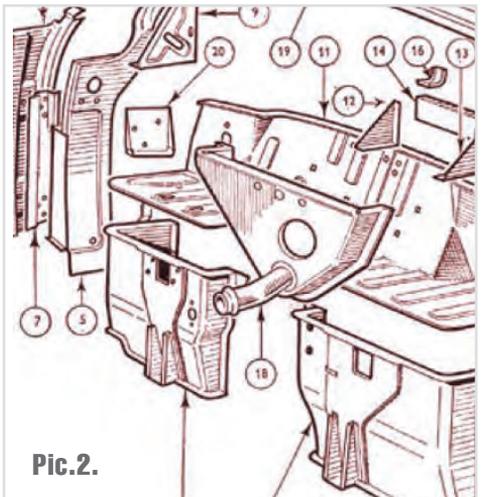
Pic.1.

galore; family members, friends, local mechanics, they all did it. I bought a Migmate 130 in 1995, and everyone else used it, bar me, so why should I bother? Skilled welders were everywhere.

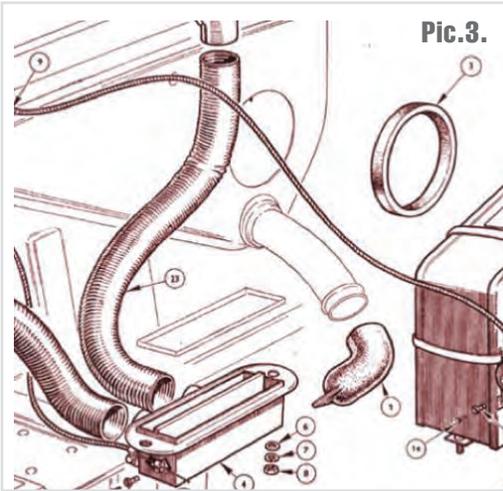
Nowadays, try finding one. Too busy, or retired, or simply the new generation of mechanic that can work with plastic filler or bolt on a new bumper but not work on real, metal bodywork. My GT6 has been off-road since last August as no-one will replace a panel. Metalwork skills, it seems, are fast disappearing.

Take my 1200

convertible as a good example. (pic 1) I bought this car in 2007 with a full MOT - despite it requiring a replacement brake caliper almost immediately - and drove it for a year, whereupon a few pokes with a screwdriver revealed to me that it



Pic.2.



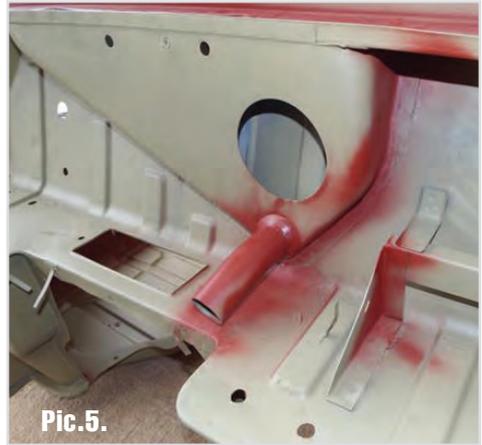
zontal; the second shows it curving downwards (pic3), whilst mine just pointed straight out from the base of the panel, and appeared original. I don't think

could do a better job, and returned... this... (pic 4) which was then relegated to a corner of the garage as other things progressed.

Around 2012 I decided to bite the bullet and have the work done professionally, so I packed the bulkhead off to **Chic Doig**, and it returned to me in early 2013 looking like new. How his team does it, I will never know, but I was con-

would never see another ticket without some kind of weldy miracle, and when I stripped the car down I knew it was terminal. One of my mates at work was a welder, and took on the job. I should have known, when he worked mostly on tractors, that his finish would be kind of.... industrial... but he left the shotblasted bulkhead back to me looking like Frankenstein's

mine was a deformity and if yours points down rather than out I'm sure there's a tablet for it. As usual, these days, the older panel is NLA, which from the



vinced that it was different one altogether until I checked various marks and scrapes that I knew were mine. An amazing standard of work. (pic5) Around that time - fortuitously, as it turns out - I wrote a Courier article on heater refurbishment, and I was complaining about the woeful state of heater box seals being sold today. I'll swear that the rectangular version is car stereo packaging and the round seal is off a storm drain, and neither is a good fit. In the process, however, I trial fitted the heater and found that it rocked on top of the drain pipe, just enough to cause slight fitting problems. I just needed the pipe dropped by about a quarter of an inch,



daily driver. The heater air intake panel is one of the most common rot-spots on our cars, and this one had been neglected for too long. On the earlier cars, the drain at the bottom is a metal pipe, part number 803860 which ends in a rubber boot and carries water safely away over the bulkhead edge. The first exploded diagram shows the pipe curving down (pic2), then running hori-

reaction I get when I ask about parts like these, stands for 'no laughing allowed.'

My friend looked at a photo of how it should be, decided he

in order to avoid the heater box resting on it and perhaps stressing the panel over time... but no-one would touch it.

I spoke to six different welders over the following months. 'We don't do that sort of work any more.' Back in the garage it went.

Four years later, after a house move and a new garage, I looked at it again, and contacted my local club to see if they knew anyone in the area. *'Are you a member? No? Then we can't help you.'*

Obviously not TSSC.

I sidestepped the rules and went through a couple of friends who were members, and they provided me with four contact numbers that they had previously used. Two were retired, one was too busy, and one might look at it in three or four weeks time if he was still in the country. I think he emigrated shortly after, to avoid my welding work... and back into a corner of the garage it went.

After my half-hearted and thankfully unsuccessful attempt on Saturday to buy yet another a Herald that needed work, I decided now was the time to act. Yet again.

So: last week I went to my local garage, and asked if anyone could weld. *'Certainly, we'll do it for you, drop it round to us.'*

I did, and twenty four hours later I collected



it. And almost cried. (pic6) *'Ah well, you see, it wasn't a straightforward job, we couldn't get the pipe at the correct profile, but we cut a section out, and rewelded it back in upside down....'*

I trailered it home, and trial fitted the heater, hoping the work would be invisible under the heater box. And guess what? It still rocks, as before.

I suppose I have two choices here: cut it off flush, as in the later cars, or learn to weld. It 30



seems there is no other option than to do it myself. All I need is the pipe to weld back on...

The entire repair section is available new from Chic



Doig these days, which is great to see, as they were a real rot spot back in the day, but this is the later version with a drain hole covered by a rubber flap (pic7 & 8). The pipe... isn't, although it could probably be added as it's simply 1.5 inch tubing, with a bead to secure the boot. All I need is the pipe... mild steel exhaust tubing will probably do the job.

I have a painter standing by, paint already purchased, and all the parts I require for reassembly, but for want of a welder... So: the moral is: if you know of a good welder, or bodyworker - treat him like a king. He's worth his weight in gold. Believe me, a world without them is a much harder place in which to get anything done...

Maybe I should start a morals section, or at least a tip of the month?

Here's one for starters. Fill your cooling system with clear water, then add a tea bag. Then, if you ever break down, you'll have hot tea to hand while repairs are on-going. It all helps... of course, it may be cold by the time you find a good welder...

See you next month

Colin

The Khyber Pass and all that! - II

As the June edition of The Courier lands on your doorstep, I will be in final preparations for my first trip outside the UK in my Herald. Early on Friday 7th June we'll be at Dover ready to catch a ferry to Calais and then onwards to Laon, France for the 2019 Circuit Historique de Laon. My trusty little Triumph will be completing around 1,000 miles in the space of 5 days, this will be its biggest test in my 21 years of ownership, what could possibly go wrong?.....

..... well, nothing I hope!

I really hope you enjoyed last month's article from **David Taylor** recounting his time in Pakistan with his 13/60.

Here we have Part 2 of David's fascinating story, which makes my up and coming French adventure sound a little tame to say the least.

"the Herald was delivered to me in Lahore on 11 January 1971, none the worse for the sea journey"

Triumphs on the North-West Frontier (Part 2)

Further to my article in the May 2019 Courier, the continuing story of my Herald 13/60, 32



Pic.1.



VRW 900J, in West Pakistan.

After some weeks at Karachi docks awaiting clearance the

Pic 1 shows me arriving home in a car with very few (land) miles on the clock.



Pic.2.

Herald was delivered to me in Lahore on 11 January 1971, none the worse for the sea journey from the UK. Remarkably undamaged in fact. All the removable items such as hub caps, wheel trims, seat belts, tool kit etc had been placed in a nailed down wooden crate and locked in the boot. And they were still there!

Pic 2 records the delivery of some household effects by the local equivalent of Pickfords and includes a 'spot the Herald' competition!

So what can I recall of my overseas 13/60 experience nearly 50 years ago? Overall, the car was a good choice, with a power output I found entirely adequate for the local

conditions. Initially, I did wonder how a standard compression engine requiring 97 octane (four star) would fare on the local petrol, which was generally around 90 octane (two star) at the pumps. However, most larger filling stations, especially in the cities, could supply what they called "100 octane", at a premium rate. Although this fuel came in two gallon tin cans closed with impressive wire and lead seals, you could never really be sure it was what it claimed to be.

But by using this petrol predominantly, any pinking was kept to a minimum and the car performed very satisfactorily.

As you may know, the Herald was originally equipped with

Dunlop cross-ply tyres, which seemed to me suitably rugged for the prevailing road surfaces and did not affect the handling unduly in my experience. I did notice the difference by the way when a couple of years later back in the UK I replaced them with Michelin ZX radials! One requested extra that Triumph omitted to fit was the sump guard (aka skid plate) and for this I was refunded the sum of £3.25p! Fortunately, it did not prove necessary.

The climate in Pakistan provided a wide range of temperatures during the year but the Herald cooling system stood up well. It was readily apparent however that the black vinyl seats were not at all compatible with the 115 degrees Fahrenheit reached in Lahore in the summer. Seat and steering wheel covers were therefore essential and were offered bespoke in plain cotton, tow-



elling or candlewick fabrics. I can hardly believe that we entrusted our new vehicles (and keys) to a business operating under the shade of a large tree by a busy main road in Lahore, but we did. I opted for the cream coloured candlewick and received a superbly tailored full set of covers, parts of which still exist to this day, albeit not on the car.

Traffic and road conditions varied considerably, ranging from highly congested and slow in the towns and cities to sparse and quick out in the countryside. There were few dual carriageway roads at that time. Even the "Grand Trunk Road", the main North-West highway to Peshawar near the Afghan frontier, was mostly single carriageway.

Pic 3 illustrates a typical city road scene with motorised and horse drawn traffic co-existing with animals, pedestrians and cyclists.

Pic 4 is of a local Herald 1200 owner waiting at traffic lights for the orderly passage of a herd of buffalo.

I can't recall what happened when the lights



Pic. 5.

changed! The men with their wide load in [Pic 5](#) seem obli-

vious! The men with their wide load in [Pic 5](#) seem obli-



Pic. 6.

ous to the build up of cars behind them but what choice do they have? In contrast to the many congested roads, [Pic 6](#) is of my Herald (with local number plates) on a virtually deserted six lane motorway in (the then) newly built capital city of Islamabad. The road ended abruptly and was known as "the highway to nowhere" but was nonetheless a pleasure to drive on!

north of Rawalpindi. We travelled from Lahore in two 13/60 sa-



Pic. 7.

loons and a Hillman Imp Californian. The route took us via Abbottabad (many years later the final location of Osama Bin Laden) and on to Balakot, where we hired a Jeep with trailer and driver

the hazards were legion. Tongas (horse drawn carriages) without lights. Bikes without lights. Animals without bikes or lights. Limited street lighting. Ironically, my car's only close encounter with an animal came in broad daylight on a long straight country road where I had clocked the potential hazard of buffaloes moving on and off the carriageway well in advance and adjusted my speed accordingly. But at the last moment, a buffalo calf made a sudden lurch forward and came into contact with the Herald's near-side wing. Fortunately, no damage to either party.

Servicing the Herald was straightforward as you can imagine but local mechanics could demonstrate remarkable resourcefulness and craftsmanship in the absence of readily available spare parts. At around 5,000 miles, the odometer stopped working owing to the breakup of the small plastic drive wheel within the unit. Undaunted, a garage proceeded to replicate this tiny part for me but in brass! I saw the item before they fitted it and was much impressed; it is still in the car and working!

[Pic 7](#) shows the car at ease in the shade of the garden. My wife and I used it for various trips, including a holiday with two other couples to the picturesque Kaghan Valley to the

Pic.8.



for the journey up the valley along the rough narrow track. This meant leaving our cars (bonnet locks on and rotor arms off!) and all was well on our return.

Pakistan government regulations required cars such as mine to be repatriated at the end of the owner's posting so my wife and I were booked to return home by sea in mid December, taking the Herald with us. But these plans were dramatically disrupted by the outbreak of the war between Pakistan and India. During most of 1971, India supported the people of East Pakistan in their struggle for independence and this eventually led to the creation of Bangladesh at the end of the year. In the West though, hostilities did not start until 03 December and took the form of air raids and cross-border artillery fire. The sight of jets attacking the nearby airport under a clear blue sky was surreal to say the least. All commercial flights were cancelled. The ship for which I had tickets prudently decided not to make its scheduled calls at the war zone ports of Karachi and Bombay, and stopped at Mombasa, Kenya.

Travel home by sea was consequently no longer an option. Everything was very uncertain at that time but I was offered the chance to

leave Pakistan by road to Kabul, Afghanistan, whilst acting as courier for the diplomatic mail, which otherwise could not be sent to London. So it was that my wife and I left Lahore on 07 December in an official Austin Westminister – see [pic 8](#).

Note the wartime camouflage – brown paper on the headlights, mud splashes all over and tree branches tied to the roof. Never put to the test I'm pleased to say! In Islamabad, we transferred to a Wolseley 6/110 for the onward journey through the Khyber Pass and Kabul Gorge to Kabul. [Pic 9](#) was taken during a brief stop at Peshawar – suitcases on the roof and diplomatic mail bags locked in the boot!



Pic.9.

But what of VRW 900J? In readiness for the sea voyage home, the Herald had been collected from me at the end of November, to be loaded onto a train bound for Karachi, some 750 miles to the south. Her fate after 03 December was unknown. There was nothing I could do about the situation, she might never be seen again. But anyway, so what, this was never a car to keep long term was it?!

**To be continuedin Part 3
David**

Thank you David, I'm really looking forward to the 3rd and final part, where we will learn what happens to his Herald.....don't worry folks, I've been reliably informed it's a happy ending.

By the time I return from Laon it will probably be too late to get anything in for the July article, but I hope to bring you something in August. See you all next month.

Darren



STAG

PHIL WILLSON stag@tssc.org.uk

Get A Head with a Header Tank



Photo 1: Stagweber header tank on my car

The idea of maintaining a better head of water above the pump has appealed to Stag owners for years. There are to my knowledge two companies that supply kits for this: Stagweber (www.stagweber.co.uk) and also



Photo 2. Updated version of Stagweber unit

EJ Ward (www.ejward.co.uk), but there may be others. Both are neat installations.

I have the Stagweber one as it was in the boot when I bought the car. Photo 1 shows the earlier version as fitted to my car, although you will note the rather crude extension of the mounting

"It is a little more expensive than the first one but maybe it's a little bit neater."

bracket that I put on to move the tank forward so as to allow for the alternator being moved to a more accessible position



Photo 3. EJ Ward header tank

(more on this in a later article). However, Chris Spain at Stagweber has now redesigned the tank as shown in photo 2 to allow for the aforementioned alternator conversion.

Somewhat neater than mine, I think you will agree. This tank has a float switch that is wired to a buzzer under the dash to warn of a low coolant level.

Photo 3 shows the EJ Ward unit fitted to a car. As the fitting position is different to the Stag-

weber one then the alternator conversion is not an issue. It is a little more expensive than the first one but maybe it's a little bit neater. It does not come with a float switch but one could be added easily enough.

There have been many DIY types as well. An excellent website with loads of technical ideas can be found at www.grampianstags.net, written and run by enthusiasts in the North East of Scotland. On their technical page are articles showing the use of Mercedes header tanks, one from a C230 (W202) and a second from an E Class (W124), the latter having a level sensor facility. I know of another car that has a tank from a Ford Granada Radiator

radiator (photo 4) many years ago which has a more efficient design of core and is worth the investment. Tony is based at Enginuity, Acton, West London but his parts business uses eBay with supplier name 'tonyhrrs'. (Note that some other traders have used the 'supergill' name over the years but only Tony supplies the real deal.)

There are also companies who make or supply aluminium radiators that can help and are very

the back of the core and the front of the fan pulley fixings to slip a belt through.

Cooling Fans



Photo 5. Revotec fan and brackets for the Stag

Another item added by many is an electric cooling fan such as that made by Revotec (photo 5), which comes with an adjustable thermostat to set the trigger point. The fan mounts in front of the radiator and has very neat mounting brackets that share their fixings with the radiator itself, so there's no drilling required. It's available from the Club Shop and other sources. There are arguments for and against the use of electric fans.

Argument 1, against electric fans: They restrict air through the radiator at lower speeds when it is most needed. The counter argument is that they are thermostatically controlled so will switch on should the engine temperature be rising too fast. Also, they rotate freely with the inrush of air so the blanking effect is probably not actually that great.

Argument 2, against mechanical fans: The engine driven fan



Photo 4. Tony Hart's Supergill radiator

The way to go here is to have more rows of cooling pipes and better fin arrangements. When replacing a radiator then a 4-row unit is a good idea.

Well-known Stag man, Tony Hart, introduced his Supergill

popular nowadays. Check out EJ Ward, Alicool, Radtec, Pro Alloy, Faversham Classics and others. One thing to watch for is that these can have quite thick cores that make it very difficult to change fan belts in an emergency without removing the radiator. Make sure that there is sufficient gap between

is least effective when the car is idling or moving slowly, and has most effect when moving faster, which is also when the airflow through the radiator has increased anyway. Thus the mechanical fan is sapping power (and producing noise) at higher revs when it is least needed. Electric fans turn on when most needed and draw no mechanical power. (That point is not strictly correct as their power has to come from somewhere and will lead to an increased mechanical load from the alternator.)

So some people have done away with the mechanical fan completely (you can buy shorter pulley bolts which are the correct length to replace either the early or late viscous couplings – from EJ Ward) and rely on an electric fan system and possibly an oversized radiator. Setting the optimum switch-on temperature of the fan is fairly critical. Too low and it will switch on too often and overcool the engine. Set it too high and it may come on too late to be of any use.

An override switch is also useful.

So you pay your money and make your choice. At the moment I have a standard fan plus a Revotec unit, so I'm hedging my bets.

Other ideas

There are a couple of items available that attempt to get more of the air either getting to the radiator or once through, ensuring that the fan picks up the maximum

amount.

The first of these is the Secret Spoiler by LD Part ([Picture 6](#)). Basically it is a specially shaped piece of perspex (acrylic) that sits almost invisibly behind the bumper and directs air that would otherwise have been lost into the slots below the main grille opening. I am sure it works but only at higher speeds. It would have little effect at low speeds.

Fitting takes just 5 minutes.



Photo 7. Fan cowling from Stagweber

Secondly, by the aforementioned Stagweber, comes some cowling that attaches to the radiator ([photo 7](#)) and fits around the mechanical fan so that the maximum amount of air is collected by the fan. Stagweber claims that only about 60% of the available air is collected by the fan in normal circumstances. Note that many export Stags were actually fitted with similar cowling from the factory, so it's something Triumph knew would be useful but didn't think that the UK market warranted such a fitment.

Finally, alternative coolants. One alternative, available from the Club Shop, is called 4life (see www.4lifecoolant.co.uk). It is claimed to be a very efficient waterless coolant, it protects against corrosion and lasts for 10 years. It has an additional property of having a pH indicator that causes the coolant to change from red to yellow in the event of a head gasket failure or combustion seal. Useful for advanced warning of problems. The colour will change back when the fault has been rectified. It also has a low viscosity so that it will pump around the system at a good rate.

The one that I am less certain about is Evans Waterless Coolant. Like the previous item, it is supposed to be a very effi-

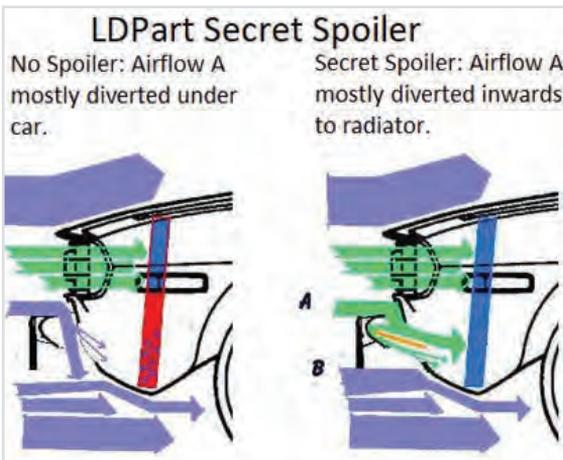


Photo 6. LD Part's 'Secret Spoiler'

cient coolant and will protect the engine from corrosion. However, it is quite viscous and I am not sure that it works very well in Stags because it does not move around the system very fast. While it does take the heat out of the metal parts, its slow movement leads to the temperature gauge reading high (as the sender is sitting in a hotter than usual liquid) and doesn't get to the radiator quickly enough. I would suggest that you shouldn't go down this route, although I would welcome any different experiences or opinions that you may have.

Future article – The Water Pump

I will cover this item in a future article. There is a viable alternative to the original system marketed as a kit by EJ Ward. If you are in a hurry you can check it out on their website, but otherwise please wait a month or two while I (with help from Martyn Sankey in the Club Shop) sort out the details.

The same article will also cover the moving of the alternator to the better, higher position.

Members' Cars

This month I report on the Flamenco Stag owned by Kevin Searles. Kevin lives near me and back in 2017 wanted to trade up to a Stag from his rather nice Mk3 Spitfire. He came for a ride in



Kevin's Stag

my car and I went over the most important things that he should check when searching. I am pleased to say that he really has come up with a cracking, late automatic model, built just one month and 239 cars before production ceased. I had a drive soon after he bought it and could find no faults at all. He did very well not only to find such a good car but also to knock the price down by a couple of thousand pounds from what to me sounded like a reasonable price anyway.

Well, if you don't ask.....

The car was despatched from the

factory to LF Dove's in Surrey on 8th June 1977 but remained in stock for over a year. It was finally registered on 1st August 1978, the first day of the T registration. In 1979 the owner had the car shipped to Dubai where he was working, then to Beirut and finally to Geneva from where it was driven home in the summer of 1981.

The first owner sold it in 1983.

Flamenco (paint code CAD) does not appear on any Stag colour list that I have seen but was listed for other cars such as my old 2500S Estate built around the same time. I think it was more commonly used on Minis, Marinas and maybe MGBs. Only a handful of Stags appeared in this colour and it appears that BL were using anything they could lay their hands rather than order large quantities of new paint stock. This doesn't in any way detract from the car at all. The paint is mostly still original and is an attractive change from some of the more common Stag colours we all know.

"Happy Staggering".

Phil



At Eynsford ford

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

7th to 10th 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)

Hotels from £199.00

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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

12th to 16th 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)

TSSC Members Price £679.00

(per person in a room/car on their own)

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

Book online at: www.scenicartours.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.



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ALL

INTER-CLUB

TRIUMPH WEEKEND



STRATFORD - UPON - AVON
RACECOURSE



16 - 18TH AUGUST 2019

www.triumphweekend.com

**BOOKING FORM
NEXT PAGE**



INTER-CLUB

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PRE-BOOK - WEEKEND TICKET £32.00 PER PERSON

INCLUDES A DRINK VOUCHER FOR FRIDAY EVENING

ON GATE - WEEKEND TICKET £42.00 PER PERSON

CAMPING £5.00 PER NIGHT, PER PERSON

PRE-BOOK - SATURDAY DAY TICKET £15.00 PER PERSON

ON GATE - SATURDAY DAY TICKET £20.00 PER PERSON

PRE-BOOK - SUNDAY DAY TICKET £12.00 PER PERSON

ON GATE - SUNDAY DAY TICKET £17.00 PER PERSON

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DATE **Membership No** /

Number of Tickets required: Weekend Sat Sun

Camping No. Persons **Number of Nights**

NAME (MR. MRS. MISS. MS.)

ADDRESS

POST CODE **Daytime Tel No**

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Please Make Cheques payable to TSSC Ltd and Return Form to:

**Triumph Weekend, Triumph Sports Six Club, Sunderland Court,
Main Street, Lubenham, Market Harborough. LE16 9TF**

BOOKING FORM ALSO ONLINE AT www.tssc.org.uk

CARD No / / / / / / / / /

EXPIRY DATE / /

VALID FROM / /

SVN NO. / / / (Last 3 digits above Signature)

NAME ON CREDIT CARD

Payment by Cash **or Cheque** **Total £**

NOTE: DOGS WELCOME ON CAMPSITE - AND MUST BE ACCOMPANIED AT ALL TIMES

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TSSC INSURANCE PANEL

Footman James
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www.footmanjames.com

Lancaster Insurance
0800 013 0000
www.lancasterinsurance.co.uk

Peter James
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www.peterjames.co.uk

Classicline Insurance
01552 639 000
www.classicline.co.uk

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

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

VEHICLE DETAILS

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

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

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

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

A1+: The vehicle must exceed A1 - TOP CLASS and with little effort to be considered to be Concours.

A1 TOP CLASS: The vehicle must be in excellent condition with bodywork/chassis free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

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

A3 SERVICEABLE: The vehicle must be in a roadworthy condition and be capable of satisfying an MOT Test requirement. The bodywork/chassis may be repaired.

A4: A considerable amount of work 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

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'

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

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/Cyts	Concours	A1+	A1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	fhc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fhc & dhc	1961-67	1147/4	14500	9500	6000	3800	1300
	van & est	1961-67	1147/4	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
	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
TR8 (Factory/Grinnall)	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

Shop CATALOGUE
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2019

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MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Weston Super Mare Show

Easter Sunday found my son Jack and I jumping into my TR4A to meet TSSC S. Wales. As it was forecast to be a scorching hot day I thought that the traffic for the return trip would be "nose to tail" on the motorway so I decided to take the TR onto the private road near my house on the out-bound journey to get my usual ton of the day out of the way, with this achieved I ren-

" There were literally hundreds of classic cars parked up on the grassed area . "



Beautiful TR6 at Weston Super Mare

dezzed with the other 10 club cars at Magor Services instead of the first meeting point at Cardiff Gate.

Once again my TR performed faultlessly in the early morning sun with the Surrey top off.

On arrival at the Weston –

Super - Mare beachfront there were literally hundreds of classic cars parked up on the grassed area and I was able to take images of the TR's featured, so if anyone reads this who owns one of these very fine examples and would like to share some of their TR related experiences with us or just to give us some background on the car please get in touch.

The organisers had to charge £2 a car (I believe to satisfy the local Council who in return ensured that there was virtually nil toilet facilities and that all of the litter bins had been filled to overflowing the day before) which was a bargain when you consider how much it would



Nice Frogeye Sprite at Weston Super Mare

cost you to park up for the day at a top seaside resort.

After a fantastic day out in the sun meeting old and new acquaintances we made the return journey along the M4 & M5, timing our return to miss the Easter Sunday traffic, another great day out with the TSSC S. Wales, the only downside being that a small piece of a modern car came flying off and after bouncing twice on my TR's bonnet ricocheted onto the windscreen leaving two marks down to the metal on the bonnet but a brief inspection of the windscreen showed it to be unmarked. I suppose it could have been worse, my TR might have been a pristine example that had had thousands lavished on its appearance.

As I was bearing down on three cars across the three motorway lanes I couldn't identify which car it had come from. I'm now thinking of starting a campaign to rid the roads of poorly maintained modern cars.

Whether 6 cylinders or 4 a TR is more (even with a damaged bonnet)!

TR6 RESTORATION

Chris Downs is not just a man of his word (as the promised TR reports which he has kindly sent me prove), he is a serial restorer of TR's and a man who has brought many TR's back to pristine cars from piles of rusting bits and pieces that would otherwise have ended up in a steelworks recycling furnace, so another big thanks to Chris for the images and the following report in his own words.....

Hi Bern,
Please find TR6 story below.
In the Spring of 2012 I was on holiday with my wife in Harro-



Braced body tub ready for transportation

gate when I got a call from a friend of mine asking if I would be interested in taking on an unfinished restoration of a TR. My first question was what type of TR? The answer was 'I don't know'! The second question asked was where is the car? The answer was 'It's in Suffolk'. Well, I thought, at least the Suffolk bit was okay as that's the county that I live in. Several phone calls and several questions later I managed to establish that it was the remains of



Painted Body tub reunited with the chassis

an early TR6 in many, many bits. The story was that it had been owned for several years by a gentleman who had started to restore it, but unfortunately he had fallen ill and was unable to complete it and had sadly passed away.

A couple of weeks later when back in Suffolk I went to see the

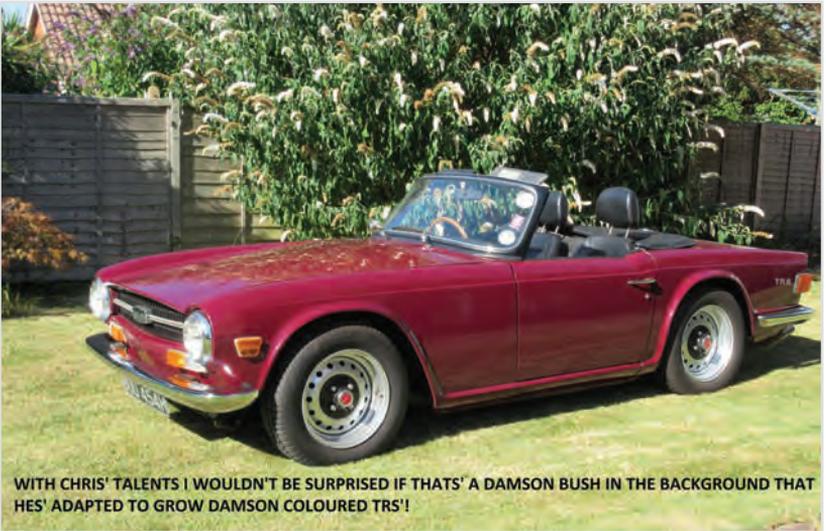


The Heart of the car

done. A few days and several loads later and everything that I had found had been placed in my garage so that I could commence the list of what parts were needed.

The good thing was that there was no major welding needed. The chassis and body were very solid and the panels straight and good. There was a brand new bonnet still in the cardboard box that it arrived in from Rimmer Bros plus numerous smaller parts still in new wrappers. Because the previous owner wasn't around anymore to ask

'project'. What I found was a rolling chassis in a single garage, a complete bodyshell of a TR6 in the next-door garage, numerous boxes of parts in a third garage and interior parts in the loft of the attached house. There were several parts that I couldn't find including the wiring loom and keys. The gentleman's widow was very helpful, but unfortunately did not know where the missing parts were, although we did find many duplicate and spare parts. The body and panels had apparently all been sent away for a stripping process and had been returned, but unfortunately we couldn't establish which company had been used as there was no documentation or invoices. I negotiated a price and the deal was



WITH CHRIS' TALENTS I WOULDN'T BE SURPRISED IF THATS' A DAMSON BUSH IN THE BACKGROUND THAT HES' ADAPTED TO GROW DAMSON COLOURED TRS'!

The Finished car

questions of, it was quite difficult to establish if things like engine, gearbox and differential had been re-built at all, so it was down to a certain amount of detective work on my part. So, having ascertained that the engine had most probably had a rebuild, together with the driveshafts and diff, the construction was commenced in my garage whilst the body was transported to my mate Brian's bodyshop near Woodbridge for a full bare metal re

done. A few days and several loads later and everything that I had found had been placed in my garage so that I could commence the list of what parts were needed. The good thing was that there was no major welding needed. The chassis and body were very solid and the panels straight and good. There was a brand new bonnet still in the cardboard box that it arrived in from Rimmer Bros plus numerous smaller parts still in new wrappers. Because the previous owner wasn't around anymore to ask

spray. The body was transported on a mobile body jig that had come as part of the deal and has proved to be invaluable on several restorations since this one.

Brian commenced work on the TR6 and the colour had been established from the chassis plate as being Damson. The car was prepped and painted inside and underneath as well as the outside. The result was a stunning looking TR6 body. The shell was transported back to my house one sunny Saturday morning and was re-united with its now fully built chassis with the assistance of **Brian**, one of his 'lads' and my mate **Russell**. There it was then, looking like a car again.

Forward a further six months and the car was nearing completion and time for the engine to be started. I got my other mate **Colin** around for this one, as I had never put together an injection engine before and thought Colin was a good bet as he had been around the injection engine for several years. We tried to coax it into life and after a few cranks over and establishing the correct fuel pressure, the engine fired up and proceeded to pump oil over the floor! I had forgotten to put one of the tapered oil gallery plugs back in. A good job that my error was spotted early on and the day and the engine saved. All was

well and after a few teething problems the car was taken for its first drive to the MOT station and passed with flying colours.

The next few weeks were spent tweaking and establishing its reliability. The car is still in regular use today and has inspired me to take on several other TR projects to date. So, I can thoroughly recommend having a go, you certainly won't regret it.

Best wishes,

Chris

Whether you own 1 or 24, a TR is more! (Just ask Chris!)

DRIVE IT DAY 2019

One of the most important dates on the "Classic Car" calendar found my son **Jack** and I heading off to Cardiff West Services on the M4, the start of the S. Wales TSSC area run. Organised by father and son team **Gwyn and Tim Evans** the run took us through just about every town and village in the Rhondda valley, ensuring that the general public had a good look at our cars and were therefore at least vaguely aware of the event. The route also took us up and down mountains and along some of the best driving roads in S. Wales, with hairpin bends in abundance; I probably put about 10 years of wear on my TR's overdrive switch!

There was a brief stop on "**The Bwlch**" to take some images and a half way stop at a country park near Aberdare where a number of us had one of the best cooked breakfasts we have ever had and for an extremely low cost in the Cwtch Cafe.

Returning home with another 124 miles on the TR's clock, both myself and the TR knew we had been on a demanding drive, so a big thank you to Gwyn, Tim and the S. Wales area for a great day out.

Whether 6 cylinders or 4 a TR is more!

Bern



My TR on the "Bwlch"

TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

Visit to Lubenham...

... An Outsider's View

The past few weeks have not gone according to plan. At the end of May, myself and 16 other colleagues embark over to the emerald isle to join other

of heath but a small oil leak from the sump was annoying me. So, in the garage I went, all was going well until I removed the slave cylinder to aid the sump to be removed. On pulling it out I noticed that the clutch release rod was coming out along with the clutch release arm. I quickly tried to push it back, but it dropped into the bell housing.

So that is where I have been for the last few weeks removing the gearbox and refitting the clutch. That is why the absence from a report last month. Anyway, the car is now ready to go. I will bring you up to speed on the trip in later issues of the Courier.

I always like to try and spread the word of the good work that Bern and the team do at HQ, so in April I arranged a visit to an open day for the 1381 Motor Club. A friend of mine, **Andrew Poynter** who is the editor of the **TR Drivers Club** magazine joined us. I asked him to pen a few words about the event.



classic car enthusiasts on "The Gordon Bennet Run". In preparation to the event a few of my jobs list had been tackled and completed. All was looking good, MOT showed a clean bill

The call went out to all 1381MC members, we were invited to attend the April 'Twiddle' Day at the TSSC Headquarters, Lubenham. For me, personally, it was to be a long drive: based in Kent and having the choice of driving clockwise or anti-clockwise around the M25, it was always going to be 170-miles; give or take a few! In the end we opted for clockwise, and then the M40 rather than the M1.



This way we missed the miles and miles of speed-restrictions in place around Luton to protect the dedicated workforce who were busy turning the M1 into a Smart motorway or, putting it another way, removing miles of hard shoulder, but it meant that the lady in the new Garmin Sat-Nav had to negotiate her way through Coventry. At least she quickly re-calculated a revised route when we got things wrong, whereas the young lad in my old TomTom would just keep shouting – with an irritating lisp –



Dad! Turn Around! You've gone wrong!

The long drive was well worth it – after crashing-out at a friend's house in nearby Nuneaton, we joined the rest of the 1381MC lot in a convenient car park at some ungodly hour of the morning. From there it was a scenically-stunning drive – in convoy – across to Lubenham; our convoy of nine cars were only separated once when a large, yellow articulated lorry decided to exercise its muscle. It was a mixed bunch that found itself



erected to form a sheltered work-space, under which a pale blue Vitesse was parked with its bonnet held in the raised position, it was easy to see that the engine was being diligently scrutinised by at least four interested parties. Leaving them to their contemplations we headed straight into the adjoining building and followed a wide corridor lined with tables and cabinets that contained a wide selection of

waiting patiently to turn right from the High Street into the narrow gateway leading to the yard adjacent to the TSSC buildings – a real TR8, a Mazda MX5 [of 2008 vintage with just 25K miles on the clock], an Escort Cabrio XR3i and a Triumph Spitfire in Inca Yellow. Then came a Rover 110 and two MGB-GTs, one with chrome bumpers and the other with the black rubber items aimed at compliance with the US regulation of the day. The last two – and a surprising turn up for the book – a BMW 3-Series of somewhat ancient pedigree, and a Toyota People Carrier with a scale-model electric-powered Land Rover in the back!



There, in the yard, chaos appeared to be the order of the day as vehicles were expertly manoeuvred to find the space to fit us all in. Furthest from the gate a gazebo had been

motoring memorabilia and sundry tools. Most would be totally unrecognisable to a current 'Motor Technician' trained to plug in a digital gadget rather than rummage through a battered tool box to find a set of Feeler Gauges to play with. Eventually, we finished up at the main point of interest - the coffee urn. To be fair, the use of the words 'coffee urn' is a

little misleading, for the refreshments were actually being dispensed by a stalwart TSSC member who greeted us with the nicest of smiles!

Refreshed, time was taken to brave the elements again to take another look at the assembled cars that were taking advantage of the free mechanical expertise on offer. Of these, it was a magnificent Triumph Vitesse [in dark blue] with



knock-on/off chromed hubs that took my eye – it was definitely the one to take home! It



was soon time to head back inside - Chilli Con Carne and a fresh bread roll called, to be eaten wherever space could be found then, as the hands on the analogue clock approached 2:00pm it was time to say our goodbyes and depart – we wanted to visit nearby Foxton Locks before heading our sepa-

rate ways. All in all – a very enjoyable visit: thank you for those who took the trouble to make us so welcome!

Thanks again to Bern and Angie for letting another club visit for the day. I personally think that events like this aid to a much better relationship within the classic car world. We are hoping that the 1381MC attend the National event at Stratford.

Paul



The Balance of Power

The variety of looks we've got from the different kits that have been sold to fit on the Herald chassis is one of the factors that make this group of cars so interesting.

Variety of looks there may be, but there are also some common features; one such is that the finished car is invariably lighter than the Herald or Vitesse it started life as.

One consequence of this slim-

" Most of us find we can get just the kick in back we need from the 4-cylinder options. "

ming down is that the kit car can achieve a higher rate of acceleration than could its progenitor. What my rather tortuous intro is leading to is to explain why most of our kit cars end up with 4-cylinder engines, rather than 6-cylinder ones. Most of us find we can get just the kick in back we need from the 4-cylinder options.

There are some that think the extra horse power available thanks to the extra two cylinders is just not needed. There's another potential issue, arising from the inevitably heavier 6-

cylinder lump; the aforementioned bodyweight saving achieved by replacing the Herald/Vitesse body is greater over the rear axle than the front. This means that the weight of a 6-cylinder can accentuate the "horizontal pendulum effect" – injudicious pressure on the accelerator pedal at the wrong time might see the back end swing round alarmingly.

All this notwithstanding, plucky kit car builders have built Herald-chassis cars with the Vitesse/GT6 engine. I've never driven one, but I'm sure they can be thrillingly quick off the line, and I'm sure they can, with due driver concentration and ability, be controllably driven round corners.

I have featured some 6-cylinder cars over the years, but rather than go to my archive I've found two examples of 6-cylinder Midge's that have appeared in the car market in recent years. The main body of the Midge, originally the JC Midge, is made from plywood, skinned with aluminium, which actually leads to a heavier car than one where the body is primarily glass-reinforced fibre, such as the Moss Roadster and Malvern.

Here's the seller's description of **SCX269G**:

"2-litre straight six. Aluminium bodied. Built in the mid 1980s on a very strong, custom designed steel chassis. The engine and running gear are from





a 1969 MkII Triumph Vitesse. The "JC Midge" body tub is aluminium skin over timber. The 15-inch knock-on wire wheels are from an Austin Healey 3000. The wings and running boards are fibreglass. The car has only been driven in the dry, but it does have a full tonneau cover, if needed. Most of the body fittings are genuine articles from a 1932 MGJ2. These include the folding windscreen, door handles, spare wheel carrier and rear number plate. Unlike most other classic sports cars, this one offers plenty of space for the larger driver (I'm 6ft tall and weigh the best part of 17 stone)."

And for **MCY135H**:
"JC Midge Triumph based Kit car.

This is not an ordinary JC Midge. Most are based on Triumph Herald - this is based on a Vitesse, so has a 2-litre straight 6 engine - which sounds amazing, and 4-speed gearbox with overdrive switch



on the gear knob.

I bought it two years ago and on my return from picking it up the engine blew, so I had a GT6 engine put in to replace



*the Vitesse engine.
It is registered as a historic
vehicle so tax exempt. The
wings are fibreglass, and the
rest of the body is wood
and aluminium."*

Trevor

**" Unlike most other
classic sports
cars, this one
offers plenty of
space for the
larger driver "**





BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

2 Litre 4s Rumours

June – half way through the year – I really do not know where the days have gone this year – and also despite my best intention I have only made a minor start on my Convertible. I have spent some time trying to get the doors to a state where they are not touching where they should not and there are reasonable shut lines, I think I am close to the compromise position – with much more of a gap on the A post than I want but the bonnet is tight at the top and the doors are just clearing the B posts. Time will tell when I put the catches back on.

I am currently working my way through the dashboard – typically the best one I have is a bare one without a wiring loom, so I need to transfer everything over, Stratford is looking unlikely but I am keeping it as goal!

We had a stand at the Practical Classics NEC Show in March and on the Barn Find stand there was a 4s – on the write up by the owner it was suggested that it was an original 2 litre car. There have been various rumours over the years about 2 litre engined 4s Equipes but, although the 4s body and chassis were designed to take the later engine, to date no genuine ones appear to have turned up and as far as I know there were no official 2 litre 4s Equipe cars.

When I got home I checked my records and the car chassis number starts with BFC 84***.

As Bond created the chassis number from the Triumph engine number fitted to the car that, to my mind, proves it left the factory with an 1147cc Mk2 Spitfire engine.

“ there were no official 2 litre 4s Equipe cars. When I got home I checked my records. ”



Interestingly, however, our records indicate that the 2 litre engine fitted to that car is quite an early one HC5**8 so within the first 6000 2 litre Vitesse engines – I do have details of earlier engines in 2 litre Equipes so I doubt it was test car, but



originally Golden Sand rather than Red and on ebay currently there is a Golden 4s – perhaps a bit more Golden than the original colour which being an early metallic did not last well. This car was built a month earlier than the red one above – and on my records is immediately above the Red car - although there were actually 11 cars built in between, but those do not appear to have survived - or at least I have not heard of them yet.

Guy

maybe someone at the factory upgraded it – over to you, does anyone know any more about the car's history?

Interestingly the car was road tested at the factory on November 1966 but was not registered (according to DVLA Website) until October 1967 so it looks like it took some time to sell and would have been out of date by then as the 1300cc 4s was in production by then – the first one being produced in the February of 1967.

The owner indicated that the car was for sale so hopefully someone will take pity on it and restore it to its former glory.



Now that gives me a link – my records show that the car was



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Member's Showcase

For this month's young members article I have decided to showcase our younger members and their classics.

Whilst I respect and appreciate that not everyone feels comfortable writing an article for the magazine I still think they should get their 15 minutes of fame as it were.... And even I run out of words sometimes!

So here are a small variety of our members and their cars and I ask that anyone who wishes to write an article or participate in the magazine to get in touch with me at the email address shown, your correspondence is appreciated no matter how short it may be.

In order to enable me to write further articles going forward I would love to receive some feedback from readers on what topics they would like to see discussed/covered in my articles, I am always looking for readers thoughts and no idea is a silly one!



Philip Smith with his (slightly modified) 1966 Hillman Imp Sport.



Alan Wells with his White GT6



“ I still think they should get their 15 minutes of fame as it were.... And even I run out of words sometimes! ”

Henry Weathersbee with his Triumph Herald 12/50 which is his first ever car!



Antony with his GT6 (You may recognise his car from an earlier issue of the Courier)

So please get in touch, with pictures, emails and article suggestions it is a pleasure to hear from each and every reader.

For now I will leave you to enjoy these wonderful cars.

Alyson

Dual Action Required

Hello. Hope you and yours are well. Thanks again to Bern for getting me in at last mnite.com as I have been rather busy yet again in the last month.

April was a bit of challenge for the 2000 too. Yet again, I had the issues of the water stains on the paintwork. It's happened now for the last couple of years where we have rain, then sun very shortly after. The rain is de-

"So, I tried everything I had to remove it, from polish to clay bar, but it still sat there."

veloping into droplets but then are sat there and heated by the sun. The sun then eventually evaporates the water, but the minerals that are left are staining the paint. This is particularly annoying as I have said before, I now wax the paintwork, and indeed, had waxed it just a few weeks ago to stop this issue.

So, I tried everything I had to remove it, from polish to clay bar, but still it sat there. Last year I purchased a DA polishing machine, Dual Action means its doing two things, so stops you just about for damaging the paint as the non DA ones need moving a lot more, rather than



just sitting in one pace, damaging the paint. I was recommended Meguiars Compound to remove the issue, then Megures wax to protect it. Both applied via the DA machine. I managed to remove around 90 % of the issues, and as it was so sunny at Leatherhead, I couldn't even see them, so pleased with my efforts.



The 2000 has been out and about at the first monthly meet at the Harte and Magpie pub be-



tween Beaconsfield and Amersham. It's a classic British and anything USA made night, so is a great mix of cars.

On the Triumph front, Adam Chignell's Mk 1 Pi and mine were sat together. Later in the evening a bit out of big saloon, but an original Triumph Vitesse turned up!

It also went to the monthly Pinewood nursery classic car show in late April. It's a general car show, so all sorts and types turn up. It was reasonably bright, but the temp had gone down from the mini summer we had, but still, just about dry.



The first big outdoor show of the year for me is the South of England Meet. My thanks to Micky and Julie and all those involved for

making such an enjoyable show. It was clear to see the TSSC team were kept busy through the day too, so thanks to all that team too. I was personally so pleased to see the amount of 'saloons' attended! I'm sure it's the most I have seen in the last few years of attending the show. If you attended in your saloon, may I thank you, and if you have images of your car, or a short story of your day went, please do send them to me.

I headed down the M40 then the M25 to Leatherhead. Fortunately (and rarely) the M25



was running really well. The 2000 is very happy on the motorway, and sat at the legal speed limit, feels just what it was made for. Business when you had to visit customers rather than emailing, and family holiday's that mainly stayed in the UK.

Anyway, arrived at Leatherhead, parked up and started having walk round chatting, and just seeing more and more big saloons arriving which was great to see.

Well, I hope you found some of the images entertaining. As I say, I welcome any stories and images of your big saloon. Please do have a think and let me know.

Hope you get to use your big saloon for shows or shops, but just try and get it out there and enjoy your Triumph!

Take care,

Carl

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
27th June to 1st July 2019
with the actual
Peak Run on Sunday 30th 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 nights 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

For more information you can:
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Look back at the Peak Run

by Colin Wright - Derwent Valley AO

**30 years.....think about it....
30 years of Derwent Valley's
Peak Run.**

This year I made the 500 mile round trip from North Devon to Ashbourne in my Stag on one of the hottest weekends in the year, and having only just (the week before) replaced a cylinder head I spent the whole of the M5 watching oil and temperature gauges, thankfully she never missed a beat despite sitting in several traffic jams.

When I arrived on Thursday, Colin and Richard were already setting up their vans, and I set about pitching my tent be-



The Chase DV Style!

tween them. Before long the keen Peak Runners started to arrive and set about marking their territory with screens, lights, BBQs and provide some

entertainment with awning erection. One couple who shall remain nameless (for now) took over 4 hours to set up...I had

**"started to wonder
what the hell was
happening to their
quiet weekend"**

driven from Devon in less time!

As is the norm, Friday is spent welcoming more campers and setting up flags, signs and notices so that no-one is in doubt that DV has arrived in town. Some caravanners who were already pitched in the corner of our allotted area started to wonder what the hell was happening to their quiet weekend in the Derbyshire Peaks.



Chase Cast were old favourites

Little did they know it would get worse, much worse!

Friday night in the function room starts our weekend antics, with a few games thrown in to allow the guests to join in as they feel fit. This year, after a few rounds of "Sticky 13" and Plant Pot Marble Challenge we played the DV version of "The Chase". This turned out to be quite a challenge for me as I was playing Radley Belch and to make it difficult (for me) the DV team had not shared any of the questions beforehand. The questions had been dug from the gutter of the internet with innuendoes and dodgy pronunciations a plenty which had me as well as some of the audience in tears at times.

As we didn't have the budget or skills to have a clever scoreboard, Roger had made one in his garage that required manual updating. This was performed by my Pointless friend, Colin, who had come to the wrong quiz show! Four victims, sorry volunteers, came up from the floor to see if they could beat the Chaser - Pete Davis, Jane Smart, Adrian Hadfield and Carl Hutchinson. Each faced a different Chaser for their round, and a fifth Chaser for the final. The Chasers were all well-loved characters from Peak Runs of yesteryear.

These were:
The Naughty Schoolboy, The Porno Chef, Nurse Lovelace, Headmistress Miss Crunch-Ball and The Vicar. Played by Roger, Richard, Julie, Angie and Paul respectively.

Adrian was knocked out in the first round, the other three won 70,000 DV Dollars (which are worth £1 in real money).

The evening was rounded off

at the bar!!

Saturday came and we prepared the day's events. The theme this year was "Gypsies, Tramps and Thieves" so as the campers were getting their

people to attend the Ashbourne Festival, go for a walk, play Beer Pong or whatever. What they didn't realise was that whilst they were busy, a thief was at large stealing what-



breakfast, they were annoyed by Colin who was trying sell Tarmac driveways in his best Irish accent.

Due to the good weather we were able to do an autokarna, testing skills such as reversing, changing a wheel, rolling a tyre etc, against the clock, which proved very popular and even attracted the attention of non Peak Run campers.

The afternoon was left free for

ever he could carry including the gnomes, ketchup, windmills, frying pans, hats that they were still wearing and even large gas bottles.

As usual, whilst the Peak Runners were occupied during the afternoon, the DV Crew were busy getting the function room ready for the party night

Soon the evening was upon us. Bar snacks and beers were consumed. We started with Heads and Tails and stand-up, sit-down bingo run by Julie and Angie in their inimitable style...





Prince & the Tramp

The room was divided into 3 teams, Gypsies, Tramps and Bankers and the silly team



Road Kill Feast

games began. Roll a nub end, Spaghetti eating (from Lady and the Tramp), Bin rummaging, Bin food/roadkill eating and Nose bag. These games were interrupted by Police raids where individuals caught with drugs (Smarties) were arrested and escorted out the room.

This year, due to work / time pressures, we were unable to perform a finale, however, we did get everyone on their feet as three of the local children taught us a routine.

The Run

A glorious Sunday morning arrived and cars started to assem-



The Run gathers

ble outside the function room where many bacon cobs and cups of tea / coffee were consumed prior to the Run driver's briefing. We were really pleased to see **John Eade, the founder of the Peak Run**, join us for the 30th Peak Run. At 10.00, the cars were sent off on their way for the 30th Peak Run, a drive of 90 miles through the stunning Derbyshire Peak District.

Three hours after setting off, cars started arriving at 11am, a stunning country house and grounds in Derbyshire. As England were playing in the World Cup that afternoon, we did lose some runners en-route, but we had anticipated this and arranged for the big screen TV at the campsite to be available. They were parked up and admired by all the visitors enjoy-



The Run



The Run Finish



Peoples Choice Triumph - Jordan Hadfield

ing a day out. Cars were judged, Peoples Choice votes were then counted.

The 2018 winners

Car of the Show

John Eades Austin A40
owned by Pat Salsbury
from Long Eaton

People's choice 1st Triumph

- Dolomite 1.3 owned by
Jordan Hadfield from
South Yorks

People's choice runner up
Triumph - 2.5Pi MkII owned
by Julian Wadsworth from
Pickering, N. Yorks

People's choice non
Triumph - Sunbeam Tiger
owned by Gary Flinn from
Derbyshire

Brian Watkins memorial
trophy - Toyota MR2 (is it
a Ferrari?) owned by
Richard Shaw - Birmingham.

Special Prize

Longest camp set up

The Hadfields (oops I said I
wouldn't name them)

Please join us for the 31st
Peak Run which will be held
on 30th June 2019 with
camping available from
Thursday 27th June to Mon-
day 1st July 2019.



The Car Of The Show - Pat Salisbury's A40



**Peak Run Peoples Choice Non Triumph
Gary Flinn's Sunbeam Tiger**



Herald 60th

Triumph Sports Six Club



A busy time for Herald Prototypes

Two Herald (Zobo) saloon prototypes were built in mid-1958, X619 and X624. One of these X624 (Registration # WRW 404) took part in the trans-Africa journey at the end of 1958 as a Signal Red and Sebring white LHD car with a coffee interior (Courier #463, p52). Rather than having a well-deserved rest the car was refurbished, and supplied to The Motor magazine for road testing in Wales in early March 1959. The test was published in the April 22nd 1959 edition of the magazine and The Motor notes that "the test model had LHD but the (interior) illustrations are of



the number plate indentation painted in coffee.

As I am 'building my way' through models of the prototype Heralds I used 1/32nd slot car bodies, modified for LHD, to make representations of X619 and X624 painted in authentic colours from the TSSC shop. The car bodies were married to slot car chassis



Although prototype X619 was built in mid-1958 it was not registered, as WVC 934, until December of 1958; no doubt it had been driving around the country on 'trade-plates' and rattled to death at the MIRA testing facility! WVC 934 was also LHD, it was originally painted Lichfield Green and Sebring White with a coffee interior and the boot lid indentation painted in Lichfield Green. WVC 934 can be seen in numerous publicity photos and adverts in early 1959. Like X624, X619 had a second wind. It was repainted Powder Blue (monotone) with a coffee interior and went to Eire in late March 1959 (along with production coupe WKV 978 in Powder Blue and Sebring White) to take part in publicity photos and a 'tourist' film 'Return to Kerry' – jointly

a RHD model". There is a B&W picture of WRW 404 in the Motor article; I have also managed to track down some colour photographs which show the car to be Coffee and Sebring White with a coffee interior and



produced by Standard-Triumph and The Irish Tourist Board (thanks to Paul Robinson for additional information).

I've assumed that the use of the two well used saloon prototypes in early 1959 was dictated by availability; although coupe production started on January 13th 1959, saloon production did not get underway until March 18th 1959 – rather close to the April launch! I'm still in the dark as to why both the saloon prototypes were LHD though; if anyone can enlighten me I would be very interested. There is a lot of additional information in the book 'Trauma at Triumph' (triumph-herald.com) which is well worth a read.

Chris Longhurst



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2000 MK2 SALOON Full set of car seats. Drivers seat requires some attention. Very

good condition. £250 ONO. Trevor Norris (March, Cambridgeshire) 07434 603607

9 ROSTYLE WHEEL HUB CAPS. Good condition. One has a largish dent and a couple have some superficial scratches and very minor dents. Photos available. David Arnold (Newton Abbot, Devon) 07876 643638.

TRIUMPH TUNE TT4713N rear spring for GT6 Mk1 new £150.00? 1 Pair fibreglass front 1/4 valances suit GT6 MK3 / Spit IV/1500. GT6 MK3 Filler cap. Contact me for garage clear out parts list. Doug Balderson (Near Stamford) 07860 415950.

PARTS WANTED

CONVERTIBLE HOOD FINISHING STRIP - VITESSE. I'm looking for a replacement leading edge finishing strip for my Vitesse hood - must be in good condition with bright metal end caps. Peter Malt (Camsb) 07785 368671.

ENGINE WANTED 13/60 engine wanted - at least good enough for reconditioning. Sadly mine isn't. John McNeil (South Camsb) 07580 443593.

HERALD TOW BAR wanted (For Bike Carrier) Ideas for Carrying Bike on Herald Welcome. Alan Jarvis (St Albans) 07519 432611 Mob.

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TSSC OFFICERS

Triumph Sports Six Club

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

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HERALD 13/60	Darren Groves , 6 Govetts Field, Launceston. Cornwall. PL15 9FQ. Tel: 07806 351499 e-mail: 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.
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
VITESSE 1600/ Mk I/II	Dave Rumens , 3 Flecker Close, Thatcham, Berkshire. RG18 3BA Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk
GT6 Mki/II/III	Andy Cook , 7 Albany Road, Fleet, Hampshire, GU51 3NA Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk
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YOUNG MEMBERS CO-ORDINATOR	Alyson Anderson , 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ e-mail: youngmembers@tssc.org.uk
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June 2019

AREA NEWS

AREA Directory • News • Events

New Dalesrun 2019 21st, 22nd & 23rd June

The 2018 Dalesrun will be based at High Laming Camping and Caravan site,
Dent, Near Sedburgh, Cumbria, LA10 5QJ.

We will be taking you through some of the most wild and scenic areas of the Yorkshire Dales.

Eligible cars – you are welcome to take part in any vehicle, as long as it is capable of keeping up with a Triumph from the 1960's. The run will be segregated into Triumphs, then other classics with the more modern cars at the rear.

Anyone is welcome - the event is primarily to raise money for our chosen Charity which for 2018 is the Yorkshire Cancer Centre (Bexley Wing) at Leeds General Infirmary.

Saturday evening entertainment has once again been organised in the Village Hall, so come along and enjoy yourselves and help us raise some funds for the Yorkshire Cancer Centre.

This year we have the following:

Arrival from Noon on Friday 8th June.

Check in will not be open before this time.

A scenic Saturday run through the Yorkshire Dales which includes a leisurely lunch stop with pubs, picnic areas and café facilities.

Saturday evening raffle (Donations welcome) including superb entertainment with our very own Alan!

Wind down Sunday including a treasure hunt (on foot!)

Discounted rates. (Only if booked through us)

Completely separate area on the campsite.

Complimentary tea/coffee/squash all weekend.

Dog friendly site. (Must be kept on leads)

The site accepts tents, caravans and motorhomes.

AS ALWAYS, PLEASE ARRIVE WITH A FULL TANK OF FUEL! WE WILL NOT MAKE A STOP FOR REFUELLING

Please note: If you are bed and breakfasting there is a £5 per day charge for parking on the camp site. We recommend you park in the free parking organised by your B&B.

Any other general queries regarding the weekend, please contact Richard on 0776 635 4449

Our preferred method of payment is BACS to Miss C J Allen, 53-50-52, 13057022.

Please add your Vehicle Registration Number as a reference.

Paypal payments: Please add your Vehicle Registration Number as a note and send as "friends and family" to: callencj@btinternet.com or

Tel Candi on 0781 046 1252 for alternative methods of payment or any booking queries.

Name(s) : _____ Address _____

Tel: _____

e-mail: _____ Club Area _____

Car: _____ Reg No: _____

2018 Camping Prices

Tent or caravan (inc 2 adults and 1 car) - £21 per night

Motorhome (inc 2 adults) - £18 per night

Small Hiking tent (single occupant) - £9 per night

Extra adults - £2 per night

Extra children - £1 per night

Dogs - £1 per night

Extra cars - £3 per night (First car free per pitch)

Electric hook up - £4 per night

Are you staying in a Tent/Caravan/Motorhome? (please circle)

Camping Friday _____ Camping Saturday _____

(Please tick for night/s you are staying)

Total per night for camping

£ _____ - _____ x _____ nights = £ _____ - _____

Weekend price PER CAR taking part in the run is £10

Grand Total £ _____ - _____



AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 The Joshua Bradley, Stockport Rd, Hyde, Stockport. SK14 5EZ.	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ	1ST SUN. 7.30PM.
LIVERPOOL	Mark & Tracey Lamb: 07975 591421 Vikings Landing. Stonebridge LIVERPOOL L11 2BD	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 CONTACTAO's FOR MEETING VENUE	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	1ST TUES. EVES.
NORTH YORKS	Richard Briscoe: 07766 354449 Greyhound Inn - RICCAY. YORK. YO19 6TE	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.	2ND TUES. 8PM.

MIDLAND AREAS

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

AREA DIRECTORY CONTINUES OVERPAGE

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 <i>George & Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR <i>Sharmans Cross</i> - SOLIHULL WEST MIDS B91 1HT	1ST TUES. 7.30PM. 3RD WED. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Nightingale</i> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 The Plough - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
ESSEX	Allan & Janet Jannaway: 01375 672072 OR 07934 027704 <i>"Passing Thyme" Cafe</i> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>The Wharf</i> - DARTFORD - OCTOBER TO APRIL	4TH SUN. 12 NOON
NORFOLK	Mike Carroll: 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH NR4 6LA	2ND MON. 8PM.
NORFOLK WEST	Toby Cowper: 07966 386888 <i>The Sand Boy</i> - Gayton Rd - BAWSEY PE32 1EP	2ND MON. EVE.
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Hart & Magpies</i> - BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	(New AO) Derek Skate: 07932 179459	
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 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
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07900 657176 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>George & Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 For Venue See Area News.	2ND THURS. 8PM
AVON	David Stroud: 07816 952524 The Wishing Well - CODRINGTON. BS37 6RY	1ST TUES. EVES.
CORNWALL	Carol Coventry: 07979 464643 Hawkins Arms - ZELAH. TR4 9HU	2ND THURS. 8.PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 Claycutters Arms - CHUDLEIGH KNIGHTON. TQ13 0EY Ring A.O. Details	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 (New Joint AO) Andy Luckhurst: 07971 413045 Crealock Arms - BIDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 Red Lion - WINFRITH. DT2 8LE	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 Aviator Inn - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
SOMERSET	(New AO) Harrison Every: 07850 273823 (New Joint AO) Maggie Love: 01749 850734 The Apple Tree Inn, West Pennard, GLASTONBURY, BA6 8ND	2ND THURS 8.PM
SWINDON	Looking for AO Ring Nigel Hill for Details 07976 163006	
WESSEX	Trevor Carlyle: 01425 475376 Tyrrells Ford - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

WELSH AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 Nortel Social & Athletic Club NEWTOWNABBEY BT37 0EB	1ST WED. 8PM.
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International Contacts

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SWITZERLAND	Philip Bellamy	0041 79 347 1221



ALO REPORT . . . ANDOVER AVON

TSSC AREA NEWS

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

Hi everyone, myself and Nigel would like to say Thank you for our lovely awards given to us at this years AGM. We both weren't expecting any awards as we both enjoy the work we do for The Triumph Sports Six Club. It is always nice to receive an award in something that have a passion for and hope you as Area Organisers feel the same.



We do know how much hard work you all put in to your areas. We try our best to keep up with the trends for example Facebook, Twitter and Instagram etc. The social media is a good tool to spread the word around various events locally and further afield.

As the season is well under way and seeing photos in the Courier and Facebook looks like the fun is happening, Myself and Nigel had the pleasure of Going to South of England meet (SEM) and we are looking forward to Laon with the Club and friends. Looking forward to the trip.

We often look through the classic car weekly and seeing all the photos through there around the whole country is amazing, all the classic car events.

Hope to see you all at the **Stratford upon Avon Inter Club event in August.**
Cheers

Nigel & Di.

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

To begin with, an apology to those who turned up at The Chalkhill Blue for the April meet to find us lacking, and then spent some time trying to remember what we had said we would be doing that evening thus having to miss it.

The sad truth is that, for the first time either of us are aware, we simply forgot it was the meeting night! We can only grovel to those who did manage to remember such an important event as we have been completely topsy turvy the last month getting the whole house shuffled around to get carpets and flooring laid in almost every room in the house - those of you who know how small the house is, and how much stuff we have in it, may have some understanding of how it's been here. Oh, and the April page of the calendar had fallen down and we were still looking at March!

Southampton Bob reported afterwards that "he, Ed, Kevin and Robin had a good evening. Ed's added another TR6 project to his stable, or his son has, a CP model, and it sounds like the body is already in bits with various panels being replaced. What it is to be able to weld. Discussion also ranged round Robin's 'French' clock, it seems Kevin is an antique clock specialist."

Unfortunately we will miss the next two meetings too, in May we will be in Scotland for a funeral and in June we will be away on the canals, so we hope we will actually recognise those who make it to the Royal Oak in July, it having been so long since we'd seen them!

Guy & Suzie

- Next meetings**
June 13th - The Plough at Grateley, SP11 8JR (we will be away on the canals for this one but look forward to hearing what the pub's like now)
June 26th - Newbury Area meet at The Downgate, Park St, Hungerford RG17 0ED
July 11th - Royal Oak, Goodwood Clatford, SP11 7QY

TSSC AVON AREA

We will be holding an open event on the 22nd June at the "Wishing Well" at Codrington, from 11.30 to 4.00pm.

No prizes & no entry fee, just a collection for local charities for those wishing to donate.

Food will be available all day from the pub.

This is not meant to be an auto jumble but if you have any small parts that you have had kicking about for some time, then this could be a good opportunity to get rid of them.

Contact:- Dave Stroud (AO for Avon)
01454 313768 or 07816952524

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

Hello all Sorry about the lack of words in the last issue, my biro ran out of ink.

I'm glad to say that we have started attending rallies, starting with the Redhill breakfast gathering. Bit of a queue for the breakfast but well worth waiting for. There was a very good attendance there with a great variety of cars and bike both past and present.

This has been followed up with the Mells Daffodil Rally, Weston-super-Mare cars on the lawns and Easter Monday with the "Coleford Festival of Transport" in the Forest of Dean. For drive it day this year we started from the Wishing Well and took a tour through the Mendips, Cheddar, Axbridge and on to the Helicopter Museum at Weston-super.

There were 14 cars on the run and with no mishaps on the way we arrived at the museum and were given a tour of the extensive collection that is there.

The day was rounded off by a Sunday lunch at a local pub.

Our forthcoming events for this year are as follows:-

- 3rd&6th May. Abbeyhill Steam Rally.**
- 5th May. Bowood at Bowood House.**
- 18th&19th. Castle Combe - Castle Combe Race Circuit.**
- 2nd June. Berkley Classic Car Show at Berkley Castle.**
- 2nd June. Ace Run.**
- 9th June. Beachside Car Show at Brea.**
- 15th&16th June. Bath Festival of Motoring. Landsdown Rugby Ground.**
- 22nd June. Avon Section car event at the Wishing well.**
- 6th July. Thonbury Carnival at Mundy Playing Fields.**
- 6th&7th July. Heddington & Stockley Steam Rally.**
- 13th & 14th July. Powderham Classic Car Show at Powderham Castle Devon.**
- 14th July. 750 Motor Club at Newark Park.**
- 26th&28th July. Boconnoc Steam Fair. Cornwall.**
- 11th August. Hay on Wye.**
- 16th&18th August. All Triumph - Stratford**

These are the main events for 2019, it may be other events will be added where there are vacant weekend dates.

As can be seen in our events calendar we are holding an open day at our club meeting venue, The Wishing Well".

This is intended to be a gathering of not only our club members but will be open to any one from other areas, to come along have a chat and meet old acquaintances.

There will be no entry charge, it is not meant to be an auto jumble, but should anyone attending wish to bring along any small parts that they have been falling over for a long time, then it could be a good event to sell them.

The event will take place **22nd June** from 11.30 till 4.30pm; food will be available all day from the bar.

We look forward to hopefully seeing you there.

Safe Driving

Dave

**CAMBRIDGE . . . CANTERBURY
CHESHIRE . . . CORNWALL**



TSSC AREA NEWS

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

We haven't had the May meeting yet because of bank holidays but here is a writeup of Cambridge Area's trip around the NC500 and Skye:

The last weekend of April saw nine sports cars from the Cambridge Area and its environs make a trip to the very edge of the Highlands of Scotland to do the famous North Coast 500 and a circuit of the Isle of Skye, a trip we called the North Coast 850.

A full Write up and Pictures will appear in the July Courier.
The June meeting is Monday June the 3rd at the Plough

Tom

CANTERBURY Tel. 07932 179459

Sorry if anyone turned up at the Chequers last month and found no one there, but unfortunately we got a phone call two days before informing that it was to close forthwith, although Derek sent an email to all those on his list and Ray put it on social media apologies if we missed you.

So we are homeless again. Shame as it was a nice pub with a large car park.

So, a new venue was needed quick. I seemed to remember years ago about a pub where the TR group used to meet near Barham and so it was arranged. Unfortunately (for us not them) since those days it has become more foodie and therefore more popular and also lost some of the car park, so unsuitable.

If anyone can think of a suitable venue near Canterbury can you contact myself or Derek and we will look into it.

As nothing will be sorted this month there will be no meet on the 6th. Watch this space, as they say.

Regards

Dell

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

The first show this year has been Sandbach Festival of Transport, held on the 13th and 14th of April. With a week to go, the forecast was 12 and 15 degrees for the two days, but as the week progressed the temperatures dropped and then even the sunny intervals on Sunday afternoon were replaced with clouds. So it was a bit nippy, but a splendid turn-out for both days. I think there more Triumphs on Saturday, and definitely more Fodens (and ERFs) on Sunday. There was a live band (as in rock music) on Saturday, which didn't seem to go down too well with some of the exhibitors, but I enjoyed the sounds.

Bob (of Maisie the Moss) put in a cameo appearance, and I am now educated in Morris Minor wheel nuts. These are apparently Whitworth (the owner told me), as the spanner for Triumph wheel nuts from Heap the Vitesse wouldn't fit his Morris Minor.

Both Cast Iron World (6 pot) cars have now been invited to the June show at Tattton. I shall take the tow rope just in case the GT6 exhibits its normal Tattton behaviour. A little after I wrote this, the GT6 had a test drive prior to Drive It Day, and required a tow rope to get it home.

We had a good Drive It Day. Four ragtops went to Leek, Carsington Water, Crich Tramway Museum, and Sutton Hall. The weather was dry all day and sunny in the afternoon (Saturday had been rather wet) and the roofs stayed down (apart from Sutton Hall). At Carsington Water, we met the Sprite/Midget Club who had about 15 cars in their entourage, and there were about 70 2CVs at the Tramway Museum. I must have worn the headlamp flasher out greeting 'older' cars

coming the other way at all stages of the journey.

The NHS played with me in the morning, so I accepted a lift to our meeting in the Cast Iron World 4 wheel drive. I showed the pictures taken on Drive It Day and Sandbach, we talked about Tattton 'tickets', Bond hoods and an elusive trimmer person, amongst other things. The man from Crewe and his lady wife are off to Spa with a recently acquired boot rack, so we wish them 'bon voyage'.

It was COLD on Bank Holiday Monday, but it was also dry and attendance at Gasworks Hall was very good. Lots of conversations, many Triumphs, the mob from Bolton (Wigan) were present, as was a Stag from Stagfordshire, and at least two Bonds.

In June we have Tatton on the 1st and 2nd, Hale Village Carnival on the 8th, the 1000 engine Rally at Astle Park on the 15th and 16th, and Lymm Historic on the 23rd.

Our next meeting is on Thursday 6th June at the Cock and Pheasant. First run out of the year, so 7:30 for 8. It's the Swettenham Arms once again, but they now have a Classic Car' thing on Thursdays as well as Tuesdays,

Henry

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Hi All, glad you didn't miss me at last months meeting, I heard that you all had a good evening and that it was well attended. We had a great turn out for "Drive it Day" which Mike has kindly wrote, Drive It Day dawned wet and windy, but 13 cars from all over Cornwall were not deterred and met at Cornwall Services for the drive up. It was good to see such a good mix of Triumph Clubs. We quickly decided not to mess around and go straight up the A30 to our destination Dingles Heritage Fairground Museum. At a steady 50mph we were quite a sight for the other motorists overtaking us, on a busy Sunday. We arrived without too much of a hitch (I had to stop to sort out my windscreen wiper, but fortunately I was able to use the paper clip that had been annoying me rattling in the ashtray). All parked up we went to the Museum, or more accurately the café! Morning coffee was followed by a tour of the museum and we quickly found that since our last



visit, nearly 10 years ago, a lot of exhibits had changed. By now it was nearly lunchtime,

so we went back to our cars for lunch. Suitably refreshed we headed directly for the Fairground, which fortunately is all under cover. The Carousel (Gallopers) had been moved inside and the Watzler had gone, The Rocket had also replaced another ride that we couldn't remember. Having precured tokens earlier (another change) we headed for the rides. Straight after lunch this didn't feel like a good idea, but we all survived. More tokens, more rides and we finally realised that we were all 'faired out'. There were so many highlights that it was difficult to name any one, but I really enjoyed the Ghost Train and all the screaming! By about 3pm most people were ready



Cornwall Continues

for the drive home, which became brighter and drier the closer we got. It was good to see so many cars from clubs all over Cornwall and Devon, thank you all for making the effort, I hope you all enjoyed yourselves. All together I counted around 35 Triumphs, not as many as last time, but still a decent number and it was quite a display for the other visitors, as were the Harley Davidson bikes. Thank you all for coming, I hope you all enjoyed yourself; you seemed too! Where do you want to go next year? Thanks Mike for organising, a great event which we all enjoyed very much.

Onto another event, I have just returned from a wonderful few days in the Isle of Wight, celebrating 30th years of the areas camping weekend, although most of us including me are in the static caravans these days. Four cars travelled up from Cornwall this year, two TR7s, a GT6 and my 1500 Spitfire to meet with around 65 other Triumphs! an amazing effort by everyone. All our cars did not miss a beat and drove around the Island all weekend with top downs in the sunshine. Once again Tracey and Elaine you did the island and the TSSC proud and all of us enjoyed your well organised event. Here's to 2020!



No more news from me, lots of shows coming up now, so please have a look on our Calendar of Events, or do come along to a meeting or give me a call to find out what is happening in our area.
Happy and Safe Motoring
Carol

Up Coming Events: JUNE

Fri 31st May - Sun 3rd Colin's event at Martock
Thur 13th Club Night at The Hawkins Arms Zelah
Fri 28th - Sun 30th Cornwall Weekend Event at Pentire Coastal Holiday Park, Kilkhampton, Bude

JULY

Fri 5th - Sun 7th Padstow Steam and Vintage Rally
Thur 11th Club Night at Hawkins Arms Zelah
Fri 12th - Sun 14th Powderham Historic Vehicle Sun 14th Wadebridge Wheels
Fri 26th - Sun 28th Boconnoc Steam and Vintage Rally
Fri- 26th - Sun 28th St Buryan Vintage Rally

AUGUST

Sun 4th Mount Edgcumbe Classic & American Car Show
Thur 8th Club night at Hawkins arms Zelah
Sat 10th Carnhell Green Vintage Rally
Fri 16th - Sun 18th TSSC & TR International at Stratford upon Avon Race Course
Fri 16th - Sun 18th Cornish Steam & Country Fair Stithians Showground

IMPORTANT NOTE

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

COVENTRY

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Hi Folks We start this newsletter with a very sad announcement, one of our long time members **Nigel Symonds** passed away on **Tuesday 23rd April** in **Myton Hospice** after a long battle with **prostrate cancer**, our thoughts and condolences go to his wife **Sue** and all his family. **A service for the celebration of his life will be held on Monday 3rd June at 11.45am at Holy Family Church in Holbrooks, Coventry, followed by Cremation at the Heart of England Crematorium, Nuneaton. All those who wish to attend please do so in your classic cars.**

Our first club outing in April was to Daffodil Sunday, Monks Kirby on the 7th, 11 of us in 6 classic cars enjoyed a show where there was a good turnout of classic cars, approximately 100 in total, the day was a little chilly but dry, all proceeds go to charity, so a go on the tombola stall was a must and very rewarding as well as we won 3 bottles of wine, not bad for a fiver.

The following Sunday the 14th was the Heart of England meet at Bulkington, a nice day weather wise resulting in a lot better turnout we counted 36 vehicles in total and a lot of work has now been carried out at the rear of the Club in readiness for a new lawn area which when finished should lead to a more attractive venue.

Easter Weekend we attended the Gemini Motofest at Chetwynd Deer Park this being a new venue for them, the setting was superb, along with Paul & Joan we camped over looking the lake. On the Sunday we were joined by Roger & Dot



and on the Monday Chris & Alex, Sunday was a very good turnout but Monday was a little quiet due possibly to Weston Park, which is just down the road holding an event run by The Classic Car Shows. The weather was fantastic, bright sunshine all weekend, but not

many stalls to peruse around and also no beer tent or bar.

Sunday 28th it was off to the Oddhouse at Snareson for their Classic Car and Rock 'N' Roll day, again 11 of us in 6 cars in our group in our St Georges / England Regalia which included Phil with his hand bag, see photo's. About 36 cars in total turned out, a lot of them we hadn't seen before which included 2 Model T's and a least a dozen American ones. A day with a difference but very enjoyable, the rock band was unfortunately inside the pub so not quite the atmosphere we were expecting and the carvery left a little bit to be desired, but hey with a free meal for all the drivers we are not complaining and the draught Bass was excellent.



Our monthly meeting at the Bull & Butcher on Tuesday 7th



TSSC AREA NEWS

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W/E 16-18th August Triumph Weekend, Stratford on Avon Racecourse www.triumphweekend.com or see Courier for details.

We Aug 31st-Sept 1st Shackerstone Family Festival
www.shackerstonefamilyfestival.com
Sunday 22nd September Kettering Vintage Rally and Steam Fayre www.ketteringvintage rally.com

CUMBRIA

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May was well attended with 8 of us enjoying a meal in the restaurant before being joined by a further 11 for the meeting, Ann opened the paddock at the rear of the pub for us to display our cars but for various reasons only 3 Triumphs were on show, lets hope for a better display next month, come on folks dig your beautiful cars out and join us.

First event this month is Bidford Vintage Gathering we are camping the weekend so if you have entered let us know which day you will be there so we can save you a space.

The Heart of England meets at Bulkington have now changed to the 2nd and 4th Tuesday of the month until October starting with Tuesday 14th from 6.30pm and then Tuesday 28th. see you there, good fish and chips from round the corner and cheap beer plus of course excellent cars and company.

Have been given all the dates for **Kineton** from Roger they are on the **first Thursday of the month** from 6.00pm, **6th June, 4th July, 1st August, 5th September, 3rd August, 5th September and 3rd October**, lots of classic cars and **Coventry Motofest on Sunday 2nd June** we will meet at the Alvis Retail Park on the Holyhead road in front of Curry's at 08.15am to travel into city centre together, please let me know if you are coming so we don't leave you behind. There is no entry form just turn up.

Rainsbrook Valley Railway Picnic Day on Saturday 20th July we will now be meeting an hour earlier at 12noon.

Shackerstone Family Festival we will be camping the weekend on the showground and we will be joined in a combined stand with the Heart of England and ASOC so when you fill in your entry form please state where it says club, Coventry TSSC/Heart of England/ASOC Joint Stand.

Have ordered New Flag / Pole / Spike and car Stand base with Area of Year 2014 on flag, cost with £50 discount from TSSC is £78.

That's all for now folks lets see a few more of your lovely classics at some of our events, don't forget all classic welcome. Regards

Phil & Lyn

Forthcoming Events:-

Sunday 2nd June Coventry Motofest Coventry City Centre <http://www.coventrymotofest.com/> Meet in Alvis Retail Park Holyhead Road, in front of Curry's at 08.15am

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

Tuesday 11th June HoE meet Bulkington
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 04448 564541
www.midsummervintagefestival.co.uk

W/E 28th -30th June Derwent Valley Peak Run.
 Ashbourne Derby, 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

Sunday 6th July Hollowell Steam & Heavy Horse Show
 Hollowell Northants,
www.hollowellsteam.com@hotmail.co.uk

W/E 12-14th July Northants Camping Weekend, Little Slaughter, Northants 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

A number of us travelled to Dalemain for Drive it Day, Sunday 28th April. A report from the organiser has said that there was over £1600 collected on the day and that there were 270 cars attending. The money will be distributed between two charities, The Calvert Trust and The NW Air Ambulance.

Our area has very few opportunities during the winter months to meet up, have a general chat and promote the club. As last year I got there early and parked up at the bottom end of the field under the trees. Apparently, according to the head organiser (GF), we should not be parking all together but mixed up with all the other cars. The Morgan club also did the same as us. Those that attended the event have no doubt spent this week cleaning the sheep muck of their cars. Once it dried it is very difficult to get off. It was only when I arrived that the farmer chased the hundreds of sheep into another field. We will be looking at doing something different next year. This week's Classic Car Weekly, 1st May, has a very nice photo of our cars and us at Dalemain, including a stunning-looking Stag. (The later words from the photo). Well done Phil and Sue.

I was busy again at the weekend doing valuations on our cars. This has proved to be a very good step forward for everyone as you don't have to go through the process of taking photos and sending the form to HQ. I have been advised that if you have had a valuation done by myself, that you keep a photo or two with your valuation form in case anything should happen to your prized possession and have to make a claim. In some cases the insurances companies want to see the photos, when a claim is made.

After 27 years the **Selkirk Vintage Car Rally** scheduled for the **15th September** will be the last. Many of us made the trip and camped over the weekend, but we have not done this in the last two years. Camping and driving onto the field was always a challenge but the show always had a lot to offer with the trade stands. The weather, we all know about that, and falling ticket sales are the reason for the show ceasing.

Forth coming events: **16th June, Grasmere show.** Would everyone going to this show please fill out their own entry form and post it to the organisers as I am not doing block bookings this year. If you have not been emailed a form then please contact me. You can gain entry on the day at a cost of £10. **7th July, Distington show.** Tony has sent in a number of entry forms for the club so you can just turn up. In the past we have not had to show a pass. We will have the usual BBQ, fire provided.

Safe motoring

Roy

IMPORTANT NOTE

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



TSSC AREA NEWS

DEVON

DEVON

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or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

As usual, starting with the April Club Night at the Claycutters. A good turnout of cars again, with new addition being John J's stunning supercharged TR6 which was much admired. With Bob's Vitesse dropping something as yet unidentified on the way from Plymouth, we had Shane's Dolly, Phil's magenta GT6, Dan's Acclaim and a plethora of Spitfires, Peter B's, Mike's, Nigel's, John L's and back in the fold after a while away was Mark & Jane's. We welcomed John to his first meeting with us and loved the modifications he has made to his car. Nigel and I brought everyone up to speed with our recent trip to Lubenham for the AO meeting and AGM. The major points to mention were the re-launch of a much cleaner national website (tssc.org.uk) which now includes back copies of The Courier magazine, and which should be much easier to navigate, and the presentation from the new kid on the block in terms of the insurance panel – Classicline Insurance – and it will be worth contacting them when your renewal is due. Notably, they are willing to insure members aged 18 – 25 providing they are insured on another car – something which has been difficult for a few years. They are happy with declared modifications too, having experience of hot rods themselves. Crucially, the company remains independent. The idea from Nigel Hill (TSSC's Area Liaison Officer) of using a printed sheet of news events etc went down well and at the next Club night they will be in plastic see through table stands. As my John so delightfully put it, my head had trouble getting through the door at home, having been humbled and surprised to have been awarded Member of the Year – all down to you, our members.



Members were busy over Easter, some at the earliest show at the South Devon Railway at Buckfastleigh. Nigel's report on the Drive it Day event, running from the House of Marbles to Dingles Heritage Fairground at Lifton follows and I am sure it brought out the child in all who went- "Drive It Day dawned dry but as time passed light rain started falling while assembling at the House of Marbles. Myself, Dan and Mike in our Spits, Ian's pick up, Jaz in the Acclaim, Russ in his 2.5 PI estate, Dave's TR6, Shane's Dolly Sprint – all with partners, wives and children ready for a day at Dingles Heritage Fairground. There was a choice of routes ranging from an over-Dartmoor scenic run, a hop across the moor via Mortonhamstead or the quick run round the A38/A30. The scenic run headed off led by Dave in his TR6, Mike headed off to Moretonhamstead and I waited with Russ to see if any others would appear – in due course Peter in his Spit turned up but was suffering a pang of conscience as his son was turning up at home for dinner and he had left his wife to handle it alone – he eventually relented and went home for dinner. Russ and I headed off on the A38/A30 and, after a slight deviation along some smaller roads, we arrived at Dingles before the Scenic run and joined the group from Cornwall. In due course cars from North Devon and the scenic run from

South Devon arrived and after a brief chat in the car park, due to the mildly inclement weather, headed for a tea/coffee and a day at the fair. Much fun was had on the 2p waterfall, one armed penny bandits, ghost train (really scary, the gallopers, weird mirrors and other assorted rides and attractions – lots of historical facts about fairgrounds. Although during the day there were over forty Triumphs you could still miss seeing people in the fair. Having never been before, I was one of many, it was a great day out and despite the weather not being at its best there was still time for a chat around the cars later on. It was excellent to see so many Triumphs out on a day when I am sure some people would have preferred to have left them in the garage. The scenic run was better than our last trip across Dartmoor in February but still not at its best."

The 30th Isle of Wight weekend saw 6 Triumphs and assorted moderns travel over and I'm delighted that this year my Stag made it there (and back). We had a wonderful time as usual and are already booked for next year. In all there were we think 68 Triumphs at the event, and we saw a number of others there including a Renown from Coventry!

Nigel will be at a number of events this year and available to do Agreed Value inspections of your cars – we do recommend this is done every two years, so contact Nigel to arrange a date to be 'done'.

COMING UP IN DEVON

One of the shows on the **first weekend of June** is at Lyneham House near Plymouth (run by Saltram Rotary), whilst some of us will again be travelling up to **Southfork Caravan & Camping site at Martock, Somerset** for the weekend Colin Watson is arranging. The following weekend a large contingent of Triumphs will be at the **Lyn Valley Show in North Devon and others will be occupied in East Budleigh. On Fathers' Day, June 16, we have our Tigers & Triumphs** event at the Dartmoor Zoo near Plymouth, which has free entry for driver and passenger. A change from our usual Trains & Triumphs!

Club Night in June is Wednesday 19th at the Claycutters Arms – now a very popular venue. We are hoping that the **Powderham** passes will be available by then to give out.

We will have a big contingent once again at the **biggest show in Devon in mid July**. Nigel is hoping to have a draft of the 2020 Calendar for viewing that night so get your pics in to him soonest!

Have you made your bookings for the **All Triumph Weekend in mid August?** By booking in advance the Ticket prices are Lower than if you Pay at the Gate – so do book early and support the Club and save some money. All details in the Courier and on the website.

Make a note in your diary for **Sunday 1 September** when we have been invited by **Club member Peter to Cornworthy for a BBQ**.

Having just returned from the Isle of Wight as I write this, it is hard to believe that, when this is published, we will be half way through 2019! Make the most of your Triumphs this summer and come and join us at some of our events.

DEVON DIARY

- Weekend 1/2 June Martock Camping Weekend**
- Sunday 2 June Lyneham House Show**
- Sunday 9 June Lyn Valley Classic**
- Sunday 16 June Tigers & Triumphs at Dartmoor Zoo**
- Wed 19 June Club Night Claycutters Arms TQ13 0EY**
- 13/14 July Powderham Historic Vehicle Gathering**
- 16/18 August All Triumph Weekend at Stratford upon Avon Racecourse**
- Sunday 1 September Club BBQ at Cornworthy**

Sue & John

DEVON NORTH . . . ESSEX

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A change of venue for the May meeting, we were back for a visit to the Bickford Arms in Holsworthy which we had previously been to in January, when the Crealock Arms unexpectedly closed for a few days.

The Bickford Arms is much closer to where I work on a Thursday so I was there very early, being a little shy I didn't fancy going into the pub on my own, so I decided to sit in my Herald until reinforcements arrived. Thankfully I didn't have



to wait long before Mike Hadley arrived in his Spitfire, its first Club Night outing for this year.

This gave me an opportunity to look over Mike's car to get a few reference photos for when I start to put my own back together. Whilst I have taken hundreds of photos during my rebuild, there's always something you forget to capture. Chatting to Mike about when he restored his MK4 led to talking about the front quarter valances, for which I only have the fibreglass ones that came with the car. Mike has a couple of pairs of steel valances in varying conditions which he has kindly donated to my cause, they need some TLC but that's no problem. This isn't the first thing he has donated to my restoration, I also got a new engine coolant drain tap, so thank you Mike.

The engine bay of Mike's car is quite something, not sure I have seen a Spitfire with quite so many shiny bits. It even attracted some of the pub locals over who couldn't stop saying how good it was. I think Mike must have too much time on his hands to keep everything quite so clean.

As Mike and I were chatting Nigel Kenneison arrived in his Spitfire, who is another donor to my restoration cause with coolant hoses (not purple), washer jets and quite possibly some stainless bonnet catch plates...thank you Nigel.

Nigel has recently fitted the Trunnionless Front Uprights as sold by Canley Classics to his car, for those that have not seen these they replace the sometimes troublesome front trunnions with a rose joint. Nigel likes them and says it gives the steering a more positive feel, the kits are well over £300 so not the cheapest of upgrades, but interesting to see them in the flesh.

With the 3 of us still in the car park, my fellow AO Andy Luckhurst and his son Matt arrived, not in a Triumph, but one day we hope this will happen! Andy is making progress on his TR4 project, but has been trying to achieve better gaps along the windscreen pillar. Like many a panel gap on a Triumph he can't get them perfect, but they are now perfectly acceptable so he can now move on to the next job. A few days after our meeting, Andy did share a video of his car moving under its own power for the first time in around 30 years, so it being on the road is getting tantalisingly close. The need for food and drink finally outweighed the need to look at the cars, so we ventured inside to get fed and watered.

Geoff and Dawn Wheeler then arrived, not in their Stag as

TSSC AREA NEWS



this is in dry dock for the moment with a leaking clutch slave cylinder, this had unfortunately stopped them attending our Drive it Day run on the previous Sunday.

Mick and his wife arrived about the same time, Mick seems much more mobile than the last meeting, so seems the new knee is bedding in nicely.

With Lee Williams and Malcolm & Mandy Huxtable coming in their cars, Spitfires easily outnumbered any other car in the car park. Simon Whenmouth was the last to arrive, though not in a



Triumph. There was one other Triumph in the car park, a TR3 driven by a local chap who decided to stop and say hello, sadly I didn't get to speak to him.

As is now a North Devon tradition, Malcolm arrived with his show and tell object, this month was a bit of a variation on a theme as once again it involved a tube and a plastic bottle (see pic). Once my suggestions of an implement to balance a single carb or a home enema tool were discounted, Andy (I think) came up with the correct suggestion that it was used to fill your gearbox or diff with oil...obviously really!!



Much of the talk was about our trip to Dingles Fairground Heritage Centre as part of our recent Drive it Day event. This was organised by Mike Crewes from the Cornwall area, so with cars from over the border and both Devon areas we had a healthy turnout of around 30 Triumphs. Dingles itself was great fun, with many a ride from when we were all a lot younger along with slot machines, stilt walkers, tight ropes and much more. Shame the weather was a little wet, but as the whole attraction is under cover it didn't spoil the day.

The June meeting will be back at the regular venue of The Crealock Arms, though unfortunately I can't be there as I will be travelling to the Laon Historique, on the same weekend is the Lynn Valley Classic which a number of Devon members will be attending. Lots of events coming up now, you can look here

<http://tssc-devon.org.uk/events/calendar.html> for more information. That's it for this month.

Date of Next Meeting: Thursday 6th June

Darren

ESSEX

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We have had a busy month of April things are hotting up and that's not just the weather. It has been a glorious April and we are all hoping May will follow especially as we have the Isle of Wight for a week. Our numbers are up to about 20 people at present that is for Essex and Somerset combined as we now often have joint trips out, miles permitting. More about that next month's report.

We had an impromptu run out for breakfast on the 6th March only a few of us as it was early but always nice to get out and



ESSEX . . . HERTS & BEDS ISLE OF WIGHT

TSSC AREA NEWS

Essex Continues

about with the cars, we were in our modern though as we had loads to do. This being retired is very busy and its true how did I find time to go to work.

On the 12th April we had a surprise visit from the Somerset clubbers Tina and Chewy they do this to us we were quite happily watching tv at 9.15pm when there was a knock at the door. Surprise this explained why Tina had asked Janet what were we up to at the weekend. A quick sort out of some wine and cheese with biscuits and we were set for the evening. We had a nice lazy Saturday I took Chewy out in the 2.5 estate for a run and he was well impressed.

The following day we had club day and we were very well attended 16 members and 4 children. Nice display of cars in the carpark and we had to take over more tables in the garden centre. Credit to them they are excellent with both the food and their kindness in accommodation all of us. It was a great meeting and even better with the weather. Tina and Chewy got off back to Somerset both ways they had an excellent journey (why does ours always take hours)

That night we headed out to the 200/2.5 meet up at the halfway house Brentwood. It was great to get many ideas about the car, a couple of them knew Harry from previous owner and it was nice to get a bit of history of the car. He had a polish and was on his best behaviour.

Easter Saturday saw us head to Rochester for breakfast and a vintage hunt for car related stuff, the vintage shops there are a good source of car memorabilia and although we didn't find anything this time it's a good day out.

Easter Sunday saw us take the spitfire out the museum of power for a meet up with the rebels always nice to see them. We had 6 cars at the museum not been there for a good while so it was nice to wander round the museum go on the train and see the steam up inside. It was a very hot sunny day so the spitfire had its roof down for the first time at a show this year. A few I'm told headed out to Chatham dock so we were well spread and a few had family things to do being Easter.

On Saturday 27th we headed up to Kings Cross on our own this time a classic car boot sale behind the station. Always a great event but this time the trains were all suspended here and there and no circle line so a bit of a challenge. Janet did some research and we found the quickest option to then find our local station was diverted to Liverpool street. Never mind it turned out quicker. We had a great time as usual but it was very windy and cold and surprisingly not a lot of car stuff this time. A lot of the stalls were blowing over and it was so windy that a lot of the stuff was also covered. We saw Colin selling his wares from triumph eastern. We headed out for lunch as Spitalfields market and that was undercover so a bit warmer. It was a good day all in all but tiring. Shame we didn't find anything car related that I needed.

Drive it day as a club we had had an invite to Peter Best insurance HQ at Braxted. We had 6 cars head out to this one, an early start and the weather looked a bit dull so we took Harry. It was his first event, a great ride out Janet reports he is lovely and warm. We met at the usual layby and then we headed out to Brian and Jeans to meet up. A quick chat there are they don't live too far from Braxted and we set off following Brian as he knew the way. What a spectacular venue it was a great big country house with a big drive to match it. There were a few cars already there but we managed to get on the field next to the house and a short walk back to coffee and bacon rolls that were provided. It was very much

appreciated as it was very cold. We had a walk round there was a variety of classic cars. The girls took to the warm in the cars and we lads chatted all things Harry. The event finished at 12 so it was decided to head to Perry wood garden centre down the road for lunch and very good it was too. We all got in after a little wait. A quick shop afterwards for the girls and then home. A really nice day and I would say Peter Best did us all proud.

So now we are packing for the isle of Wight trip the 30th can't wait more next month about the trip.

Birthdays this month only 2. Jean on the 14th and Janet on the 20th (special one)

- Up and coming. JUNE**
- Club day Sunday 9th**
- Epping and Ongar Sunday 16th**
- Cranham & James Oglethorpe School Saturday 22nd**
- Old Dagenham Park Saturday 29th**
- Great Sailing (team up with the rebels) Sunday 30th**
- JULY**
- North Weald Epping Saturday 6th**
- Maldon Sunday 7th**
- Hodderston Saturday 13th**
- Club day Sunday 14th**
- Classics on the Common Wednesday 17th**
- Pegasus on Sunday 21st**
- Coalhouse fort on Sunday 28th**

Allan & Janet

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Hi Folks, its getting light in the morning and staying lighter evenings, that's a welcome start to spring and summer. The Meetings at The Raven remain very busy with 28 members on Easter Monday, Johns planned run the the Battle of Britain Bunker went well with 19 making the trip 76 steps down to the control rooms, very emotive, and inventiveness to display where and who were all the aircraft, all done by telephone so it could not get listened in on any radio.

Pauls trip to Bressingham on the 19th is over with over 20 taking the run and having a good wander around the gardens steam railways and dads army collection.

Our planned away weekend has been cancelled there being no support for this, maybe we do a run later in the season?

Martin has got **Shuttleworth Flying day** well organised with dedicated prime view parking, this is pre bookable at £23 per person let me know asap if you want to attend on **7th July** Start from Homebase in Luton

Mike's Fish and Chip evening run is on July 5th (Start TBA) **July 20th is Local Shefford Revs and Rythms** opens 3pm live music etc.

That's it short and sweet

Pete

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Thank you so much to everyone who helped us celebrate our 30th Isle of Wight Triumph Weekend, we've received some lovely feedback and to top it all the Isle of Wight Area received the Area of the Year Award for 2019 as well as the Car of the Show Trophy for our Spitfires!

TSSC AREA NEWS

Over the weekend we had 69 classic cars and around 150 visitors enjoying the (mostly) sunny weather. Saturday's convoy was to The Needles via Isle of Wight Pearl – of course, being our 30th – for cake and fizz which proved very popular. We then moved on to The Needles where some brave people went on the chair lift and others walked along the coastal path to get a good view of The Needles. Later we enjoyed some fabulous music from The Outfit and have been asked by many of you to rebook them for next year, young Reece and Jensen were the best dancers of the evening. Sunday's convoy finished at Sandown Airport after a lovely drive across the downs and along the seaford. The evening consisted of party games, our take on pass-the-parcel contained some unusual things which the winner had to wear, red lipstick and pink knickers amongst some of the prizes; the blindfold 'pin the parts on the Herald' proved very popular too. And then too soon it was Monday where we said our goodbyes at the Hare and Hounds. Just a little incident of Martin's Spitfire breaking a vertical link in the car park, the patient breakdown guy finally got the car on his truck (he had quite a few 'experts' arounds to help!) and off to a compound ready to take car and owners back to Somerset the next morning.

Here are just some of your comments:

A big thank you for another fab weekend - Garth. Great weekend on the IoW, many thanks to Tracy and Elaine for organising the event - Martin. Another fabulous weekend, and we are all rebooked up for next year. Thanks for giving us the honour of taking on the ducky challenge and a new extension to our family - Caroline. Thank you - Melvin. Awesome weekend, thanks everyone involved - Adam. Lovely weekend - Robin .Congratulations to Elaine and Tracy for yet another great Triumph Weekend and also winning the AREA of the year 2019 - Marian. Congratulations and rightly deserved. Thank you for a fantastic weekend - David. WOW Another awesome Triumph Weekend on the Isle of Wight Big Thanks to Tracy & Elaine for all their hard work creating a fantastic weekend TSSC Area of the Year, 30th Triumph weekend so much to celebrate..... Thanks again #Nailedit #Appuldurcombe #Triumphs #TSSC - Janeanother great weekend, thanks Tracy, Elaine and the IOW team for another successful event - Andy. Great weekend with fab friends - Glynn. HUGE thank you to Tracy and Elaine Hawkins for another fantastic weekend. We had a great time - and really appreciate all the work that goes into us invading your lovely island. See you in 2020 – Sue. ...another great week on your lovely Island, thank you again to Elaine and Tracy for a fabulous weekend. See you next year! – Paul. So there we are, all over for another year and we are already planning for 2020.

Our next Area meeting is an evening pub meet on **Saturday 15th June and then a brunch run on Sunday 14th July**, check your emails and our Isle of Wight Area Triumph Sports Six Club Facebook page for further details nearer the time, all welcome. Happy Motoring!

Elaine & Tracy

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14th April – Breakfast meeting at St Catherine's. as well as a good turn-out of general vehicles there were in fact quite a few Lancashire TSSC members there. There was also a GT6 with a TSSC 2019 membership badge in the screen, sorry I

didn't catch up with you!! Next time maybe.

Weekend 27th/28th April was our annual weekend away, where we invaded the Yorkshire dales again. But this time staying at the Rose and Crown hotel in Bainbridge where we had booked 9 of the 10 rooms available. In years gone by we have had members of the Pilling car club join us. Paul (MGB/GT), Henry & June (MG Midget) did so again this year. We were also joined by two TR7/V8's from Club Triumph members, namely 'Chris and Sarah' & 'Les and Pam'. So with our lot, Maria/Tony (GT6), Debbie/Leyland (Stag) Me & Fran (Vitesse) Norman /Angela (Daimler Dart) and Dennis and Julie (Astra) we arrived at the hotel/pub Friday afternoon. The only problem on the horizon was the storm 'Hannah' that was due to hit us. Not phased by this we had our evening meals and drinks, and following breakfast Saturday morning we set out on a 90 odd mile run around the dales. All was going well until I noticed that the Stag was no longer behind me, I stopped and waited at the next junction but after a few minutes I doubled back to find the Stag with the bonnet open (GT6 & Astra in attendance). They'd already found that fuel starvation as the problem and had discovered that a fuel filter in the boot was the culprit (see picture). Fortunately, I had a spare with me and once Leyland had swapped it out we were all mobile again. Over the moors past Tan Hill and onto our stop at Barnard Castle (nice town) for some 'retail therapy', then onto Raby castle for a drink and a snack. Up to now the weather had been on and off rain which wasn't great but coming over the tops from Mickleton to Brough storm Hannah made driving 'a challenge'. Most of us skipped out on the second scheduled stop in Hawes and headed straight back to the 'warm and dry' hotel bar.

Following our evening meal we counted the voting slips for the 'car of the weekend' which was a close call between five cars, with Maria's GT6 scooping the honour. Leyland & Debbie won the quiz that Dennis had prepared, and numerous people won raffle prizes. So not a bad end to the day.

Sunday morning, and blue sky's.....don't you just love the British weather!!!!

30th April – our monthly meeting (at the New Hall Tavern) this was planned to be our last evening meeting until autumn. For the summer months we plan to meet on a **Sunday morning**.

Kevin

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Apologies (as usual) for the lack of news from the Lincolnshire Area. This is due to my working away from the area and just not being able to get to the monthly meetings. As a result, I have taken the decision to stand down as the TSSC Area Organiser after around 8 years. I'd like to thank everyone in the TSSC for their huge support over the years, especially making our poorly organised Camping Weekends such fun!

The Lincolnshire Area will continue to exist and meet, so if you've not been to a meeting yet, come and join us – you'll be made very welcome...

Simon



M25 EAST . . . NEWBURY

TSSC AREA NEWS

NEWBURY

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Hi folks, here we are in June and I hope by now that everyone's cars are back on the road and in fine fettle. Writing this at the beginning of May we've still got two area cars off the road. Kev n Lisa's Vitesse is currently in primer awaiting it's top coat and Chris's Vitesse is currently being patched up after some rather shocking revelations. Those of you that have seen the video will know lol. Anyway, I'm sure they'll both be like shiny new pins by the time you read this.

We've got our big trip to Laon coming up this month and I've sorted out a little extra visit for the Monday. The plan is to leave the campsite straight after brekky and drive about 50 miles to the Museum of the Great War in Peronne. Following that it's about a 20 mile drive to the 'Ocean Villa's' Tea Room in Auchonvilliers for lunch. That's the plan anyway, but if we see anything else of interest on our way we can always stop. We're planning to stop at our usual watering hole in Arras on the way down to Laon. Let's see if Barry can make it a hatrick of knocking the exhaust off ha ha. I'm sure he won't this time but if he does we're well practiced at getting it back on.

I did mention in last months write up about getting a Green Card and International Driving Permit etc for driving in France. This was all down to Brexit, but as it never happened, and is put off until at least October I don't think we need to bother with all that as we're still in the EU when we travel. I think.....

Let's go back in time for a while, back to a couple of shows we did in April. Firstly the Medway Festival of Steam and Transport at Chatham. Well, what a pleasant change, the weather was absolutely glorious. Summer dresses for the girls and T shirt and shorts for the boys. Unlike previous years when we've frozen our



proverbials off. As usual there was loads to see, boats, cars, bikes, steam Punks, we especially liked the steam punk ladies didn't we Malc ha ha. Paul and Lesley regaled us with tales of their recent first trip in the Dandy, which went very well and is apparently slightly better than the tent ha ha. National Drive It Day was the next event and a couple of us took part in a nice run from Stowe Maries Airfield to The Museum of Power. It was blooming freezing at the Start point but the run was fun, even with the roof up. Not quite so cold at the finish but still a bit chill. Barry and Laura had been having trouble all day with the Vitesse not running properly and it finally gave up the ghost on the way home. Super Spanners Bazza soon had it up and running again with a swift fuel pump change by the side of the road. On May Day Bank Holiday we went to a little show in Sittingbourne. Once again it was blooming cold but there was a boot sale to mooch around and a few knick knacks were purchased.



That's about it for this month folks - it's nearly time to get the camping gear out !!
Cheers

John

Hi everyone, this month Newbury TSSC celebrates 20 years of existence since Mary and Dave set the group up. Ian is to make a cake to celebrate the event which will be held at the Travellers Friend on the 12th June.

On Sunday 7th April we met in the car park of the Two Watermills, see photo, Ian, Malc & Josie, Nigel & Helen in TR7s, Dave & Mary, Steve & Pete in Vitesse.s. We left in convoy up Andover hill,



Wash water and on towards Inkpen with Roy and Helena doing a sterling job at the rear in the KA. We climbed gradually and the views towards and at Coombe Gibbet were fantastic, the countryside falling away across the counties as far as the eye could see. Listening to the tones of Steves straight six we followed the convoy down through narrow country lanes, Grand design style houses dotted along the route we crossed Hungerford common and over the cattle grids that seem to shake our classic to bits. We passed the Downgate and on towards Marlborough

we arrived in time for dinner at the Pelican which happens to be Nigel and Helens local pub! See picture of us all at the table with Suzie and Guy in the background. In the car park we all admired Suzie and Guys lovely 1952 Triumph Renown, see picture. After a lovely roast dinner and pudding for some us we made our own way home leaving the Crofton Beam Engine visit for another time.



Wednesday 10th April, Cottage Inn, Bucklebury.

Only one classic tonight with Nigel in TR7, Mary & Dave, Golf, Ian, Seat, Sue and Steve, Mini, Josie and Malc, Zaffra. It was a very noisy meeting with Man U playing Barcelona and the football crowd were in. Maybe a change of venue in the future. We still enjoyed each others company and a drink from the bar. Ian managed to get his very wet and soggy TR6 through it s MOT test although exempt so well done Ian, I would have cancelled until the weather was dry.



Saturday 13th April there was a meet at the Greenham common control tower from 10.00 am to 12.00 noon, this happens every 2nd Saturday in the month. If you ever go to this meet I would advise waiting to about 10.30 am until the Park runners disperse. I sometimes run the Park run and it does get busy with an average of 600 runners. Nigel and Helen also run the park run in Marlborough and we have been comparing times which are all pretty similar although I think Helen shows a lot of potential to beat Nigel and myself. After this a drive to the White Hart, Hampstead Norreys in the TR7 through Cold Ash and Hermitage. As we neared the pub we saw a flash of white behind us and a very rapid TR3 tailgated us into the car park. It was Roy of course looking pretty cool in his leather jacket and shades. Ian was also present in his white TR6. There were a variety of cars including a GT40, E - Type Jag, Pauls 450 bhp American car and a lovely example of a Morris countyman with wood outside trim.

NORTH EAST



TSSC AREA NEWS

Josie and I ventured into the pub and were impressed with the service and the food. Outside in the pub garden we sat in the sunshine chatting with Roy and Ian, Helena would have loved it.

22nd April, the 27th Spring Vehicle Meet, Easter Monday. Dave and Mary in White Vitesse, Steve and Sue in Blue Vitesse convertible, Roy in TR3, Nigel and Malcolm in Red TR7s. We were joined by Suzie and Guy with baby blue Spitfire, Tony in Red TR3, Tina in her new White Stag and lots from the Kennet Valley TR group. Dave carried out some tuning on Steve's Vitesse which was running very rich. We all enjoyed the day in the sunshine and Dave's new flag holder worked well, see picture. There was a good autojumble and lots of stalls at this show on the Newbury showground at Chieveley. I picked up a socket set and Nigel got some rubber pipe for his engine. A very good turn out of cars, commercials and stationary engines.



Wednesday 24th evening at the Downgate, Hungerford. It was good to welcome Robert Peters who owns a Vitesse and came along for some advice. Also present were Ian in TR7, Nigel and Helen in RCZ, Roy in Ford, Dave and Mary in off GT Sport, Suzie and Guy in 1987 Honda, Robert in CMax and Andy in MGZ S that he has done a lot of work on. Not to forget me in the Zafira. There was a lot of discussion about driving licences and what categories are shown to allow driving various vehicles. This seemed to lead on to trailers and towing weights, not sure how Ian retains all this information in his head? Mary was getting over the dreaded cold but I hear that Dave has gone down with it now. Wishing you both get well soon. Mary ran a raffle and I was very pleased to win first prize choosing the big chocolate Easter Egg, yummy. Helen won a box of cream eggs, that girl will get sooo fat she wont be able to run, Other prizes were won by Mary, Guy and Ian. Mary said the raffle money is building nicely so please keep donating prizes. The money will help to pay for our Christmas dinner's. Did I just mention Christmas already?

Sunday 28th April, Drive it day.

Finally we got to Crofton Beam engines with Andy and Thomas in Vitesse, Ian in TR7, Josie and Malc in TR7. Ian led the way showing us some good scenery along the route through the bedwyns and alongside the river or canal where it looked like there was a fishing match on. We arrived just in time for the 12.00 o'clock tour which we found very interesting. The machinery is wonderful and although not in steam it was to be admired. The chimney is a local landmark and the building is arranged over four floors, well worth a visit if you have never been. They also run steam experiences where you are able to assist the engineer for the day and operate the machinery, this starts at 07.00 am, ok if you are an early bird. There is also a very good café on site serving hot food and beverages. When we finished the tour Suzie, Guy and there dog were waiting for us at a picnic table so we all gathered round enjoying our picnics and hot coffee. The weather was a bit nippy and we all felt for Andy in his shorts, ouch. Back at the car park we watched as Suzie and Guy drove off in the Triumph Renown and noticed that someone had dumped a load of MG's in the car park. Oh well, we were there first!

Thanks Ian for organizing the events.

I must get to bed now as catching the Isle of Wight ferry in the morning, shame it looks like cold weather. I notice that

GT6 Andy will be there. Will report next month.
Keep um Rolling,

Malc

Our June meetings are
Wednesday 12th June at 07.30pm The Travellers
Friend, Brimpton.

Celebration of 20years for Newbury TSSC.

Wednesday 26th June at 07.30pm The Downate,
Hungerford. Raffle.

Saturday 29th June at 12.00 noon The Cottage Inn,
Bucklebury, casual meet for all comers.

Sunday 30th June from 10.00 till 03.00pm at
Henwick field, Thatcham.

Saturday August 24th at 12.00 noon The Chapel Row
Fayre on the green, Bucklebury.

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Our first run out of the season was a outstanding success, we had 7 club cars take part plus Mick in his Caterham, we covered over 80 miles around Weardale and Teesdale, with only a few navigational errors on some very narrow and bumpy country lanes, the GT bottomed out on its exhaust on a few of the bumpiest bits, we eventually ended up at Middleton in Teesdale for a picnic lunch. Joe's issue with wheel Squeal came back, further investigation is needed, or possible new pads to be fitted. We only had one car missing from those that entered, Johns Spitfire developed a misfire the day before the run and a suspect coil may well have be the problem, but after further investigation it was found to be the Electronic ignition that was the problem, by then it was to late to get a replacement, which was a shame as he may well have won a rosette for best Triumph instead of Kevan and his Stag, Deryck claims if he had lifted his bonnet, he would have won the award instead.

On the car front Martins Vitesse is back from paint and as i am writing this he is getting down to the job of re-trimming it.

I am writing this before our monthly meeting as I am away for a week, and flying out early on the Monday morning,so I will be missing from the MG Chester Le street show the following weekend, hopefully we will have a good turn out for this event.

A few of us are going up to a car meet at Humshaugh,near Hexham, we don't know what to expect so more news on this next month, UPDATE just a bunch of hooray Henry's in brand new Ferrari's and Lamborghini's with the odd Maserati thrown in

June's planned events
47th Border classic show Lauder June 2nd (club night)
Morpeth Fair June 9th
Paxton house Berwick June 23rd
Picnic Run out to Tan Hill June 30th TBC.

We have also been invited to display a few cars at an open garden event In Longhurst Morpeth on the 22nd see Kevan for more details.

Just got back from our meeting so here's the gossip
Mr Fish must get an award for getting a car on the road, he turned up in the Gentry!!! yes it lives once again, its seven years since he took it to France and hasn't moved since.



NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

North East Continues

Welcome to our meeting to Paul from Morpeth, Paul used to own the MK2 GT6 that was an ex police car, but he now has a nice TR4A.

Philip Jordan's Vitesse is having issues with his lights, a Quick inspection showed a bit of rewiring on the switch should solve the problem.

Pauling's Herald is coming along at a pace, lots of little Jobs to do yet though, just keep cracking them off and it will be on the road in no time

More next month

Nigel

NORTHERN IRELAND

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Geoff

Not a great sign of the weather improving yet so I hope that by the time you have read this area news report we will have seen the sun for a while and had some higher temperatures. Bit of a shock on the Friday evening before The Argy show. Contacted by Paul R as he had his local Triumph Herald 1200 convertible for sale. Never ever thought that I would get a message like that from Paul. Took a day to formulate the email details and within literally hours it was sold to the son of a club member and landed in the hands of James, son of Brian (S). The fact that the car was supplied by the Clarence Engineering Company, Belfast and with a genuine Northern Ireland registration plate made it more appealing I'm sure. I am aware that there were a few others were in the race to buy but were disappointed. Auto dial must have been used. I can see a competition now starting in the Spurlie household to see if the Herald or Spitfire will be first on the road. My vote goes to James as I understand that he will use it to get to work, once he passes his driving test. Where have I heard that expression before! Challenge now issued Brian to progress the work! So, if you are wishing to sell your Triumph locally please feel free to pass the details through me for those in the Northern Ireland club area or contact our club headquarters and have it placed in The Courier advert section for those further afield. You can now place your FREE advert online at www.tssc.org.uk should you wish to do so; an advert form is on the back of The Courier. Just a little reminder that Alan (H) still has his 1968 Triumph Herald saloon in conifer green for sale at the time of writing this report. It has a stainless-steel exhaust, overdrive, electronic Ignition and many other features with a valid MOT until January 2020. The bodywork is good, but not perfect, and so the car is priced accordingly at a price £2,600, but I'm sure there will be some room for some manoeuvre, my words I might add! Alan can be contacted on his mobile 07545655879 or at alan.triumph.herald@live.co.uk

Weather was once again a feature in late April as a number of us attended The Argyry at Dungannon for their annual show.



Not a lot of people attended to view this year and thankfully we weren't overwhelmed with Minis and Mazda MX5's either, so Alan and Pam (F) were there early and were later joined by Simon and Heather in the GT6 and myself in the TR. Nearly didn't make it in the TR as a fuse(s) went as I was leaving Ballymena in quite heavy rain. This left me without wipers,

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We have had an interesting month with two new events in the calendar. First up was Daventry Classic Car Show. We had a nice little group on display having driven there together. It was a nice show with a decent variety of vehicles on display. It was good to see that we were not the only TSSC area to be represented, and it was a pleasure to see Chris from Leicester and Rutland take the award for Deputy Mayors Choice with his GT6, well done Chris.

For Drive it Day we went to Bicestor Sunday Scramble, as last year there was a lot going on with plenty of cars on display and workshops open to the public. Thanks to Tom Cope for organising the club display. It was good to see this event supported by three areas Oxford, Leicester and Rutland and ourselves who combined made an interesting and varied display.

Next we had the inaugural Castle Ashby Car Show which took place in the walled garden. As with the Daventry show the weather was not bad but a cold wind made both shows colder than we would have like. Castle Ashby was reasonably well attended although being on Mayday



bank holiday it was competing with a couple of other local shows. There will be another show in August which may well be a bigger event. This time it was Northants Areas turn to take a Trophy. This was the Silver Trophy for Best Club Display, thank you and well done to everyone on our display.

NOTTS

TSSC AREA NEWS



indicators, gauges and heat, never mind some ventilation. The locals arrived later in the form of Philip (A) in his saloon and Edgar (P) in his Rover that was in the courtyard. At least Edgar it was a member of the BL group. Thankfully, as usual, the food was good in the café at the courtyard. Didn't fancy eating a burger in the rain though! Several members went on a visit to the house again. There was a new slant this time for them as it was a male passing on the information. As has become the norm now the "Finishers Award" at The Argory left a lot to be desired and so the "travellers" left early with the locals to deliver the awards later – a good choice.

The May area meeting was once again well attended with much discussion on the change of ownership of 1090 TZ and the way ahead for the Spurler family. A little discussion was devoted to Simons Spitfire in relation to the steering lock, wiring and the starter solenoid. Listened to the advice but not too sure how I will get on as my "very local" mechanic, Stephen (K) has a broken leg after a motor cycle accident. We all wish Stephen a speedy recovery and hopefully he, and Elizabeth, made it to the Woodenbridge weekend run at the end of May.

Details were given out by Nathan about a green GT6 for sale locally on the Facebook site but by the time I made my interest known it was gone. Will just have to get the Spitfire made more reliable.

The Monday of the May Bank Holiday saw several of us at Shanes Castle for the Steam Traction rally.

Yes, that is a MG beside the TR of Alan (F). Sad to say it is owned by Peter (M), although thankfully, he does still have his very, very tidy Spitfire. It gets worse though, Nathan has bought one as well although he tells me that he truly is on the lookout for a Triumph. We (I) will have to wait and see. Again, the weather was poor, heat wise, although we had some sunny intervals between the odd rain shower. Plenty to see and do here to fill the day and, unfortunately, there were several stalls selling clothes – enough said. While walking round and looking at the many cars there I came across a very interesting car. I hadn't seen one in the flesh for many years – a Bond Equipe in very good condition and looking well and, more importantly, locally owned too. Owned by a Sam Hughes from the Castlereagh Road, Belfast. Had a chat with him for a while and was told he had bought it, unseen, a few months ago from the mainland and well pleased. A bit of a Triumph man it would appear as he is in the process of performing a full body off restoration of a TR2! Hopefully we might see him at our Totally Triumph show sometime in the future along with 1090 and the Spitfire, to mention just two. (Photo four here)

Well that is about it for this month other than to remind you of what is on in June within our area. **Our local area meeting on Wed 5th at Nortel Social Club, Kilbroney Show at Rostrevor on Sat 15th and then our visit to the home,**

and garage, of Colin and Heather (L) on Sat 29th where we can make use of the garage, equipment, that includes a lift, and facilities with a later meal at a local tavern.

Hope, as usual, to see you at some of these events/shows to give support to the organisers. Just a reminder I have still a few of the TSSC caps available at the very reasonable cost of £10 each.

Douglas.

NOTTS

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Notts as an area had a cloudy day at Thoresby Hall on Bank Holiday 6th May. We had ten cars from our notts area meet various cars as we met at the Limes cafe on the ollerton by pass. Waiting for the Little John classic car group to join us, we had a coffee and as Julian Rowley rocked up in our Acclaim which is on loan to him. Others of our group began to arrive. Four car clubs were waiting to accent on thoresby. Notts modifies club, The Robin Hood mini car club, The Little John classic car club and us the Nottingham's Triumph sports six club. It must have been an amazing sight for other road users as we all began driving to thoresby. Although weather wasn't playing ball at least it didn't rain well till four o'clock anyway. Setting up the gazebos with little John guys. Cooking began and with hot water ready for cuppas. Our beautiful assistant Julie buck took cash for bacon/sausage cob with coffee and tea all day. Then taking raffle money. Using her wonderful vocal chords to keep things in order. Di was tea lady, Tracey and Steve Marsh with Sue Clipstone chief cooks. We had chance then to enjoy the rest of the show. If you have never been the Thoresby hall and tea gardens are lovely plenty of stalls to browse around. And on a hot sunny day great picnic areas.

To our joy our new member Keith Wheatley came 2nd silver award for his beautiful saffron colour Spitfire. Keith came to our first meeting ever, two weeks prior to Thoresby. So it was lovely to see him and his wife Caroline Wheatley. With the award. And also the Little John classic car group got best supporting group to the venue. We enjoy the chatter and banter we have all round with all classic cars welcome and motor bikes. Unfortunately myself and Nigel weren't around for drive it day but I know a lot of our members joined various groups and had wonderful drives out.

We were in Scotland for drive it day. We had an amazing time around the west coast of Scotland with the Crash Test Dummies. Our next meeting at the Sandy pate sports bar is on Wednesday 19th June starting at 7pm. Hope to see you there.

Our next adventure is with the Triumph sports six club in Laon. Catch up in next months courier.

Cheers

Nigel & Di





OXFORD PETERBOROUGH

TSSC AREA NEWS

OXFORD

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Another cold and wet night so left the TR7 tucked up snug and warm in the garage. The Duke was warm and convivial though. Eventually we had 16 round two tables tonight as members of the local dolomite club and 2000/2500 register attended. This will hopefully become a common site as we invite members from other local clubs to join our monthly meeting. To return the favour, one of our own has been to the dolomite meeting and given an open to the TSSC Oxford meetings. So 5 braved the weather to come in a Dolomite sprint, a Dolomite 1500 and a Triumph 2500 TC so congratulations to them. There was also a beautiful Jaguar XJS, a lovely GT6, Hilda the Herald and last but not least a Mercedes E240. As the weather continues to improve and the nights grow longer the car park will fill with more classic motors.

We covered in depth the types of dials on early and late Vitesses as well as tips on racing your ford GT40! Two members had also bought the same hydraulic ramps! The club have offered to aid in purchasing banners, the general consensus was to go for a medium size with a wheel stand. Hopefully all approve. Additionally we will arrange for club business cards for you to hand out when out and about at meetings and with like minded car nuts.

Bicester heritage proved to be popular again, 24 cars on the stand with the leics & ruts and northants areas joining us. The next one is the **SUPER SCRAMBLE June 23rd**.

The code for tickets is **TSSC619J** be quick as it sold out fast in April

One of the Oxford Area Organisers took his TR7 to the Iffley Motor Club St. George's Day meet at the Prince of Wales pub in Iffley, Oxford. This was an invitation only event so yours truly felt very honoured. To be mixing with 1950's Bentley, racing Porsche, classic British tractor etc. A lovely day out, met some very friendly folk and talked cars. The free breakfast was an added bonus. Here is a picture of Poo Brown mixing it with the best of them!



Details of our camping weekend will hopefully be publicised by the time you read this. Give me (Tom) a ring or message for more details.

As ever, join us on facebook TSSC Oxford for regular updates

PETERBOROUGH

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

Another good turnout again at the May Club night with almost 20 folks enjoying the fine weather – but it did start to cool off early and people drifted inside after viewing the Club cars on display.

There were almost apologies from all of 'the committee' at our May Club night. Steve was on late shifts, Paul was working and flying off to Prague on business early on the Tuesday

morning and mine was down to planning arrangements for the forthcoming Baston Car Show which luckily was cancelled after 6.00 o'clock as some of the committee were in places like Bristol, Darlington and London. Our thanks go to both Colin Saunders and Neville Wright for stepping up to the job and for standing in for me – but to their amazement I turned up. Paul and Steve should see service return to normal in June and July.

Doug Kendall sent me his apologies on the day just as he drew into a caravan site in Scotland – having whisked Debbie away for a break following her retirement last week. Dougie Boy – you'll need to get that central heating working when you get back - especially now you will have a permanent foreman!!

Colin has not been without his problems as his Spitfire is not yet back from some major tin work being done on it - so he was without a car to go to Spa. Fortunately after some 'conversations' the company has lent him a Stag for his trip. It was quite interesting to see Colin being helped by Stag owners on the Club night in erecting the hood on the Stag – especially as he was being advised/told/shown how to raise it. It was a good job he did it there and got the window zipped in whilst the weather was fine! But this enforced change of vehicle has meant a lot of pressure changing the ferry booking car size, his insurance, etc.. Have a good and safe adventure Colin and friends. I believe Colin is also making preparations to go to Laon too. No doubt reports of the trips will ensue soon.

I did attend the Area Organisers meeting which was followed by the TSSC AGM in April - and I have to say there was an air of positivity around both meetings. I had taken my GT6 for it's annual MOT the preceding week and I believe it was the correct thing to do as I learned that all of the Club's vehicles which are on the road are also MOT'd accordingly. I believe this to be prudent action to follow.

Colin reported on the Stilton Cheese Run which happens on the National Drive It Day on April the 28th and said there were quite a few people taking part that he knew. I wasn't able to venture out in the Triumph, as my son had bought tickets to watch the Tin Tops (British Touring Cars) at Donington.

Graham Bellamy made me aware that there is **Vintage and Classic vehicle gathering at the Five Horseshoes every 2nd Wednesday of the month through to September** from 4.00pm. There is also the gathering at the Greatham Community Centre every 3rd Thursday of the month – from 5.00pm till dusk – with proceeds to the Air Ambulance..

I've booked a space for a car at the Bourne Classic Car Show on June the 16th if anyone wishes to join me on the day.

We're organising a Sunday trip out on the **11th of August**. It's a trip to and around the **Bubble Car Museum at Langrick**, Boston followed with a Plough Operatives Lunch and then a further ride through the Lincolnshire Fens to Holbeach to enjoy some of Laddies Special Ice Cream. Please ring Doug for more details. You can also book a 'Buzz around the Block' in a Heinkel Trojan bubblecar. We've had a few people book up already so please give intentions of interest to Paul and/or Steve on **Monday the 10th of June** if possible please.

If you are heading to the **Inter Club Triumph Weekend at Stratford on Avon on the 16th to 18th of August** you need to be busy with your booking forms a.s.a.p. – it sounds as though it's going to be a cracking event. Also the earlier you book the bigger share of the profits come into the TSSC pot. The TSSC pot is our Club funds folks!

Doing some more jobs on the GT6 on the first May Bank holiday Monday and I replaced the top knuckle joints as the

SCOTLAND NORTH EAST SCOTLAND CENTRAL



TSSC AREA NEWS

rubber bellows seals have disintegrated – and they were purchased in May 2017 (shocking quality!) – and was cleaning near the washer jets and blow me even those rubber seals have perished, split and come apart. They were purchased around the same time. It's such a shame that it appears that traders are buying such very poor quality and then forwarding them onto us to keep replacing them every 2 years. Sorry for the rant – but wherever you see a seal it needs replacing with something like polyurethane. My business wouldn't survive if I delivered poor quality goods.

I tried the new insurance kids on the TSSC block and got a multi-vehicle policy quote from ClassicLine Insurance with the Triumphs and the Subaru (mixture of Classics and Modern) - and saved myself £200.00. Result!

Booking is now open for the **Stamford Classic Car show on August Bank Holiday Sunday the 25th** - and the spaces are always filled very quickly. So if you want to be with other members for this good event then a meet up in Morrisons car park is always a good idea and arrive together and huddle up together. I believe Steve has the flags.

For those looking for something special to do there is a great chance to have your pride of joy and yourself professionally photographed in front of 'Just Jane' - the Avro Lancaster at the Lincolnshire Aviation Centre, East Kirby - on Sunday the 14th of September. Places are limited.

Our next Club night will be on Monday the 10th of June 2019 at the Five Horseshoes at Barholm, Stamford, PE9 4RA around 8.00pm and we look forward to welcoming TSSC Members – old, new and prospective alike. No matter what the weather the car is always the star. Come and join in with the raffle to fund Matt's superb buffet and a natter and of course that regular friendly exchange of experiences – and now and again some pretty good advice in the bargain too! Thanks to those who bring prizes for the raffle.

Apologies in advance for me not being able to attend both the June and July monthly meetings due to clashing with the planning meetings for the **Baston Car Show on Sunday the 7th of July**. We will be celebrating 60 years of the Mini with – hopefully – 1 car or derivative from each year from 1959. So if you know someone with an old Mini please let them know. It's also our chance to celebrate 60 years since the launch of the Herald so all TSSC Members with Heralds let's see what we can muster. Steve Abbott is collating numbers for this event and they need to be in by the **10th of June** please.

Are you receiving your e-mail reminder of monthly happenings – if not please let Doug or Paul have your current e-mail address – so you don't miss out on updates.

Here's to a summer of safe and happy motoring in your pride and joy.

Doug

SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail dannysportssix@btinternet.com

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

The classic season has started here in the North East with our first event "Drive it Day" which was held on the 28th April. Around 150 cars of all makes and models assembled at Aberdeen Beach front. Our run started in quite foggy weather but by the time we had reached Union Street the sun had broken through and we had some glorious weather for the run to the Deeside Heritage Railway at Crathes. After our stop at Crathes we made our way to Castle Fraser where the cars assembled in front of the castle and on the lawn.

There was a good turnout by the 3 main Triumph Clubs.

The following weekend we had our Great North Run which was organised this year by Alan S. of the SOC, we left Kingswells Park & Ride at 10am and headed for The Banff Springs Hotel for lunch. After being well fed our next stop was Duff House where we parked outside the front for another photo opportunity. There was a good turnout of 5 Stags and 1 TR4A. Graham had to take his Fiat 124 as his Stag is still in the repair shop. Alan arrived at Kingswells P&R in his Euro box when he found the battery flat on his Stag, luckily Graham saved the day with his power bank jump starter and after a detour to Inverurie and Alan's lockup we got the Stag running.

There are some photos on the Grampian Triumphs FB page <https://www.facebook.com/groups/GrampianTriumph/> **Our Triumph Summer run 31st May - 3rd June June** will have started by the time you read this, I will report on it next month.

Other events this month are:

2nd June Fraserburgh Rally.

9th June Kildrummy Rally, a few of us will be going.

30th June Thomson Rally which will be hosting our TRIUMPH DAY at the Mineralwell Park Stonehaven - get polishing.

Club Nights this month are:

13th June Mid month meeting and meal evening to the Ythanview in Methlick.

27th June End of month meeting and meal evening to the Boat Inn in Aboyne.

Look out for the email regarding meal evenings from Mike Hedges. 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.

That's all for this month, hope to see you at some of our meetings or events

Danny

SCOTLAND CENTRAL

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It is beneficial that I have not long received the May edition of the courier before I write this month's area report, you may ask why, or maybe not. I don't often read the area report as I know what is in it, however I did this month and some proof reading might be an good idea before I submit them, the obvious blunder being "February Items" when in fact is should read "Mays Items" I know that I will be forgiven as no one else

Scotland Central Continues

will complain in case they are tasked with the job. The clocks have turned and the weather is trying to turn and I am sure there are a few engines turning also. It is that time of the year when the Triumphs (and the odd Morgan) are brought out of hibernation and put to full use throughout the classic season. The area has a full calendar this year in the form of many rally's and events, remember to get your name down as early as possible.

May Meet Night saw a good gathering of members for a general coffe'n'chat, Iain Macpherson was really trying to bring the summer mood into the meets with his Hawaiian shirt and he did pull it off well. Now there is an idea, maybe a Hawaiian themed event for the area, suggestions on a post-card please. Brian was on route when his lovely Dolly had a wee stroop and decided not to get him to the meet, glad to hear it was nothing serious Brian and hope to see you at the next meet.

Drive it Day seen most of the team meet at The Harvester and some arrived early for breakfast, I heard that one person in particular consumed a full breakfast just hours before their 3-course lunch would be getting served up. John, Chick, Linda and myself met the cluster of classics further down the route. The weather stayed kind for us and was not as warm as the Easter holiday weekend but it allowed for our tops to stay down. We arrived at our destination about 12:30 just in time for lunch at the Star Inn, the natives in the hotel must have wondered what hit them as we were rather a noisy bunch once inside. After lunch we perused some of the goods the local shops had to offer, the Moffat Toffee shop



proved to be the most popular in the town. For the drive home many made their own route, 2 Spitfires took the scenic route via the Leadhills and this proved to be a great drive as the majority of the road had been resurfaced. Alan wells and his GT6 went of their head on the drive back and had to be recovered due to a cylinder head issue.

Leadhills.jpg

Millport & Thirlestane car rally's will be done and dusted by the time you receive this copy of the courier, hopefully next month I will have positive news to report on these events. It may sound useless to report on past events, however bear in mind that many area members are not able to participate in all the events, some none at all and this is a good platform to keep people appraised.

As I am sure I have mentioned many times I have retro-festival in Newark in June as an event this year and will report back if it may be one considering.

Upcoming Event Information – after **Thirlestane at the start of June, Moffat** is the next event on the calendar for the area. Everyone who wanted to attend can due to us having an increased allocation of spaces this year, hopefully we will also manage to have enough space for the gazebo too. The main Scottish event in July is Glamis and south of the bor-

der some of us will be heading to **Silverstone Classic** for the weekend. Fingers crossed for good weather this year Iain. Some of the members attended Ayrshire Classics "Cars on the Campus" rally in May, there were around 300 cars in attendance with the advantage of them all being on a tarmac surface. Is this one we could add to the calendar for next year?

General Chat – Ken has managed to add a 1976 unmolested GT6 to his collection, the car does need some work and includes the testing of the electric windows. The car has sat for many years in a barn and will require a restoration to dome degree. Ironically the car was in a barn only a few miles from where he lives, how handy was that? We look forward to hearing what your plans are for the car Ken.

As usual any items or suggestions for the Area Report then please let me know.

Roll on the summer -

Michael

June Items:

The Next club meet of 2019 will be at 7:30 on Thursday 6th June at The Harvester, Hillington Industrial Estate, Napier Rd, Glasgow G52 4DR

East Club Meet is at The Hawes Inn South Queensferry EH30 9TA on Monday 10th June at 8pm

Please join in our social banter at:

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

SOUTHERN

Tel. 01252 722432

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

Hi folk. Here we are in the month of April with the show season kicking off. Sunday 14th saw the Farnham show in aid of Phyllis Tuckwell Hospice. A dry day out but a mite chilly. Good attendance being the first outing of the season and a chance to catch up with people not seen since last year. Thames area fielded 4 and southern area 4. Barb and myself met with our friends and enjoyed a Sunday lunch at the local hostelry.

Easter Monday saw David, TR6 and Wendy Spitfire meet up at ours. We made our way to the Spring Vehicle Meet at Newbury. On our arrival we parked up with the Triumphs of TSSC Newbury, Andover and Southern areas. Met up with Mark S in his Vitesse. Nice to see Suzie and Guy. Really well attended with more cars this year than the previous 3 years put together. Now doubt it was down to the glorious weather.

Saturday 27th saw David and Wendy in the TR6 and us in the stag journey to Farnborough Precinct for the Lions Show. The wind was blowing a hooley and cold with it – at least it didn't rain. Plenty of coffee shops.

Sunday 28th saw Drive It Day with 8 cars assembled at the Seven Stars ready for the off. Paul and Rog, TR5, Gill and Pauline Stag, Robin and Ann Spitfire, Peter H TR7, David and Wendy TR6, Henry and Ella GT6 Mk3, Alex Spitfire and Mike and Barbara Stag. A pleasant country route ending up at Old Sarum Airfield. Many thanks to Neil for the splendid organization. All for this time,

Mike.

Our first roaming meet of the year was at the Victoria Inn, West Marden. A small intimate gathering, of eight of us. Just as well there were only a few as the car parking was very tight, so was the seating and the bar staff didn't take to kindly to us moving their chairs around.

But it is a very nice little pub.

May 6th, Bank holiday Monday was the Popham show, I have not been to this show in quite a few years, it always seems to be raining or gale forth winds, but not this time, lovely sunshine.

NORTH STAFFS SUFFOLK



TSSC AREA NEWS

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Suzie and Guy were host the TSSC stand on behalf of the Andover Area. In the end we had fifteen cars on show some from Andover area , a couple from Newbury and the rest were Southern Area. Wendy had brought her daughter Fliss and Dave had brought Wendy's grandson Theo , both I have been told had a wonderful day. There were a lot of very nice cars on show and the public car park was very nearly full , which meant it was a successful day.

June the 20th is the **roaming meet at the Royal Oak, Hookway. This is between North Marden and Chilgrove.** It's nice to see a few more club cars coming out for the regular meeting at the Seven Stars

Thankfully there were a lot more members inside the pub.

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 , The Royal Oak, Hookway. PO18

9JZ (hosted by the MG club)

22nd 23rd Dene rally

24th-27th Wales trip

28th-30th Cornwall Camping Weekend. Pentire Haven

Holiday park kirkhampton 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

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 All 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
Thats all for this month folks Take care

Mark

It's lonely here, only two of us at last months meeting. I know some people were on holiday so I'm hoping for a better turn out this month.

May should bring some better weather and lighter nights, so I hope that we managed to encourage some members who did show up for the breakfast meeting earlier this month, to come along to some of the meetings or events we have planned over the summer months.

Talking of which the Stoke TR group have a **Classics for Charity night on Thursday 20th June** 6.00pm to 10.00pm £2 / person. To be held at the **Longton Rugby Club Eastern Rise Sir Stanley Matthews Way Trentham Lakes Stoke on Trent ST4 8WG** all are welcome.

June 1st & 2nd brings Tatton Park if you have been lucky enough to get a ticket, I think this is the only show where you apply for tickets and never know if you will get one as the demand is very high they are selective on which cars they pick to attend.

June 23rd is Lymm Transport show the following weekend is **Lullington Gardens 29th & 30th.**

I have ordered one of the Clubs flags plus a banner that the club had on special offer, so hope to get these by the time you read this all the more reason to come and join in some of the events so we can promote the club and keep it healthy with new blood.

I'm off to some sunshine and warmer climes as the temperature at the moment is just 10 degrees so when I return I'm hoping we will be having higher temperatures and some sunshine. Until next month

Dave

SUFFOLK

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e-mail: Suffolk@tssc.org.uk

There was an excellent turn out for our May meeting, with at least 16 members arriving at the Sorrel Horse and that included 2 new faces as well.

Kevin had come across from Lowestoft in his very nice Vitesse saloon, which he purchased in August last year. He's previously owned a Triumph 2000 and regretted selling that a few years ago, so had been looking for another classic accompany his Peugeot 205 as his daily driver and the straight 6 and overdrive of the Vitesse fitted the bill perfectly.

The other new face, was Ken who Mike bumped into at a metal suppliers and they both got talking about classics. It turns out he's doing some work on a TR7, so decided to come along and get some tips. He hopes the car will be on the road very soon.

Welcome to you both.

Someone who hadn't been for a while, was Geoff in his TR8. He came from Felixstowe for the first time in a year or so due to work commitments. Having owned the car for around 10 years, he now feels it's time for a change and was thinking about selling it for something like a Vitesse. There was quite a bit of interest round the car in the car park, which looks quite striking in it's metallic blue paintwork. The Rover SD1 engine sounded very sweet and all the better for the quieter exhausts that Geoff had fitted by a local exhaust manufacturer. Apparently, they'd helped with performance too. I'm sure he'll

IMPORTANT NOTE

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



SUFFOLK . . . SURREY
EAST SUSSEX . . . THAMES

TSSC AREA NEWS

Suffolk Continues

have no problems moving that car on to a new owner once he advertises it.

Lindsay and Lyall (and probably some others) had made their annual outing on the Ipswich to Felixstowe run. The cold weather had meant there were a few less spectators along the route than normal, so the waving and hooting from the cars was reduced a bit. It didn't stop the entrants turning out though and there was the usual fantastic turnout of cars along the whole of Felixstowe sea front.

Also, the meeting marked a new first for Lyall. A failing battery in the Her-Vit-Bond-fire, meant he had to get a lift with Lindsay. He admitted, that after well over 30 years in the TSSC, it was his first ever ride in a Spitfire, to which he commented "You're awfully close to the road aren't you!"

The next meeting will be **June 4th**, and we're also hoping the following month, **July 2nd**, will be our 'fill the car-park' night, so bring as many Triumphs as possible. If the weather's poor, we'll do it in August.

See you next month.

Russell

SURREY Tel. 07900 657176

Dear all, just back from Isle of Wight which was in itself an adventure, but all new bits later and the Spitty seems to be back on form, thank god for a hard shoulder on the M25. Fab



weekend all round, the temperature was a little above zero at night which is at least tolerable and the days were fine interspersed with beer and nibbles. Managed to get the ferry and even an earlier boat, both times around. We now know the ins and outs of a brake light switch on TR5 and the problems associated with birds crapping on new paintwork.

Thanks to Ashley as usual for the great Saturday night jolly on caravan 26, or was it 29. I got a lift in Darren's PI, lovely, leather upholstery and fine wood. The cab service on IOW leaves a bit to be desired, ie there isn't one!! but grub in the secret pub was yummy.

Fast forward to the TSSC South of England Meet today which was a great success, we have a picture to show the full com-



pliment of Surrey stalwarts. Weather great and Bob was very kind to give me a noisy back box for free which is what friends are for. Jeremy was absent as following rain clouds and typhoons in the USA, very strange fellow. Paul went to see Fulham, who lost 3 - 0 so there is a lesson there. Michael had a pleasant return on his investment and Adam has an appointment with the taxman following the success of trolling.

Thank you to Eddie for the excellent marshalling and for the lovely photos on the Spit.

Right I'm off to the pub for a swiffy, see you soon and keep pumping CO2, Don't forget Botley,

Cliff.

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

Hi all. Well an interesting meeting for this month, we all turned up to our usual venue as normal, only to find the pub has closed down, which was a surprise to us all, as we had, had no notification of this, luckily we all went to a nearby pub, for the evening, so not much news, as most of the conservation was about where to meet next.

Luckily we have found somewhere and our new meeting place is. **The Half Way House, Rose Hill, Isfield, Sussex. TN22 5UG** which is located on the side of the road between Lewes and Uckfield A26. so hopefully this will prove to be ok, and to see you all there in June,

On Sunday May 5th some of us went to the Magnificent Motors show on the Lawns at Eastbourne, and although it was cold, there were a lot of nice cars there, the first show of the year is always nice as a lot of people to catch up with that you haven't seen all winter. so a good day, and more shows to look forward to, let's hope it warms up.

Anyhow that's it for now. **Next meeting Wed 5th June**
Cheers

Ian

Forthcoming events
Bodium car show **Sunday 16th June**

THAMES Tel. 0777 362 3807
e-mail: thames@tssc.org.uk
www.tssc.org.uk/thames

Hi All Things are a bit manic as I write this (just before SEM). WE have been to a couple of shows, Farnham Town Centre & Shalford Easter Fayre. Both of our Triumphs are eager to be used once more no problems were found during these check overs.

SOCIAL EVENINGS - 4th APRIL @ THE FAIRMILE INN COBHAM.

I am in the Vitesse, dodging the showers of rain. At the meeting I was greeted by George B. We had a beer & George salivated while I ate my meal.

18th APRIL @ THE GEORGE INN, WRAYSBURY.
It's a lovely sunny evening as I make my way to the meeting in my Vitesse. Julie has her Mum (Mary) in the Herald. At the George Inn we are welcomed by George B, Richard, Graeme, Jay, Doug, John P, Bob R & John L. A big warm welcome to Roger on his first meeting in his TR4a. the other Triumph in the carpark was, Graeme's TR6, which has a fresh MoT, a new battery. We had a great evening talking about cars & stuff.

SHOWS & EVENTS - 14TH APRIL. FARNHAM SHOW.
It was a chilly start to the show season, but the was a good turnout of classic cars & a lack of rain (which always helps). From Thames we had Martin & Cynthia in their Spitfire 1500 (currently for sale), George B in his Mk1 Vitesse Convertible, Julie's Herald 13/60 saloon, My Mk2 Vitesse convertible. From Southern Area there was Mike & Barbra in their Stag, David H in his TR6, Wendy in her Spitfire Mk3 & Andy C in his GT6 Mk3 .Other Triumph's there were, 5 Stag's, a

NORTH WALES



TSSC AREA NEWS

Dolomite Sprint, 3 Herald's, a Vitesse, 4 TR3's, 2 Standard Vanguard's one of them an Estate, a GT6 & a Spitfire. A great show for Triumph's out of the hundred plus cars on show. 22ND APRIL. EASTER FAYRE SHALFORD.

It was a sunny Bank holiday this Easter Monday (we were blessed) & after missing the pass couple of years due to poor weather, it was nice to be back at this lovely show. There was lot of stalls to look around & car boot fair to rummage around & lots to keep you entertained (although still got highly priced beer & hot food). On TSSC stand we had, Tony & Penny's Stag, George B's Mk1 Vitesse convertible, Jules Herald 13/60 saloon, & my Vitesse. Other Triumphs on show were a Herald 1200 convertible, An Acclaim, a Stag, a Renown & a Spitfire 1500.

Our next meetings are now: -

1st Thursday of the month at The Fairmile Inn Cobham.

3rd Thursday of the month at The George Inn Wrybury.

If in doubt or more info please call me on 07773623807
UPCOMING SHOWS

JUNE

15th/16th Wings & Wheels Dunsfold Park

15th/16th Double Twelve Brooklands

23rd Sunday Super Scramble Bicestor

28th/30th Cornwall camping weekend Bude

JULY

7th MacMillan car show Clandon

20th Classic car meet Ripley

21st Retro jumble & car show Brooklands

21st Autoshow Uxbridge

Mickey & Julie

NORTH WALES Tel. 01691 600215
www.wrexhamgandtriumph.co.uk
email: helenahill@btinternet.com

Hello, folks. Tuesday 2nd April was our meeting night at the Trevor Arms, and well attended, with M.G. Pete and Helena listing the coming shows and runs, and entry forms for enrolling at some events. Tatton Park has again rejected our application for a stand in June, so our group will happily support Classics at the College in Ellesmere on the 1st June instead. The starting point this year is Morda, Oswestry, and a well sorted route will take us around to end up at the college for the car displays and refreshments. Entries for this event are booked via the Hope House website, so all the proceeds go to them, a very worthy cause. Pete and Alison organised another good raffle, and Ken gave more details for Caerwys. We had a new member join us at the meeting, Peter Tolhurst, who has recently moved from Sussex to Colwyn Bay:- very nice to meet him. At the end of the evening M.G. Richard and Joyce were presented with two lovely glass tumblers to say thank you for all the hard work Richard has put in over the past years, supported by Joyce doing her bit. Another good evening.

Sunday 7th was the second April Fools Show at Whittington Castle. The car parking was much extended, but all the spaces were filled with a wonderful assortment of classic cars and bikes. It was a dry but cool day, and lovely to see people such as Pam and Bryn with their Herald, as due to other commitments they have not been able to attend as many shows and meetings as they would have liked. After a very sociable morning six of our group, these being Julia, Alan, Glen, Barry and ourselves, made our way to the White Lion for lunch, most enjoyable, and the warm dining room was very welcome. When we returned to the cars a lot had already left,

but we stayed and talked a while longer before making our way home. Another lovely day, in great company.

On Wednesday 10th a group of us met at Hack Green, Nantwich, to visit the Secret Nuclear Bunker, which is not so



secret now! M.G. Dave and Mary had arranged the visit, and very interesting it was too:- the first picture is of the canteen, and the second shows a small section of the communications system that was operational at the time. We toured the entire site with all the

"Cold War" equipment on show:- hard to think that not that long ago this site was fully operational, keeping an eye on things. It is also quite scary when



you see all of this and realise just how close the world came to having a nuclear war. It really does make you think what might have been. From the site we drove to the Bhurmore Inn at Aston village, and everyone had a good lunch in smashing company. A really good and interesting day.

Drive-It Day on the 28th April had an extra event, organised by M.G. Richard, and this was most enjoyable. Twenty-six of our Chester & Wrexham friends made our way to the Churnet Valley Railway, near Stoke on Trent. At 12.30 the train arrived, pulled by a steam loco, and the many fellow tourists climbed aboard. Our group entered the dining cars for our pre-ordered lunches, and as the train left the station the drinks orders were taken, then as we steadily travelled along our excellent lunches were served followed by coffee or tea. A most enjoyable way to travel the railway, and the girls serving the food did a great job considering how the old trains rock and roll! Such a great day, in great company, and the weather to match.

That is that for now. So, 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 see us.

Forthcoming events:-

June

1st June:- Classics at the College, Ellesmere.

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.



TSSC AREA NEWS

North Wales Continues

- 22nd - 23rd June:- Kelsall Steam & Vintage Show.**
- 23rd June:- Lymm Historic Transport Day, Lymm, Cheshire.**
- 25th June:- OFFAL.**
July
- 2nd July:- Monthly meeting at the Trevor Arms, Marford.**
- 6th - 7th July:- Llangollen Transport Festival.**
7th July:- Caerwys.
- 13th - 14th July:- Cheshire Steam Fair, Daresbury.**
- 14th July:- Transport Rally, British Ironworks, Oswestry.**
- 20th July:- Moon Landing 50th Anniversary, Sleaf Airfield.**
- 21st July:- Cheshire Classic Car & Motorcycle Show, Capesthorpe Hall, Macclesfield.**
- 21st July:- Wem Vehicles of Interest.**
- 28th July:- Audlem Festival of Transport.**
- 28th July:- Bodrhyddan Hall.**
- 30th July:- OFFAL.**

Regards,

Helena & Roger.

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

The events for April were kicked off with a run to the Malvern Festival of Transport on Sunday 7th April attended by Bern and Jack in their TR4A, Mikey J in his GT6 and Al in the 1500 Spitfire. This was followed later in the month by a scorching Easter day out at the Weston Super Mare Car Show on Sunday 21st April, comprehensive report attached. We then had a visit to the Coleford Festival of Transport on Easter Monday 22nd April with a good day had by those attending. For Drive It Day we had Gwyn's Tour of the South Wales Tyrol which was a great run and really tested our cars. We all intend to have our cars Gwyn tested as well as MOT'd in future, it certainly puts your mind at rest over reliability if you take your car on a run like this. Again the report is attached.

UP COMING EVENTS

- Berkeley Castle Classic Car Show Sunday 2nd June**
- Barry Festival of Transport Sunday 9th June**
- Brynmawr Classic Car Show Sunday 16th June**
- Bristol classic Car Show Sat 22nd and Sun 23rd June**
- Bridgend Dogs Trust Show Sunday 23rd June**

WESTON SUPER MARE SHOW SUN 21st April 2019

The trip to Weston Super Mare was fairly uneventful and we



were soon in the town centre and heading for the sea front and the pier which provides a good landmark for the sea front

parking and display area. We had managed to arrive together which had the bonus that we could park together and we got ourselves organised and Paul and Dotty got the kettles on and a cup of tea or coffee was welcomed all round. We all assembled back at Dotty's mobile Cafe for a coffee after lunch and had a chat and catch up on the highlights of the day. The Sea cadets had done a great job as usual with their many forms of creative fund raising which keeps this show on track each year. At around 3pm we decided to make tracks for home to beat the traffic and Bern lead us back on the road to S Wales. As we pulled off at our various turn offs and horns were peeped and friendly waves exchanged I thought "Another great day out and what we lacked in Sun Hats and Factor 100 was more than made up for with the quality of members who made the effort to sample Weston's marvellous Fish and Chips"

Al

Gwyn's drive It Day Tour of The South Wales Tyrol Sun 28th April 2019

This year's TSSC South Wales Drive It Day run was left in the very capable hands of Gwyn our resident Dolomite and



Spitfire expert ably assisted by son Tim and Babs on sandwiches and flask. We met up at J33 of the M4 with Mike and John in the white Mafia Acclaim, Tony Pontin in his immaculate MkIV Spitfire and Bern and Jack in the superb TR4a. Gwyn and Babs arrived in their recently upgraded 1500 Dolomite and Tim in the 1500 Spitfire hood down as always. I had already been parked up in my 1500 Spitfire and was defending our parking spaces which had now been overrun by cars from various other less worthy marks also out for Drive It Day. One chap in a scabby MG made the mistake of remarking that he had not heard of South Wales TSSC and Mafia John was seen returning from the undergrowth wiping his hands a few minutes later. Mike the Cake arrived with Eddy in his new toy an Auto Union 4 ringed circus car with sporting potential.

It was entertaining watching their marshals trying to park us up unaware that we were nothing to do with their event. The Mafia had a word and we parked where ever we wanted, it's amazing what one of Johns stern looks can achieve. Paul and Dotty joined us in their Vitesse convertible having come from Newport directly cutting out the hilly bits we had just completed. We were soon back on the road with Gwyn and Tim in the lead and carrying on the grand tour of the South Wales Tyrol. We headed west towards Port Talbot and eventually returned to Cardiff via the old A48 which was the original road to Cardiff and Swansea before the M4 was built and it is a nice route rather than motorway.

At the car park prior to making our separate ways home we had a chat about the days motoring and we all agreed that Gwyn had provided us with an excellent days driving if a little challenging for some of the cars.

As we left for home I heard Tim say " Well what we lacked in remaining brake pads at the end of the run was certainly made up for by the wide grins and sheer fun that we all had taking our Triumphs to the limit and back"

Al

WESSEX . . . WORCESTER WEST YORKS



WESSEX

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

At the time of sending this report the New Forest Run was well on course with entrants still coming in. Considering how many other events are on the same weekend, we have taken it as a compliment that so many have chosen our run over the other choices, a full report next month, along with how we got on at the Beaulieu Spring Auto Jumble.

You might just receive your Courier in time to remind you of the **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 short and 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 or two, on a weekend that will suit everyone. Next meeting will be at the **Tyrells Ford, Thursday 27th June.**

Martin

WORCESTER

Tel. 07745 299457
www.tssc-worcester.org.uk

Hi Folks. As we have actually put wheels on the road for another month it seems only fitting that I put pen to paper. Whilst I haven't managed many trips out, other members have been a bit more active. Richard took his shiny Vitesse down to Weston Super Mare over the Easter weekend, along with a few of the Gloucester crew, to enjoy the sunshine, ice cream and crazy golf. All in all a good day was had and he only had to stop once for fuel apparently. Roger went out and about on a couple of scouting runs for the Drive It Day route and what a fabulous job he did! We started at The Colliers Farm Shop for a good breakfast (one can never be too sure when we'll next stop - OK with our lot you can!), went up and over the Clee Hill, collected a Lotus and Morris Minor van when we stopped for a picture at the top, sailed down into Ludlow and then out to Shobdon. At the airfield we pitched up just as the TVR Club were leaving, it's good to see other clubs taking advantage of the day. The Auster Club were due to fly in for the weekend but as Saturday's weather was pretty blowy, the aircraft would probably have ended up in the trees (if you look them up they are like balsa wood crates with wings!), so we were lucky to see the three planes come in on the Sunday morning safely - whilst having our tea and cake from the cafe. Leaving the 70 or so bikers to their BBQ - they just kept coming in as we were leaving - we headed off to Witley Church. Again the route went thru' glorious countryside so with the sun shining we went via Leominster, Bromyard Downs, round

TSSC AREA NEWS

the back lanes of Martley and bumped our way to the church - they may want to fill in some of the potholes at some point but it made for an interesting slalom course. First stop the church and crypt, second stop the tea rooms, I would like to say that the tea and cake was fabulous but I can't as I was left with just the tea, but I can recommend the ice cream so all was not lost! Whilst out and about we came up with a couple more run outs as there were a few places that need further exploration so watch this space. My thanks go to Roger for sorting out the route and for the cars that made it (7 in total), we'll get a date sorted that hopefully won't clash with too much other stuff for the ones that couldn't come this time. We have a few things in the pipeline, one being the Footman James Coffee and Chrome meeting on Sunday June 16th, we've been asked to put a club stand together so if you'd like to join in let me know and I can get you booked in.

Remember 1st Monday of the month we'll be at The Nightingale, Spetchley - it'll be good to see you there.

TTFN

Vicky

WEST YORKS

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Hi All A big thanks for all that came on the Drive It Day we did have a good turn out of TRIUMPHS AND A mixed lot of classics We did have a new Triumph a new member that contacted me to ask if they could meet us at Eden Camp as they only live in Molton just down the road, I did see them talking to some of the North And West Yorkshire members in the day, they had just got the car, a very nice light blue saloon with a white strip down the sides I hope we see them at North Yorks meetings and other events

We have been invited to the Fathers Day classic car show on Sunday 16th June at the Keighley rugby union football club BD20 6DT, this event has gone from 50/60 classics to over 200 but more clubs will be coming this year, this event is in Aid of Manorlands Hospice it is just turn up or you can book. I have some forms exhibitors £5 OR pay on the day.

Dent Week End 21/22/ 23rd June this is not only for Triumphs as we have other classic for the week end I have B&Bs numbers if any one wants them? my number 07944909823.

13th & 24th July is the 60s weekend at Levisham run by the North Yorkshire moors railway, this event has been very good over the years ,well worth a day out.

17th August out to Elvington with Richard Briscoe's North Yorkshire TSSC For Lunch and a good look around, again one more good day out. Regards

Alan



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 £21 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 07979464643 or 01726 824 523

Sunday: drive out for a roast dinner.



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

No classic? No worries. All welcome.



Leicestershire and Rutland Area

You are cordially invited to the
34th SUNSHINE RALLY

2nd – 4th 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.muschall@ntlworld.com

Neil 07530307371 triumph20002500stag@gmail.com



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Camp at our monthly
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Prices start from £11 (tent)
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For all enquiries contact Thomas Cope on
07972039532 / imp064@yahoo.co.uk

**FRI 30TH AUG
- SUN 1ST SEPT**

Friday - Arrive & Socialise
Saturday - Cotswold Drive
and Bourton on the Water
Motor Museum Visit
Sunday - Local Car Show

Check out TSSC Oxford on
Facebook for more up to date
details

