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RACECOURSE



16 - 18TH AUGUST 2019

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THE COURIER NUMBER 469 JULY 2019 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 469 JULY 2019

Silverstone Classic



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THE July 2019 COURIER

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SILVERSTONE CLASSIC
PARADE - GO FOR IT GIRLS!
PICTURE VICKY DREDGE

Courier Copy/Area news



Editor. Bernard Robinson

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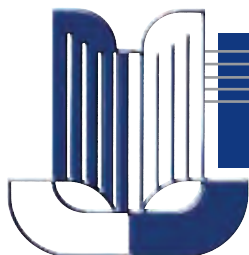
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THE GET OUT

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COUNCIL OF MANAGEMENT

2019 meetings:

1st September,

27th October

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to:

Chris Gunby

**The New Room, Church Street, South
Witham, Lincs. NG33 5PJ
Tel. 07843 435190**

or email: chairman@tssc.org.uk

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

I can't Believe it!

As I sit writing this COMment I can't believe it's July, half way through the year and well into car show season.

I love to see everyone out and about enjoying themselves in their Triumphs and with our ever active social media you can see what's been happening that day all around the world let alone the country from the comfort of your favourite chair!

I also can't believe how few Triumphs I see on a day to day basis on the roads, I am lucky to be able to use a Triumph most days of the week, some times I can go a month or more in between sightings, so to get my fix I go to TSSC events up and down the country.

Organised by a fantastic band of enthusiastic members, area organisers and Com members whom make this Club the Club that it is, we as members owe them a big thank you for all your amazing efforts.

The biggest thing I can't believe is actually going to happen is the **All Triumph Inter Club Weekend on the 16th - 18th August 2019 at the Stratford upon Avon Racecourse**, this is the event YOU the membership have been asking for for years.

YES it is actually happening, an absolutely packed weekend full of all things Triumph as well as camping, a bar, food, traders, Show and Shine, Concours and walking distance to Stratford town centre. The show ground will have as many Triumphs as you will have seen together in a long time.

Please if you only go to one event this year make it this one, this is the one that people will be talking about for a long time, the 60th anniversary of the Triumph Herald and the 50th anniversary of the Triumph TR6 I know it's going to be a spectacular weekend that we will all remember for a long time to com.

The amount of organising and time spent on this event by both clubs has been amazing to watch, Triumph Clubs working together, who would of thought !

The future can only be better together so please support this event as you don't want to be the one saying

" I can't believe I missed that one "



BY CHRIS GUNBY

TSSC CHAIRMAN & GENERAL SECRETARY



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

July 2019

FRI SAT SUN 12 13 14 JULY 2019

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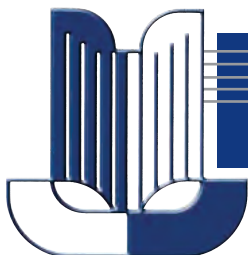
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NEWS REVIEW

Monthly News of a Triumph Nature

Silverstone Classic, Historic Formula 2 Races

Just a heads up for anyone attending the **Silverstone Classic** from **26th to 28th July**. The International Historic Formula 2 races on the Saturday and Sunday have over subscribed grids which

means there will be fifty-six cars starting. The cars were the feeder formula to Formula 1 back in the day (1968 to 1978). Nearly all of the cars were driven by motor racing household names, and they have to be raced to a very strict set of rules, including livery. If you want to see and hear un-silenced period cars in wheel to wheel racing, and yes, including overtaking, then get to Silverstone.

At the recent Brands Hatch round

of the championship, I wasn't working for my mate who drives the ex-Emmerson Fittipaldi Lotus 69 as he was unable to drive, so I watched from Druids Bend, and the fans there were up on their feet watching two very exciting races.

Also come and see the cars and drivers in the paddock, don't get in the way and you will be made very welcome.

Dave Bayliss.



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DAVE RUMENS vitesse@tssc.org.uk

The Dash that Capped them All

Hello folks, time is now getting short to book for Triumphfest. Don't miss the biggest all-Triumph show in the UK. Dates are **16th-17th-18th August, at Stratford-Upon-Avon Race Course**. The man-flu stopped me making it to SEM this year, so I have got my fingers crossed that I actually make it to this event.

This month we have an article from **Andy Couchman** and a request for information concerning his Vitesse. Over to Andy.

"Thanks Dave. Since the Data Protection Act 2018 (what used to be called GDPR) the DVLA won't release information about previous owners of our cars so I wonder can The Courier help?

My Vitesse Mk II convertible – UNN 497 G – was made in November 1968 and first registered at Mitchells of Nottingham in January 1969. But, I know nothing about who bought it or what happened to it until 2007. Can any members shed any light on the car? Now Wedge-wood blue (since 2010 I think), it started life as royal blue,

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TRIUMPH WEEKEND

60 YEARS
HERALD

50 YEARS
TRIUMPH TR6



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before going through British racing green and red. I'd be very grateful if anyone can help?

On another note, here are some pics of my attempt to re-veneer the dashboard and door caps. But first, the mistakes...First attempt was using iron-on walnut veneer (heat melts the glue, making it quick

"But, and there's always a but, the veneer started to lift or bubble in places. It looked pretty awful pretty quickly."



Pic.2.



Pic.3.

and easy to work). This was easy-ish to apply after first peeling away the previous veneer using a heat gun. Even the sharp curve of the door caps went well, with no splitting of the wood (maybe due to the added strength the pre-glued veneer has?). But, and there's always a but, the veneer started to lift or bubble in places. It looked pretty awful pretty quickly.

For the second attempt, I used a gorgeous and expensive burr walnut veneer, using Evo Stik's best ever glue (their description). Disaster – it was like trying to glue and bend a large potato crisp. In the absence of a vacuum bag and more skill than I have, the door caps looked terrible, and I never even started on the dashboard.

For my third attempt (third time lucky?) I took a radically different route. Rather than have the dashboard out of the car for days or weeks, I bought a spare. Or rather, a 13/60 dash. After peeling off the old veneer, this meant filling holes

and cutting more for the supplementary gauges. For the door caps, I decided to make them out of solid walnut rather than veneer. An excellent timber yard in Frampton upon Severn had a couple of walnut offcuts, and the Men's Shed in Nailsworth had the facilities and woodworking expertise to guide me. Copying the originals, it needed just a router, a saw, lots of sandpaper and patience and a bit of careful measuring, using the old 'measure twice and cut once' maxim.

Triumph look to have used mahogany door caps, veneered with walnut veneer. My theory was using solid walnut should not cause distortion over time and, if you're careful, it's a very do-able job. For the dash, Triumph used marine ply, veneered on the front only and painted brown inside. Here, with all its holes for dials and switches, I felt solid wood would probably distort, so I made my own veneer book matched so the pattern on the bottom half matches the top half) and stuck it on using Tite Bond II glue and lots of clamps. However, this was made at least twice the thickness of normal veneer, using a bandsaw. I did that to minimise the risk of lifting and distortion and can now sand it to any thickness – although the actual thickness does not look to be too critical. Still to be completed, the plan is to use Tru Oil rather than conventional varnish for the finish, as I have done with the door caps. Tru Oil is a sort of cross between an oil and varnish and designed for things like rifle butts and is now often used by guitar makers too. It can be applied with a cloth (or even your finger) in very thin layers to build up a nice lustre, avoiding drips and brush marks.

That's where we are now and I'm hopeful this time the re-veneering will work. But what have other owners done? The simple option is professional re-veneering but that is costly and may mean no dash for a few weeks. Re-doing your own wood is very satisfying (honest!) and, well, just another of those many jobs we



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*choose or have to do. Eventually. Best regards, Andy.
See the excellent results in Pictures 2 and 3.*

Thanks, Andy for an interesting and detailed article and if members have any information concerning his Vitesse then please email it to me. I will then send it on to Andy.

My basic interpretation of the Data Protection Act 2018 is that it states that the data be held and controlled in a secure manner. This includes controlling the issue of data. e.g. What's the person asking for data going to use it for and how does this effect people contained within the data? This could mean carrying out a search for all previous owner of the car and checking they are happy for their details to be passed on. As this could involve many man-hours it has a cost implication. Employing extra staff, train-

ing, subject to audit and certification would be the result. It's very doubtful if un-paid volunteers carrying the work out at home would meet the control and security requirements. However, what I can do is include your car in the Vitesse Register column and ask if anybody has any history on the car.

That's it for now see you all next month and

Keep Running On All Six

Dave



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HERALD 13/60

ALL MODELS

DARREN GROVES herald1360@tssc.org.uk

The Khyber Pass and all that! - III

July is here and show season is in full swing.

I would have hopefully made it there and back from the Laon Historique, attended the Tigers & Triumph event at Dartmoor Zoo and be in preparation for the Powderham Historic Gathering. Powderham is probably the largest show in the Devon area and always a great event. The Devon area stand has 39 cars booked in for each day, with 11 Heralds on display to celebrate its 60th Birthday in style. Sue Franklin (Devon AO and TSSC Member of the Year) always does a fantastic job organising the TSSC Devon stand, so I'm really looking forward to it.

This month I will hand over to **David Taylor** once again, he brings us his next instalment of his fascinating and enjoyable tale of Herald ownership.

"the car was located intact and sent on to Karachi for shipment to the UK."

Triumphs on the North-West Frontier (Part 3)

Continuing the saga of my Herald 13/60 VRW 900J, in West Pakistan in 1971.

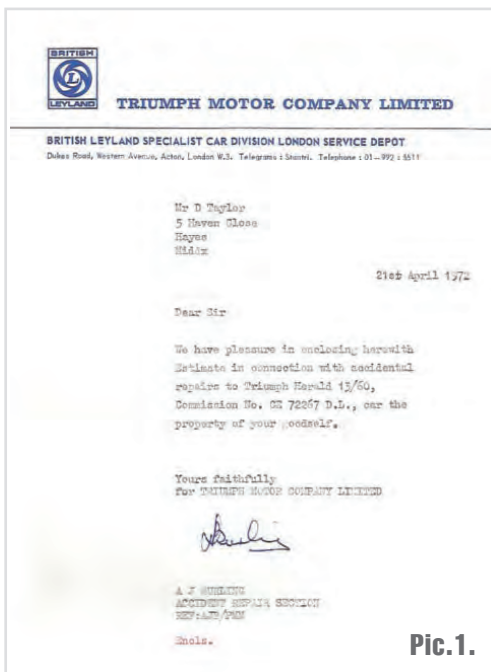
At the close of part 2, neither I nor anyone in the British High Commission knew the fate or

whereabouts of my car. I had left Pakistan by road on 7 December and the majority of the staff and their dependants were soon to be evacuated to the UK by the Royal Air Force. Uncertainly reigned.

The war with India ended on 16 December following the surrender of Pakistani forces in East Pakistan. This paved the way for the emergence of Bangladesh as an independent state and also a search for one mislaid Triumph Herald. I was told later that when the shooting started, the train carrying my car away from Lahore had been shunted into a siding somewhere in the Sind desert and abandoned in order to release the locomotive for war duties. Thankfully, the car was located intact and sent on to Karachi for shipment to the UK. It was despatched in early February in the hold of the SS Sunderbans, once more around

the Cape of Good Hope.

VRW 900J was unloaded at Liverpool and driven to my address in Middlesex, where I received it on 5th April 1972. It had 5,600 miles on the clock. Sadly, it had developed a pronounced and unwelcome list to starboard! The whole bonnet assembly was twisted severely, the bootlid and one of the sills were dented and there were scratches and blemishes to the front and rear bumpers. Apparently, this damage was suffered during the process of taking the car off the ship by crane. It was all



Pic.1.

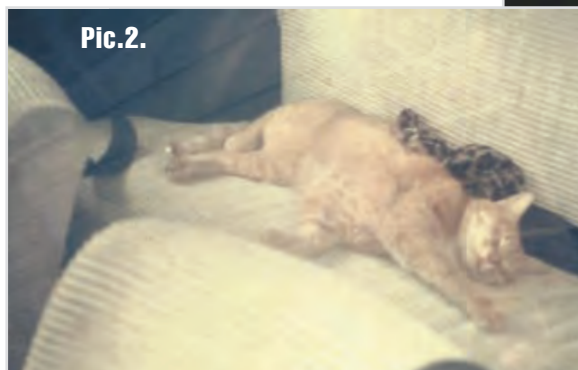
covered by a marine insurance policy.

The Herald was repaired by the experts at Triumph's London Service Depot on the Western Avenue, Acton, W3. [Pic 1](#) is their letter covering the estimate. What about this – a new bonnet hinge tube for £4.55p, front overriders at £2.31 each, a sill panel £2.54, front rubber bumpers 71 pence each and all of 95 pence for the centre bumper – prices to weep over! All the replacements, panel beating and painting came to £125 – good as new.

The rule on reimportation of a car was that no purchase tax would be due if the vehicle was kept for two years. So it made sense on financial grounds to keep the Herald. But it made sense anyway because it was a low-mileage young car, albeit with 1930s technology, but that's the way we like it! So I was very happy to run the Herald and maintain it assiduously. [Pic 2](#) is of a back seat driver taking full advantage of

22,000 miles in early 1974 when a 2p circlip broke, causing havoc in the gearbox department. A fairly common occurrence, I believe. The gearbox proved something of a weak point in years to come. But this time it was dismantled and rebuilt at reasonable cost by a Triumph garage in Uxbridge.

Which reminds me of the widespread Triumph dealer network available in those days. The Sales and Service Directory lists about one thousand Triumph agents throughout the UK and I suppose it was something we rather took for granted at that time. In mid 1974 I replaced the cross-ply tyres with Michelin ZX radials, achieving a noticeable improvement.



Pic.2.

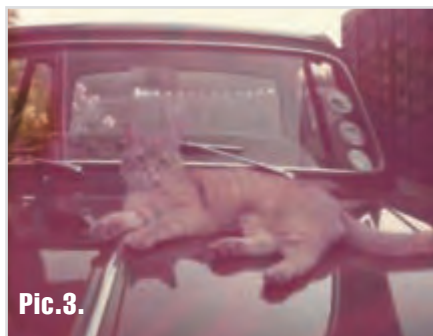


Pic.4

My first child was born in 1975 and the Herald remained a useful running mate for my other car, a 1955 MG Magnette ZA. In the absence of any rear anchorage points in the Herald, I had to drill four holes in the body-

work in order to install a KL Jeenay child seat, the latest word in car safety from Automotive Products. [See pic 4](#) – who remembers those seats, owning or perhaps even sitting in one?! Installing similar seat fixings in the Magnette was an even more awkward task but that's another story. The Herald continued to perform reliably but when my second child arrived in 1977 it was apparent that it lacked the capacity for a carry-cot and all the extra essential child paraphernalia, so I decided to let it go. At around 46,000 miles, it was still a young and healthy car so my brother opted to take it on in July 1977. That was the end of my Herald ownership, or so I thought. However.....

In June 1981, my brother told me he was getting a new car and asked did I want the Herald back? Well the answer was 'yes please' because it so happened



Pic.3.

the Pakistan era candlewick seat covers. Happiness is also a warm engine ([pic 3](#)). The first major fault came at around



Pic.5.

that the MG was off the road for some reason and I needed a car to supplement my Austin Maxi 1750. During my

the head-gasket failed. Now, regrettably, I then left the car languishing immobile and uncovered on the grass in the front garden for more than two years! Terrible to report I know, but I can only cite in mitigation the return to action of the MG and various



Pic.6.

Pic.6.

brother's tenure, the Herald had been very well maintained and even had a Motorola radio fitted. But it had also required a replacement gearbox. I used the car fully in the following months but in the autumn 1981, at around 70,000 miles,

Herald back into use with a new MOT, having carried out a de-coke, complete refurbishment of the head, new brake hoses and seals and a full service. By then I had sold the MG and Maxi in favour of a 1976 Triumph 2500 TC in Carmine Red. An admirable car in many ways, but this particular 'big saloon' was not one of my better buys owing to the onset of rear axle differential failure, a cracked cylinder head and the progress of corrosion at a remarkable rate. The cracked head was diagnosed just before a

priorities of life getting in the way. Still, if I'd been reported to the RSPCH (Royal Society for the Prevention of Cruelty to H e r a l d s), there would have been a case to answer. Neglect leading to actual bodily harm, I guess!

It was not until June 1984 that I brought the



booked family holiday to the coast and I could not risk it on the journey. So VRW 900J to the rescue! With some makeshift rear seat belts for the children and a fully loaded roof rack, off we went. Needless to say, the Herald performed faultlessly! [Pic 5](#) shows the Herald on holiday with a seven year old admirer looking on. Not bad for a car nearly 14 years old at that time. After all, how many Mk 2 Cortinas lasted as long? By the way, I did replace the 2500 head without undue delay but that's another story as well!

The Herald continued in daily use largely with just routine maintenance and replacement of the parts expected to wear but I was disappointed that another gearbox was required at 77,000 miles in July 1985. More disappointment followed at 88,000 miles in June 1987 when this gearbox also failed. So in replacement I had fitted the later Toledo type all-synchro gearbox and so far (2019), so good!

Through the late 1980s and into 1990, the Herald continued to provide sterling service without major mechanical fault. However, the dreaded tin worms maintained their onward march and inevitably the Herald bodywork suffered. The chassis had always had outriggers re-

placed as necessary for the MOT but there was by now extensive corrosion in several areas including the front wheel arches, round the headlamp areas, the doors and the treadplates. Out of sheer compassion, I decided in the autumn of 1990 to take the Herald off the road to stop the rot and of course, for restoration. It had done about 116,800 miles. This time I would be RSPCH proof. The car was steam-cleaned, thoroughly dried, serviced and kept in a ventilated garage. My wife said it would be a retirement project. I begged to differ. But what did I know?!

The years rolled on and [pics 6 and 7](#) indicate the state of play in 1998. By then I had de-rusted and painted all the wheels and removed various panels. The sills were in a poor state and the rear bumpers and overriders were completely rusted through. No great surprise, but progress such as it was did not deal with the fundamental need for major, expensive repairs. Something would have to be done, but when and how?

To be concluded in part 4

David Taylor

I'm really enjoying reading David's Herald adventures and the symmetry (of sorts) with my own Herald ownership. In Part 1 there was David's connection to the South West (where I live) and the fact our cars were both supplied through Berkley Square Garage in London. In this Part David's story breaks in the year when my Herald story began, 1998....is it really 21 years since I bought my Herald, where does the time go. In last month's article I did say that this month would be the final instalment, but I'm pleased to say there will now be a part 4.

You can't rush a good Triumph story, so we can now all look forward bringing David's story up to the present day in the August edition of The Courier.

I think most of us can sympathise with David's gearbox issues, they really can be an Achilles heel on our cars, hence why the Ford Type 9 conversion has been popular in recent years, though this swap is not without its issues. If only all the parts we bought for our cars were made to a suitable quality rather than to a budget, we could then buy with confidence knowing the part will fit and last. I guess we should be grateful that our cars are still relatively well supported, not all classic car owners have the range of parts and suppliers available to them like we do.

That's it for another month, see you in August!

Darren



948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Camber-wick

There have been times over the years when I've had more money than sense – thankfully not many – and I've made the odd impulse purchase that I've later come either to regret, or wonder why I bothered in the first place. It's not just odd colours of shirts but the occasional Triumph part as well. Most of them, like the aforementioned shirts, have never been fitted, but have been salted away in a drawer or garage cupboard and then reappeared at a later date, usually when I'm looking for something else.

Some of them that I now remember have never been located since I moved house and will reappear in the future when I'm looking for something completely different.

Thus it was when I found two unidentified parcels, wrapped in bubble wrap, on one of my lesser-visited shelves. These turned out to be a pair of adjustable top wishbones for my Herald, ([pic 1](#)).

"bought quite a few years ago now and then promptly forgotten "

They're not a new concept, having been around in one form or another and usually for 20

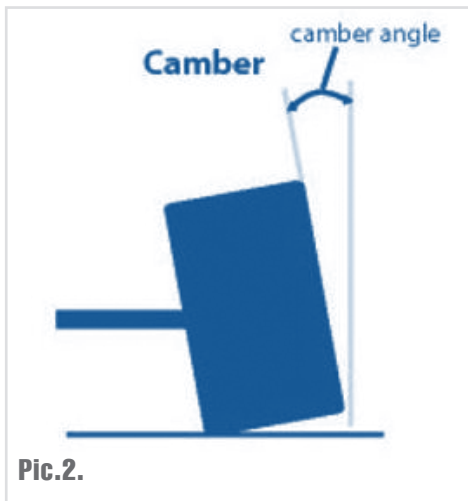


the racing fraternity where fine adjustment is critical. What they do is to allow for easy and infinite adjustment of camber on the Herald's front wheels.

Camber, as many of you will know, is the angle from vertical to which a car wheel is adjusted, and the amount is

usually recommended by the manufacturer based on the suspension geometry and the driving requirements of the potential user.

([pic 2](#)) The idea most of us have of a car is of having four wheels, all vertical to the road with the bottom of the tyre flat on the



Pic.2.



Pic.3.

cle, and they'll adopt an angle that does not afford the best grip at a time when the car needs it. The tyre tilts to one side or the other and, if not compensated for, all that remains in contact with the road surface is a tiny strip of rubber at the outer edge, with the rest of the tread lifted off the tarmac – sometimes not enough for the forces encountered when cornering, and so the car then loses grip.

What manufacturers try to do is to find the optimum angle that allows adequate footfall when the car drives in a straight line, but then increases the grip as the car corners and the tyres slant from the normal straight up-and-down angle. If

you can make it so that the tyre is already slightly slanted when straight ahead, then when it tilts on cornering it moves to a

comfort and body roll, and tyre wear.

Camber is called positive when the top of the wheel is further out from the car than the bottom, and negative when the bottom

flatter position as the suspension pivots, and so the grip increases as more tread becomes horizontal with the road surface. It's a compromise between road grip, driver

good example of positive camber. (pic 3)

The Herald was designed with the front wheels adjusted to 3.25 degrees of positive camber for the saloon and 3.5 degrees positive camber for the estate and convertible. The rear wheels were set to 5 degrees positive for the saloon and three for the others, and the rear wheel 'tuck-under' is often used as a good illustration of what happens when a wheel



Pic.4.



Pic.5.

goes further than the optimum camber setting, and the limitations of the suspension, and breaks away from the road altogether. (pic 4) You used to be able to buy a camber compensator for the rear which stiffened the suspension and limited the roll. (pic 5)

The front camber was originally adjusted by the fitment of shims to

the lower wishbones, between the bracket and the chassis, to push the wheels out at the bottom. (pic 6 over page)

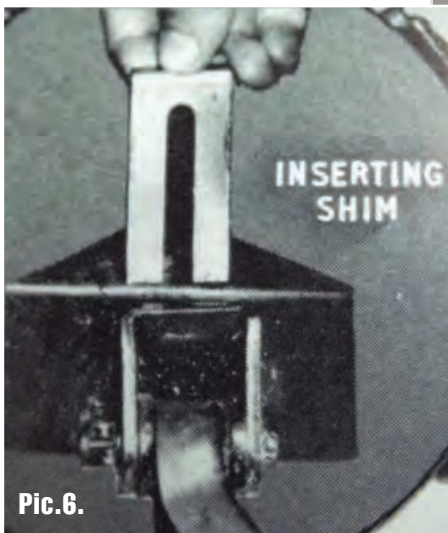
To increase the camber, you subtract shims; to decrease it, you add them, effectively pushing the bottom of the wheel out. The shims are simply dropped over the loosened wishbone bracket bolts and have a curved edge to hold them in place against the top of the chassis rail – not the bracket. (pic 7)

It's an adjustment in increments by the thickness of each shim.

What the adjustable top wishbone version does is to increase or decrease camber by moving the top in or out, not the bottom – it's the same effect in the end – but by tightening or loosening a nut, it allows for a much finer tuning. Some available versions are adjustable at each arm, (pic 8) which also allows for fine tuning of the castor as well, which I'll go into at a later stage, but mine use a threaded ball joint through fixed arms and are adjustable in one plane only.

Do I really need them? The answer is that, for normal road use, no, I don't. How many times in my car's life am I likely to have to adjust the camber? Once done by a professional, that should be it, unless kerbing or other damage requires a further adjustment.

Racers and fast-roaders, with wider tyres



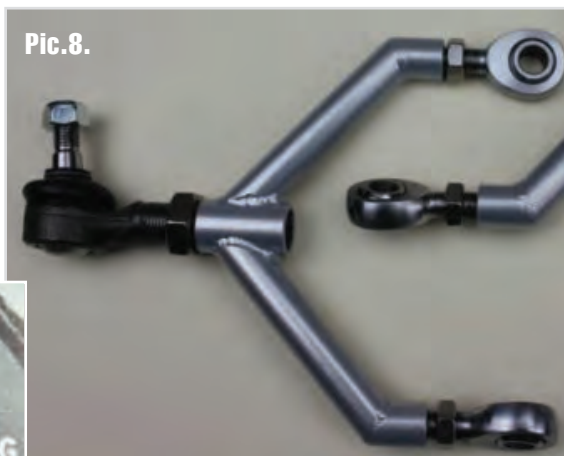
Pic.6.

or bigger wheels, may want to experiment and adjust the camber well in excess of the factory recommendations to improve grip at higher speeds, but on my car, with standard 22



Pic.7.

steel wheels and tyres, and modest driving habits these days, they'll be wasted. Good news is that the



Pic.8.

price has almost doubled since I bought mine!

Next time you're having new tyres fitted, ask about camber adjustment. Many modern tyre fitters can do it, but make sure you have shims to hand – they're about £1 each and readily available – unless you want to call back once you know how many are required. I know a lot of Heralds have never been adjusted since they left the factory, despite new springs, shocks and modern tyres, and it might just transform your handling, and save a few pounds on tyres.

I think mine will go back on the shelf for another while... unless they go on the car....

Decisions, decisions....

See you next month

Colin



STAG

PHIL WILLSON stag@tssc.org.uk

21st Century Cooling System

Let us take a look at the cooling system on most classic cars.

There's a radiator to cool the water/antifreeze mix, a water pump to circulate it around the engine and through the radiator, a thermostat to keep everything at a good working temperature and a mechanical fan to provide extra cooling by pulling air through the radiator and blowing it over the engine.

Assuming everything is set up and working correctly then the main instances when your engine will overheat are:

- 1) **When the engine is being worked hard so that near maximum power is being produced and**
- 2) **When stuck in stationary traffic, especially in hot weather.**

In the first instance, everything is working flat out and extra help is needed such as an oil cooler, better water pump, radiator etc.

Or maybe just slowing it down a little!

In the second circumstance there are several things conspiring against you. Firstly, there is no cooling air entering the radiator matrix due to the lack of forward motion. Secondly, the cooling fan is running at its lowest possible speed because the engine is idling. Thirdly, also because the engine is idling, the coolant is circulating at its lowest rate. All the while the engine is producing heat that is not being taken away fast enough.

The addition of a thermostatically controlled electric fan is some-

thing that many of us have done and it does work providing that the switching tempera-



Photo 1: Davies, Craig EWP80 Electric Water Pump



Photo 2. High Tech System Controller

"In the first instance, everything is working flat out and extra help is needed "

ture is set correctly. Not so low that it keeps cutting in or so high that it cuts in too late. Removal of the fixed fan can then be considered because that component has the most effect when you least need it i.e. the car is moving so you have cooling air coming in anyway. Also the faster it turns the more power it takes from the engine and the noisier it becomes. As far as I am aware, most if not all, modern cars do not have engine driven fans.

Electric Water Pumps

If you want originality don't read any further. An electric water pump such as that from the well-known Australian company **Davies, Craig** (photo 1) could be the solution. In conjunction with a microprocessor controller (photo 2) it takes care of pretty much all the issues mentioned above as follows:

1. It has variable pump speed that is controlled in accordance with the engine temperature. So, when stationary and the temperature begins to rise, the pumping rate goes up in order to remove the extra heat and attempt to restore a normal temperature. If extra help is required, it will automatically switch on the electric fan for extra assistance.

2. At higher speeds, when there is sufficient cooling air entering the engine bay, then the pump speed is reduced to



Photo 3. EJ Ward electric pump kit

a level that maintains the required coolant temperature.

In order to achieve this most effectively the existing mechanical pump and the thermostat are both disposed of because they are not only superfluous but they also restrict coolant flow. An additional benefit of the Davies, Craig system is that the pump will continue to circulate for a couple of minutes after the engine has been turned off so that some of the worst of the engine heat is taken away.

Normally there is a heat soak effect whereby the hot engine heats up the now stationary coolant and can cause boiling in some circumstances.

Davies, Craig pumps are quite easily available in the UK but one Stag supplier has developed a complete kit of parts

just for us (photo 3). EJ Ward offers the pump, controller, silicon hoses and any mountings for fitment by experienced mechanics or competent DIYers. The pump used is the EWP80 model that the manufacturers rate for engines up to 2 litres, but its flow rate is up with the



Photo 4. illustrates where the Davies, Craig pump is fitted

standard Stag setup (see table in May article) and therefore more than adequate for our purposes.

Since this kit has been de-

signed to fit lower down under the power steering pump (photo 4) where the alternator usually resides, then the kit also includes the parts to move the alternator to the top left of the engine (where it is usually found on other Triumph cars). In my view this is a good thing anyway as it makes the alternator more accessible for servicing and, as a bonus, means that you only have to carry one spare belt as this new position means that the belt length is the same as for the power steering pump. (The reason that Triumph didn't fit it here in the first place is because air conditioning was an option and the a/c pump was located in this position. Incidentally, it is also why the crankshaft pulley has three grooves rather than the two that we would normally expect.)

Note that if your alternator has already been moved to the new position then Wards will adapt the kit accordingly if you talk to them, obviously saving you a fair bit of money.



Photo 5. Brass bung that replaces the original water pump

So, what is involved? In essence, the standard pump impellor and drive are removed and the central bush is replaced with a brass bung to keep water and oil separate (photo 5). To do this you will have to remove the inlet manifold and probably obtain a water pump removal tool, although this can be done with a little improvisation, I believe. The pump cover is reinstalled and the height of screw in the photo is adjusted so that it just touches the inside top surface of the pump cover. It is then locked with the

nut and this ensures that the bung stays in position once the cover is refitted. So now the pump chamber is free-flowing. The thermostat is also done away with so that part of the system too is now free-flowing. Please note that removing and refitting the inlet manifold is not a trivial exercise and should only be tackled by those who have done it before – or the more adventurous of you.

While you've got everything apart you can also remove the viscous fan as it is no longer really necessary and upgrade the radiator if it has not been done already.

As a matter of policy, EJ Ward will now only supply reconditioned engines with this kit fitted as they say that one of the modern-day replacement water pump seals is of inadequate quality and can leak before very long.

The original manufacturer went out of business a while ago and now their seals are virtually unobtainable.



Photo 6. The system as installed in Martyn Sankey's Stag

Martyn Sankey in the Club Shop has this setup in his car (photo 6) and he was working at Wards when it was developed. He assures me that it is a very good system. Thank you, Martyn, for helping me put this information together.

Colin Robertson, TSSC West Kent AO, has a Davies, Craig pump and controller on his Dolomite Sprint and certainly recommends the idea.

Another Member's Pride and Joy

The car featured this month is the 1975 Stag belonging to **Roger Smith** from Coventry. It was first registered on 11th June 1975 to the Star Paper Ltd (a company established at Blackburn Lancashire in 1875)

and was supplied by Oliver Rix Garage, King Street, Lancaster.



**Photo 7. Roger Smith's
Delft Blue Stag**

Roger bought the car in November 2016 and it is an ongoing restoration including starter, alternator and wiper motor along with various electrical items and new cooling fans.

New cylinder head gaskets, timing chains, aluminium radiator and Stagweber header tank have also been fitted.

The car has done over 100,000 miles and has been owned mostly by the same family in the North for most of its working life. The passport to service has been kept up to date by a professional garage in the York area, but it was in store for some time before I got it.

In spite of "professional maintenance" he has had to spend some TLC on it of late, and it is now running really well getting the mpg up to around 26-28 on a good run. They took it on holiday to Cornwall last year, when they did around 1200 miles mostly driving around to look for some shade from the hot sun! "You don't realise the value of air con in modern cars until you don't have it!"

Roger also has a 1964 Mk1 Vitesse which is currently awaiting its engine back from a professional refurbishment & head unleaded conversion.

He is an active member of the Coventry TSSC who organise quite a few trips to shows and regular "DALOS" days (Drive and lunch on Sundays).

I noticed a small error has crept in to the June Stag Register Photos 1 and 2 have come out the same. Photo 2 should have been the one Shown below (Apologies Phil, my Mistake - Bern. Ed.)

"Keep On Staggering"

Phil



Photo 7. Under Roger's bonnet



Photo 2 . updated Stagweber Header Tank



Mk 1/2/3

<http://cook1e.blogspot.co.uk/>

ANDY COOK gt6@tssc.org.uk

Events Coming Up

Now that the Classic Car Show Season is in full swing there are plenty of Triumph and general Classic Car events to get out to in your GT6 and plenty of events to go GT6 spotting too.

A couple of large National events that are coming up that I'm looking forward to are collaborations between Triumph (and other) Clubs, gone are the days where it's cost effective to run big one club events like the old TSSC international at Stafford in bygone days hence why clubs are coming together to hold big events. The upside of this is a wider variety of cars for enthusiasts to enjoy at the events.

Interclub Triumph Weekend Stratford - Upon - Avon

The big one for the TSSC is of course next month the **Inter Club Triumph Weekend at Stratford on 16th – 18th August** jointly run by the TSSC and TR Register as a joint amalgamation of TriumFest and the TR International Weekend. This is one not to be missed see advert and booking details elsewhere in the Courier. Look out for me there and say hello, I'll be in my GT6.

Club Triumph National Day Gaydon

Another joint event that I'm quite excited about is the **Club Triumph National Weekend at the British Motor Museum**

Gaydon from 5th to 7th July (this month). This is a joint event run by both Club Triumph and the TR Drivers Club. The Triumph event covers the whole weekend, but the Sunday is even better as the Triumphs are joined by a plethora of classic British vehicles on the **Sunday 7th July as it's also the National BMC and BL day at Gaydon**. So lots of event cars to look at and of course the fantastic British Motor Museum collection as well. Once again, I'll be there in the GT6 so say hello if you see me.

GT6s out and about

May was really busy for TSSC and other Classic events for me with plenty of GT6s out and about.

Isle of Wight Weekend

Over May Bank Holiday weekend 3rd to 6th May was the 30th Isle of Wight Triumph Weekend.

The TSSC Isle of Wight Area must be doing something right as I keep going back to this one, in fact in the 30 years it's been running I've only missed two of them.

Here are some GT6s that attended this year's event.



Jeremy's freshly restored MK2, I reckon this is now one of the best GT6s out there having had a very extensive body restoration by renowned West London Triumph Specialists Enginuity.



Line up of my MK3 , Andy Walton's White MK2 and Mike Titchen's Valencia Blue MK2.



This MK3 was being "Fettled" at the campsite.



Not for the purists, but lots of fun, Brian Pringle's "Lightnin McQueen" GT6 based car



Andy Walton's MK2



Mike Titchen's MK2

SEM Leatherhead

The weekend of 11th and 12th May saw the biggest TSSC event in the South of England, SEM, the "South of England Meet". This is another event that has been going for many years, I first remember attending in my Spitfire in about 1985 when it used to be held at Chessington World of Ad-

ventures. This year it was at the venue it's been at since the late 80s, the Leatherhead Leisure Centre.

A real bumper turn out of GT6s were on the field to look around on Sunday which is the main show day. Here are some pictures



This MK3 has a nice set of triple DCOE webbers



This GT6 MK2 convertible Gitfire caught my eye with it's triple SU carbs and Megajolt ignition.



Above: Marks Smith's very nice MK3



This GT6 has been coming to SEM for the last few years, it's a bit of a hybrid, registered as a Spitfire on a c reg (1965) which is before GT6s were launched. However it has had a 6 cylinder engine and GT6 body fitted sometime in the past.



This MK2 convertible Gitfire is badged as a GT6 just in case anyone thought it is a Spitfire.



Red, White and Blue, well MK1s owned by Hag and Dick Twitchen and MK2 owned by Mike Titchen



More MK2s

Above Ian Gordon's Mk3 a previous Car of Show at SEM



More MK3s



Mine!

Local Car Show White Lion Antiques

Monthly local Breakfast Meet, there can be up to 5 GT6s there but in June there was only 2, mine and Geoff's



At White Lion Antiques Breakfast meet.



From the Archives

This picture should have been in last month's Register report, but a technical glitch (on my behalf) meant that I sent an incomplete version of the report to Bernie so let's try again.

Archive Photo Request

I saw last month that friend of mine has just added some Cadbury's Dairy Milk style graphics to the side of his soft top beetle.

Picture 32 – Geoff's Dairy Milk VW Beetle

This reminded me that back in the mid 90s there was a unique GT6 at the TSSC Stafford International. It was two tone Dark Purple with White with the White along the sills and halfway up the doors. The reason for the colour scheme was that it had originally been a prize giveaway in a Cadbury's Dairy Milk competition in the 70s. The car had recently been restored when on display at Stafford and had retained it's original two tone Cadbury's colour scheme.

I wish I had some photos of the car but alas I didn't take any. So, the ask is, do any TSSC

This picture is one from Leon Guyot's historical TSSC collection.

Taken at The Bell, Hampton, Middlesex in July 1981, 38 years ago!



members have any pictures of the car stashed away that they could send me? I'd love to have a picture in my GT6 register report sometime!

Andy

Barry's Car

This month I'm pleased to bring you the in-depth story of one man and his car.

The owner turned up quite innocently to the club's South of England Meet a few weeks ago and I thrust a sheet of questions in his hand and microphone in front of face.

I wouldn't let him go until I'd got his full **Kit Car Story**:

Can you introduce yourself and your car

My name is **Barry Flemming**.

I am a sales engineer in the motor industry.

This is my Triumph-based RMB Gentry, which I built over a seven year period. I did not keep a record of the number hours I put in nor precisely the money I spent, but I'm sure it was more than the finished car is worth.

Why build a kit car?

My first car, as a 17-year old, was a Triumph Herald. I first saw a completed Gentry years ago and was intrigued by it. When my family had grown up and I had a bit more time and a bit more money I saw a Vitesse-based Gentry for sale on eBay.

" There's a lot more engineering to building a Gentry, it's not just a matter of assembling parts."



It had been started, but not really built properly.

There's a lot more engineering to building a Gentry, it's not just a matter of assembling parts, like a big Airfix kit.

A lot of it has to be handmade. I like the Gentry because it is an authentic replica of the MG TF, while using reliable Sixties Triumph engineering.

Dismantling the donor



I didn't need to because the previous owner had already removed and disposed of the donor's body. He had loosely bolted the Gentry body parts onto the un-modified Vitesse chassis, but I was pretty much starting from scratch.

Chassis alteration and preparation

The original chassis outriggers have to be shortened and the rear legs come off. The bonnet mounting rail at the front also



single-pieced, but I wanted it centre hinged like the MG. I



needs to be cut off. I welded on strong bars front and back to mount the bumpers.

Gearbox, propshaft, differential

The gearbox and propshaft are standard Vitesse. I swapped the differential for a lower ratio one from a GT6, to give higher gearing.

Suspension, brakes

For the front I bought shortened Spitfire springs from eBay. At the rear I used a half-inch lowering block under a Spitfire spring and cut one leaf in half, but left it in place, to give the slight positive camber I wanted. The brakes are stock Vitesse, but with a servo.

Engine

The engine is stock 2-litre Vitesse. I run it without air filters, as there is no room. I still needed to make a bulge in the side panel, just to fit the carbs in.

New body assembly

The bonnet supplied by RMB was

bought a new piece of aluminium and made another bonnet half, to open as the MG. The front grille is chrome on brass made by RMB and supplied with the kit – these

are rare, and sought after by TF replica builders.

Front bumper is replica TF, on replica irons, bought brand new from Moss. The final body location took ages to get right. The bulge on the other side is needed for the alternator; I spent some time on the two bulges to make sure they were nicely flared in with the side panels.

Hood frame is also replica TF new from Moss, cut and adapted to fit. The seats I found on eBay, they are from a Nineties MGF. Dash board I handmade from half-inch ply, veneered. The main trimming was done by guy in Farringdon, who I met at the Triumph Spares Day at Stoneleigh.

I made the templates and he trimmed them.

Everything mechanical is Triumph, Herald or Vitesse.

The steering wheel was a gift, which I modified to fit a Triumph boss.

Pedals

The clutch and brake pedal assemblies are Vitesse. The accelerator is handmade, and was done by the first owner of the kit.

Windscreen wipers

It is a Herald wiper motor, with the tubing modified. The self parking still works.

Petrol tank

Tank is Spitfire, mounted within the dummy tank. I beefed up the bracketry that holds the spare wheel and I bought



an extra splined hub to mount the spare wire wheel.

Wiring and instruments

All the instruments are Triumph. The wiring loom is new, which I built myself.

Lights

The front side lights I've modified to incorporate indicators. They're on chrome plinths, as a real TF, which I bought from Moss; they're not cheap, but worth it, I think. I've got period Lucas spotlights. At the rear the indicators are from a motorbike.

Chromework

All the chrome bits are replica TF, new from Moss TF



Wheels

The wheels are new 15-inch wires.

Paint

I painted the body myself. I also mixed up the colour, to get what I wanted. I have to admit the end result is pretty much Old English White.

Hood and sidescreens

TF replica hood from Moss. Hood outer cover was made specially for the car.

Paperwork

The car is registered as a RMB Gentry. It is MOT'd.

On the road impressions

I'm very happy with the car, but there are still some tweaks to be made. The ride is quite firm, and I'm looking to do something about that.

Future plans, would you build another kit?

I want to get it running right, and I will run it around on good weather days. I do have other cars, including a long-owned Rover P6, with its lovely V8 engine. As for building another kit, there is one that really takes my fancy, they're expensive, the replica Jaguar SS100 by Suffolk. What I am looking to do is to get a genuine Thirties car that I can work up to good road condition.

Thanks Barry. This Gentry is right up there with the best Herald-connected

kit cars I've ever seen. Just by looking at the car you can see that it has been done "proper"; and Barry's description of his approach confirms part of the reason – he has sourced the best parts available. But, a car like this is more than the sum of its parts; huge credit to Barry for his project management and engineering skills to bring all those parts into such a glorious whole.

As the first picture in this article shows it did win the **Best Special** award on the day, at SEM obs.

I consider I have pretty good knowl-



edge on issues around Herald kits and specials, but not a lot I could tell Barry, except for one thing: he told me about the uncomfortably firm ride from the back end, and I had a suggestion for him. He might be able to

soften the rear spring a bit more, but then he would have to put in a thick spacer block underneath it to maintain ride height. I think the solution is much simpler – he has too much air in his rear tyres. I had the same issue with my Moss Malvern, someone suggested I reduce tyre pressure, which I did. I now run with 18 psi all round, and the ride is excel-



lent; there is a lot less weight on the rear axle than there would have been with a Herald/Vitesse body.

Just one final point – this car may be registered with Swansea as a 1967 car but its conversion from Vitesse to Gentry precludes it from being exempt from MOT.

The rules, as I understand them, state that such cars will need to be MOT'd every year until 30 years have passed since the conversion.

Trevor

It's PLANE to see why classic Triumphs are so popular...



...If it's important to you, it's important to us.

Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Australian Motor Industry Spitfires

As I write this today (a bit early for a change) we're having a mini-summer, don't know if it's going to last more than a day but it made me think of warmer climes and some pieces **Peter Truman** in Australia (who sent me the Spitfire boat last month) has sent to me.

"At the risk of being called sexist, the attached photo is taken from a recent booklet produced here in Oz by a TSOA Vic member **Larry Mundall**, and called 'The Triumph Spitfire - A Melbourne Perspective'.

Well I like it and as many ladies own Spitfires including my daughter I think it's somewhat appropriate!" [Suzie note: close your eyes now if you are of a delicate nature, or are easily offended.]

"The book gives a history of ALL Spitfires here in Oz, from their production from CKD kits here in Melbourne by AMI (Australian Motor Industries) to its local racing involvement & club activities. The Spit4, Mk2, and Mk3 were locally produced from individual panels CKD delivered in timber

wide and 2mts high.

The Spit IV, and 1500 were personal imports only."

Peter then sent me up with the following article (to be published in two parts) on the AMI Spitfires, incorporating some information

"There are some who say the Triumph Spitfire is a Ladies' car – that's fine by me!"



from Larry's book and approved for publication here in the Courier

by the author.

AMI Spitfires (Part 1)

Several Triumph models were assembled in Australia by "Australian Motor Industries" (AMI) in the 1960's and 70's. AMI, a public listed company, took over from the Standard Motor Co. in 1958 and assembled many different car makes as well as Triumphs. Other makes were AMC Ramblers, Mercedes Benz, & Toyota. AMI were taken over by Toyota in 1976, & it became AMI Toyota in 1978.

Spitfire parts were received from the UK in "Completely Knocked Down" kits (CKD) in large timber crates from Canley. Each crate would be made up of multiple items of the same parts, ie floor pans, wings, bonnet parts. Other crates would have mechanical parts like engines, gearboxes, diffs etc which came assembled. The body parts were delivered bare metal except for the chassis which was supplied assembled and painted. Around 20% of the cars parts were locally supplied to obtain Government Import Credits, eg electrical components, exhausts, prop shafts, shock absorbers, brakes, tyres, glass, carpets, and trim.

One advantage of the body parts being delivered unpainted was that AMI jig assembled the body, then chemically cleaned it prior to dipping the assembled body in etch phosphate primer, priming and painting in Toyota coloured paint. So Australian assembled Triumphs had better rust prevention than UK assembled cars - ironic considering the Australian climate is very easy on car bodywork.

Heralds were assembled by AMI from 1959 to 1965, with

the Spitfire 4, Mk2 & 3 from 1964 to 70, and the 2000/2500 Mk1 & 2 Saloons from the mid-1960s until 1975 when, with the Toyota takeover of AMI, the Triumph Big Saloons production was transferred for a time to Leyland/JRA in NSW, where it is believed assembly stopped in 1978. Leyland sold its shares in AMI to Toyota in 1978 with AMI now becoming AMI Toyota, with Toyota in turn buying them out in 1989 to become Toyota Australia, & the AMI name becoming history.

Spitfire MkIV and 1500 were not assembled or offered by AMI, but a few early MkIVs were sold for a time by Leyland Australia, but the Spitfire 1500 was 'Personal Import Only'. Leyland/JRA considered the Spitfire competed against the MG B & TR7.

[Suzie note: From Wikipedia - Following further corporate changes in the UK in the late 1960s, BMC Australia was absorbed into the newly established British Leyland Motor Corporation of Australia,[1] the name of which became Leyland Motor Corporation of Australia in 1972,[2] and then JRA Limited in March 1983] It appears that there were around 1100 Spitfire 4, Mk2 & Mk3's registered in Australia from 1963 to 1971.



AMI assembled cars had two plates on the left side bulkhead, for the Spitfires 'Type' was 'SP' for Sports.

AMI produced an Australian only model of the Herald 12/50, which came as a Coupe or Saloon & used the Vitesse 4 headlight bonnet, it was very attractive, but didn't have the sunroof."

Next month Peter's story will continue with some information about a very special Australian Spitfire.

In the meantime, another AMI car I know of belongs to Kevin Hill who imported it from Australia 2½ years ago. He's now at the



ovation of the car so if you can help out with any of the following please let me know and I'll put you in touch:

"The seat hooks, rear deck chrome hood retainers, b post cappings, front bumper, dynamo and brackets, control box and fuse box, original clutch and brake master cylinders.

Any help greatly appreciated."

Suzie

stage of putting new paint on it and is doing so in the time honoured tradition of DIY.

The car has its AMI plate as well as its Standard Triumph one, showing it to be the 829th car as-



sembled. It has the suffix SP showing it to be a 'Sports' model but I don't yet know enough about this numbering system to know whether that means it's the 829th Spitfire, or whether that total might have included any of the other makes AMI assembled. I'm sure one of our antipodean readers may be able to clarify that.

And now for the 7s of the Belisha card set,

Brougham Castle

The Bell Pub, Barnby Moor

Sketch of 2 Children with a Box Cart in front of a No Parking Sign...whilst a Policeman looks on (possibly planning to give them a ticket!)

Luss (A village on the west bank of Loch Lomond)

All of the above are still there – not sure about the kids and the copper though.

Footnote: We've just been contacted by Tony who is restoring an ex Californian Mk2 Spitfire. He's looking for various parts to aid in the ren-



A Diff'rence of a pinion

This month I want to start describing the differential rebuild. It's taken me 18 months to gather the courage to start this and several weeks (working evenings and the odd week-end) to complete it. I've recruited help in different guises along the way. I'll try and cover it with enough detail to enable you to do yours if you wish, however there are plenty of forums and Youtube posts out there that will probably guide you equally well if not better.

Part 1 - A Diff'rence of a pinion

I'm not going to lie, I've had a clunking, whining diff' since I bought the car in 1994. As most of you will recall, I drove it for 6 months and then garaged it for twenty something years. When I eventually pulled off the dust sheets and started to re-access what needed to be done in 2015, the diff' was at the forefront of my mind, but as everyone kept telling me 'it'll run forever like that!', I decided to put it at the bottom of my 'to-do' list.

That and the fact I just didn't want to tackle it without plenty of research a ramp and time to spare, as it was never going to be a 5-minute job.

Having now completed several long trips to France and many shorter but successful trips in the UK I bit the bullet and decided this year it would have to be repaired or replaced. I had already attempted to tighten up the pinion nut/collapsible spacer but it was obvious from the 10 degrees of rotation in each drive shaft it was going to take a lot more than that to resolve the problem!

My good friend Rob had kindly donated a diff' from his collection of Spitfire bit's that he had 'leftover' from a previous project, cluttering his garage, probably 10 or more years ear-

" I decided to put it at the bottom of my 'to-do' list. "

lier. It had patiently waited under my workbench for its moment, and its moment was now. I dragged it out and dusted it off, it was covered in dirt and dried oil/sludge, exactly the way it must have been



Diff before cleaning



Split diff casing

removed from the vehicle however many numbers of years ago. Rotating the driveshafts initially it seemed to have significantly less 'play'/free rotation than the one I had currently fitted, however the more I played around the more I thought I was kidding myself. I needed to dig deeper and give it a thorough examination. Initially I jet washed the dirt and sludge from the exterior casing and soaked all the bolts in Plus-gas. I then left it to stand for a night or two, balanced on two pieces of timber over a suitable container, so the oil was thoroughly drained. As expected it was thick and black containing lumps of an unknown origin.

Now 'externally' clean and oil drained, with surgical precision, I laid my tools either side of the now 'clean' but rusty diff, blue paper roll beneath it as if I was about to commit major surgery.

I rotated the drive shaft until the two scalloped sides of the drive shaft flange aligned with

ing, once removed I rotated the shaft and removed the other two. It required a gentle but firm tap with a hide hammer around the flange for it to come out, but it did fairly easily. I repeated this on the other side.

The bolts were then removed from the periphery of the crown wheel casing. From my research I expected two bolts to be shorter than the others, the ones directly above the driveshaft bearing casing, however they were all the same length, which made me wonder; had this diff' been apart before? Or were the forums wrong, I could believe both!

I carefully pulled the casing apart and peered in. The internal casing was still heavily coated with thick degraded oil. Inspecting the crown wheel and sun and planet gears I couldn't see any damaged teeth; they were polished, but appeared to be in good con-



dition without chips or visible marks. However not being an expert in these matters I decided to consult someone who was.

I replaced the case, doing the bolts up finger tight, and placed it all in a plastic tub for ease of transport. I took the diff to a reputable Triumph specialist for their opinion, fully prepared to leave it with them and happy to pay for a top-notch refurb'. The 'specialist' asked me to remove the casing so he could assess the condition of the gears, bearings, shims etc. and level of work required. After pushing the sun gears round with his fingers and checking the crown wheel for free-play with only a gentle click as it rocked from one tooth to another he looked at me and said '**it doesn't seem too bad to me, I'd stick it in and try it**'. I quizzed him about the amount of free-play and condition of the bearings and shims. He seemed sat-



Drive shaft bearing housing

two of the four cap head screws that held the bearing in the cas-

isfied they were all acceptable. Despite this I offered him the chance to rebuild it, but he felt I'd be wasting his time and my money and again said 'just stick it in and try it'. So, the casing was replaced, I thanked him for his time and headed home feeling



very uneasy about taking his advise and wondered what to do next.

I mulled over the prospect of just fitting a new gasket to the casing and bolting it back together, filling with fresh oil and 'just sticking it in and trying it'. It seemed crazy to take a 'known' working (if clunky) diff' out and replace with a completely 'unknown diff'.

Therefore I decided to invest some time and money and rebuild it myself.

I did my usual research on the web and using various manuals identified the potential parts required and checked availability. I was convinced it was a job I could do and most, if not all the parts, appeared to be available, therefore I planned to work on the diff' during the evenings after work making use of the hydraulic press and 'pullers' available. But before I began, I removed the casing again and put it through the 'parts' wash, twice in fact, so I had a nice clean diff' 'internally' as well as 'externally' to work on.

Now armed with a very shiny and clean diff to work on I found a suitably quiet corner of the workshop to work. However before I began in earnest I wanted to thoroughly research the rebuild and understand the procedure for checking and replacing bearings and shims to obtain the correct clearance.

Next month.....

.....What a Diff'rence a Dave makes!

Steve

It's PLANE to see
why classic Triumphs
are so popular...



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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Malvern Classic Car Show

Seven am on Sunday 7th April found my son Jack and I climbing into my 4A to head off to the Malvern Classic Car Show. As we were heading into the Lost Lands a quick check to prove that the windscreen wipers were working took place and we were off. "I've lost count of the times that we have made the journey to Malvern in the TR" Jack said. Very true I thought, we've towed a trailer

" A quick circuit of the autojumble revealed no finds so we headed off to look at the cars.. "

with camping gear or a Puck caravan for the TR International, attended many shows at Malvern (on average 3 every year) and it is still one of my favourite venues (when more than the main toilet block is open, which unfortunately on this occasion they were not – please note organisers!) as it is Jack's. The journey is usually 72 miles, but Mikey J in his immaculate GT6 led the small group of TSSC cars from Raglan services (where we had a very good breakfast) along some fantastic B roads that only he seems to know about cutting 5 miles off the trip.

The weather was very good



Proud Owner Gareth at the Malvern Classic

and my TR was again running without missing a beat, I've said it many times, but I LOVE my 4A! We arrived as the gates were opening taking advantage of the £4.50 pre booked ticket price for a Classic car, 2 adults and 2 children.

A quick circuit of the autojumble revealed no finds so we headed off to look at the cars. There was a really good selection of cars on show and as we were walking around I heard the unmistakable sound of a well sorted 4 cylinder wet liner engine driving past behind me. A quick glance showed it to be an early TR4A running on Stromberg's, so I watched the vehicle until it parked up and made my way over to talk to the driver. Well It's true what

they say, you meet the nicest people in a TR, and I spent a good time talking to the proud owner TSSC member **Gareth Davies** who agreed to let me feature his car in this column (SEE NEXT MONTHS COURIER), so with promises made to have a drink at the Stratford weekend we said our goodbyes.

Mikey J once more led us from Malvern and onto the M50 back towards S.Wales turning East onto the M4 while AO Al in his Spitfire and Jack & I in my 4A turned westwards. We lost Al who was in front at the series of traffic lights just before the M4, but he had turned off onto the private road near my house, so Jack gave him a wave as we went past with the TR's needle

just to the right of the Ton, and as we did so Jack said, *"Another great day out with the TSSC, and what we lacked in numbers was more than made up for by the quality of those who attended"*. "Where did he get that from" I thought?

TRIUMPH TR3A RESTORATION

Just when you think that **Chris Downs** has exhausted his long list of Triumph restorations he comes up with yet another, what a man, what a TR! Am I jealous? – NO! am I covetous? – NO! am I envious? – NO – I'm all b****y three!

So again, a big thank you to Chris for not only putting these beautiful cars back on the road but also for supplying these articles which will hopefully inspire others to do the same, thanks Chris and over to you.....

"Continuing in my voyage of discovery of the delights of Triumph TR restoration, it had occurred to me that I had restored a few TR's but hadn't yet attempted the restoration of a 'side screen' car from the 1950's. As is always the case with me, it didn't take long before my pondering turned again into reality. I had also realised by this time, that taking on someone else's abandoned restorations was becoming a bit of a speciality (or perhaps weakness) of mine. So, following previous patterns, I asked my wife if she would like to accompany me one sunny Sunday for a drive down to Harrow at the invitation of a very nice chap and his wife for afternoon tea and cakes in order that I could explore the selected dis-



A Long way to go!

mantled parts of a 1958 TR3a. These were situated in the chaps various garages that had been re-imported back from the U.S.A. This guy had bought the TR with every intention of restoring it, but had been offered a very rare vintage Daimler which he had really set his heart on, so the unfinished Triumph had to go.

This trip turned out to be very pleasant, and the tea and cakes were very nice, although quite expensive as the experience had cost me several thousand pounds in the purchase of my next restoration project .It was indeed a left hand drive TR3a that had



My Vignale has a similar Handbrake.....

been imported in a fairly dilapidated state and had come from the damp state of Illinois. The car itself was very rusty and required yet another marathon welding session to replace the floors, sill assemblies and numerous repairs to the A and B posts, new boot floor , rear panel and front wing repair sections. However, as al-

ways, I enjoy a challenge and I decided that anything could be fixed and so yet another TR was on its way back to my house.

I had ascertained, as far as I could, that the engine was a good one and as part of the deal, I had acquired an 'A' type overdrive gearbox for the car, all the new floor pans and sills and several other hard to find smaller parts such as really good door handles, choke cable, switches etc. The major parts I needed to acquire were the right hand drive steering column and box assembly, dashboard assembly and a decent set of seats as the ones that came with the car were beyond repair.

extra strength!!

Anyway, onwards with the restoration and the body shell was transported to my favourite lady welder for her attention. It turned out to be far worse than either of us originally thought, but as ever, the task was accomplished and the bodywork was now solid again. The chassis was amazingly quite sound and the task of panel gapping and alignment progressed in my friend Brian's bodywork repair shop. Meanwhile, after several months of sourcing parts for the car at places like the International Triumph Show at Stoneleigh and Ebay, I was now in possession of a very good steering box assembly, original chrome bumpers and various other assorted parts



Fan-Tastic!

The major thing that was discovered with the car was, that in order to export it from the state of Illinois, an awful lot of filler had been applied to the bodywork and painted in something like red oxide paint which had the effect of disguising just how rusty the car really was. Some of the filler that was pulled from the sills was 2 inches thick in places and I even found a half hacksaw blade set inside it to give it

including a RHD dashboard assembly. I had also purchased a used pair of Mazda MX5 seats and had them covered in appropriate vinyl to match the original pattern. Time now then to get it painted. My research had revealed that the original colour was primrose yellow, and after consulting with my paint man Brian, the colour match was obtained and the car was returned to its original colour scheme.



So, with the painted car back home, reassembly could begin. It was at this point, September 2018, that my eldest daughter visited us for the weekend and announced that she would be getting married the following summer (2019) and what were the chances of getting the TR3a on the road by then in order that it could be used as her wedding car. Of course, as you do, I said yes to this request! Well, progress has been made, and at the time of writing, the

car is virtually finished and affectionately known as 'Primrose'.

Fortunately for me, the chap I bought the car from had done all the paperwork for the car when he acquired it and had gone into his local vehicle registration office in the days when we still had such things and had obtained a British registration document and registration number. I have now had the car MOT'd and therefore I have taxed it and am now able to drive it to iron out any issues before the big day in August of this year. Fingers crossed that all is well with the car for the wedding and perhaps I can report back at a future date on how the car and the wedding went.

Chris Downs

Bern - We are looking forward to images of the car at the wedding!

Whether 6 cylinders or 4 a TR is more!

Bern

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Gordon Bennet Run 2019

Watching the weather forecast prior to any event is always daunting. This year's main event was participation in the Gordon Bennet Run in Ireland. Ireland is famous for wet weather and it looked like they weren't going to let us down. Organised by a local committee, the none profit making event has seen entries of around 80 vintage and ...

"...classic vehicles drive the 1903 Gordon Bennet route which was a precursor to what is now Formula 1."

This year though, there was lots of interest and 177 entries.

Thursday was the start of our journey, ten cars in total heading towards Holyhead for our overnight stop at the Boathouse hotel prior to an early crossing the next morning to Dublin. The hotel was chosen as its near the port, outside of the town and a very big car park. The rooms were good and the staff friendly. Some of the group had travelled from Kent, Portsmouth and Worcester with the main contingent from the Midlands. We all gathered in the bar and dined together before the start of our Irish adventure.



Holyhead Car Park- Boat House Hotel



Gathering at Start of 1st run Saturday

Friday saw us on the ferry and out into the Irish sea into a Force 8 gale. Landing in Dublin saw the convoy split as we all made our way out of the city to a predetermined stop at some services

on the N7. All went well and arrived in good time to book into our hotel in Portlaoise and walk into the town for the reception and finger buffet.



Gary Law or Rod Stewart?

Saturday was our first route that stopped at Russborough House before finishing at a local pub for a driver's dinner. We had decided that this year we would get in the spirit of things and dress in the year of our cars. This went down very well with the organisers and other drivers. Rod Stewart (Gary Law) was seen travelling the roads of Ireland



Entry to Russborough House



Gala Dinner - Spit 1500 Reg Sec Steve Payne on right

in all his glory in his bright red TR6.

Sunday was the Gordon Bennet route, travelling along the same route as the drivers in 1903. The weather had been kind and the roofs on the convertibles were down. Everywhere we went the locals were friendly and the hospitality amazing. Back to the hotel saw us get ready for the Gala dinner which again we did not disappoint in dressing to impress. The Spitfire owners should be able to see Steve Payne dressed in 1980's attire. On one occasion being asked if he was in the right toilet when viewed from behind.



The girls getting in the spirit

Monday saw yet another run concluding at Tracey's pub for a BBQ. This was the final part of the event





and we made our way back to the hotel ready for a 4am start for the ferry on Tuesday.

The journey to the ferry saw Gary in his TR6 struggle as his front right wheel bearing had collapsed and he limped onto the ferry to be recovered when landing in Holyhead. Andrew Poynter, editor of the TR Driver in his TR7 V8 also only made it as far as Watford services before a starting issue saw him on the back of a recovery truck.

So, 10% of the fleet returned home with a couple of issues but not bad after 850 miles of pure fun in a long weekend.

The run is great and worthwhile. Some of the roads are bumpy so be prepared, the Guinness and hospitality are second to none and you will not find a friendlier place unless you visit Bern and Angie at the Le Mans Classic.



Paul

Me fixing fan belt of Andrew Poynters car



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

The May Shows

Another month and looking at another blank page – but at least my mind is not entirely blank. May was a good month both weather wise and show wise. We started at Popham Airfield on Bank Holiday Monday with a good local show, and we has a great Club Stand with 17 cars from the Andover, Southern and Newbury Areas – and most importantly two Equipes – **Andy Belcher's**



with some autojumble stock.

One interesting thing on Janet's convertible is the radio shield – whilst I have known the car for many years this was



white 4s and my white 2+2.

The second show was SEM the following weekend, where there has traditionally been a good Equipe turnout, - this year was a smaller turnout than usual, with 3 Equipes – **Janet Matheve's** 2 Litre Convertible, **John Kempshall's** Gold 4s which has featured in a number of my articles during its restoration, (and deservedly taking the Best Bond trophy) and my 2+2 which gamely towed a trailer



My 2+2 & Trailer



luggage rack ready for the Standard Club Rally which is the weekend after we return from holiday – so tangential progress I suppose!!

Finally I have heard from another Equipe owner who has started the renovation of a 4s, but unfortunately is unable to finish the work –

I understand the car complete but in parts, it is free to someone who will restore the car – it is in Wiltshire.

If you would like to take on the project please let me know and I will put you in touch with the owner.

Guy



the first time I have seen it with the bonnet open, the shield helps to reduce radio interference from the distributor – I assume it was fitted to those cars which were ordered with a factory fitted radio.

Now a plea from another convertible owner who is faced with having to replace the floors in his car – does anyone



have 4 of the rear seat mountings – salvaged from a scrap car – his are beyond saving, he has sourced the floor and other parts but has yet to find these.

“ I understand the car iscomplete but in parts, it is free to someone who will restore the car – it is in Wiltshire ”

Moving on to my convertible – the fact that I was able to photograph the seat mounts in my car tells it all – very slow progress, but I have got our **1924 Standard Kenilworth** going and fitted a

TRIUMPH

BIG SALOONS

CARL SWANSON carlswanson@btinternet.com

MK1 Observations

Hello, Hope you and yours are well. I have had another busy month, and with one my sons, Harry, in the middle of GCSE's, I have been to much fewer shows and meets than I normally do, so limited pictures of my car this month!

As I am sure we all do, find other people who are interested in the same thing. Work colleagues are sometimes harder to find that same interested mind. However, I have found a work colleague, now friend that has a great interest and history in now what are classic cars. Just to prove this,

"The new Triumph is aimed mainly at the middle-class professional market, and there are facilities to produce 30,000 a year."

someone else is looking out for the 2000s, other than just us Big Saloon owners!

I was having a look round to

I found this one really quite interesting..

The Triumph 2000 was introduced to us during a well-staged Press day, during which I was able to travel in one of these handsome Michelotti-styled saloons from London to Faversham; taking it flat-out along M 2 and round Brands Hatch.

The new car was developed very quickly, in 2/2 1/2 years, by building a considerable number of prototypes, so that each department could carry out development simultaneously, a method brought from

Leyland by Stanley Markland, and which offsets by time saving the cost of having to scrap a larger number of components as development proceeds. In contrast, the Rover 2000 took some 5 1/2 years to get into production.

The new Triumph is aimed mainly at the middle-class professional market, and there are facilities to produce

30,000 a year. Priced at just over £1,000, it is a 4/5-seater saloon using well-tried



his family and himself we heading on holiday, and found this on the M25! Great to know that

find an article that was from a different type of magazine when the Mk1 was introduced.

components of existing models, the engine being a 6-cylinder version of the Vanguard, the gearbox TR4, the MacPherson strut-type front coil-spring suspension and coil-spring trailing-link i.r.s. designed for the car.

The car I tried was the eighth pre-production prototype. The interior decor is a rather horrid clash of polished walnut facia and sills and plastic padding, and the two main dials are very deeply recessed and vaguely calibrated. This impression of fussiness is increased because the dash is not symmetrical at each end and the dials and switches, etc., occupy several depths. The indicator warning lights flank the blue full-beams light above the speedometer and dual-purpose dial, and the other warning-lamps cluster covers fuel, oil, choke-in-use and ignition. A l.h. stalk works the indicators and gives daylight lamps-flashing when its tip is depressed; overdrive, operating in 3rd and top gears, is selected by a r.h. stalk. Some drivers find this confusing and would prefer them transposed.

There is ample interior stowage in a deep, lockable, drop-lid cubby which has a rather unnecessary two-position lid-opening, and a pull-up interior vanity mirror—Triumph stylists obviously being conscious that the little-woman is a strong influence in the choice of a family car! If radio is eschewed there is another big, lockable, stowage-box in the centre of the console, and a Herald-like tray surrounds the floor gear-lever. The separate front seats have too little cushion support but the squab-angle is adjustable. There is room for three on the back seat if the centre arm-rest is folded, and foot-room under the front seats, but the Triumph 2000 is a compact rather than spacious car. The luggage-boot is deep rather than long; the covered-over spare wheel sits vertically therein.

Push-buttons, in sets of two each side of the steering wheel, look after lamps (side and headlamp buttons inter-connected) and wipers and washers. There is a foot-dipper. Equipment includes roof-grips for the rear-seat passengers, arm-rests on the doors, child-proof locks on all doors, coat-hooks, lidded ash-trays and a horn actuated by depressing the boss or single-spoke of a rather high-set steering wheel.

The test car had an ill-contrived treadle accelerator which had a lot of free movement, so that smooth starts called for care. The gearbox became extremely hot and 2nd gear was almost impossible to engage until it cooled down, and the rubber-mounted rack-and-pinion steering had a great deal

of sponge, was vague in action and heavy for parking. I gather that the low-gearing was resorted to in an endeavour to decrease heaviness at low speed while retaining a 31-ft. turning circle but it was generally disliked by those who tried it.

The engine is not quite so silky smooth as its six cylinders would suggest but gives speedometer readings of 50 m.p.h. in 2nd and 70 m.p.h. in 3rd gear. The reading can be put to over 90 in o/d. top along a motorway, falling back to 85 up slight gradients, but Triumph claim a M.I.R.A. lap-speed of 95-97 m.p.h. Borg-Warner automatic transmission is available but the first cars so fitted changed up far too early, even under kick-down, and a higher axle ratio; in the region of 3.7 or 3.8 to 1, will be used for production cars.

The gear-change was rather notchy on the test car but the brakes, disc on the front wheels, are excellent. After we had driven the car a Press Conference was held at the Mayfair Hotel, attended by Sir William Black, Chairman of the Leyland Motor Corporation, who announced the discontinuation of the famous name of Standard, in case foreign subjects thought he manufactured standardised vehicles, Mr. S. Markland, O.B.E., who was responsible for developing the Triumph 2000, Mr. D. G. Stokes, who has to sell it, Mr. G. H. Turnbull and Mr. H. G. Webster, who engineered it.

Many criticisms were made by the journalists who attended the conference, so that Sir William later remarked that next time he would hold it after dinner, no doubt hoping that the Puligny Montrachet 1959 and Gevrey Chambertin 1955 would produce a more mellow atmosphere. One criticism concerned difficulty in engaging 1st gear. This is due to the synchromesh cones fouling and is the penalty you pay for listening to popular clamour and putting this gear-changing aid on all the forward ratios; Issigonis eschews synchromesh on bottom cog in all 4-speed B.M.C. cars for this reason.

A good aspect of the Triumph 2000 is its i.r.s., which costs the customer only about £25 and undoubtedly improves the ride and the traction. It is interesting that SP tyres are an optional extra, the test car having Dunlop C41s, so presumably the suspension has not been

"tuned" to any particular tyre construction. There are no greasing points and servicing is required only at 6,000-mile intervals. The gears are fairly quiet, there is some exhaust resonance at low speed, but there is no back axle to tramp or deflect the tail of this Triumph. It corners well at speed, understeer controllable by a dab of throttle, but roll is that expected of a family saloon. The bonnet panel has to be propped open. Carburation is by twin Strombergs, as the Triumph engineers believe in constant vacuum carburettors. The car will, I gather, probably be entered for rallies, but not in its first season.

To keep both the Mk 1 and Mk2 teams happy, this is the same team, on the 2500s..

At a time when Secretary for Trade Mr. Peter Shore was lecturing the country about buying British (although surely he should have been advocating trading in European cars since, by the edict of the people, Britain is a small parcel of the European continent?) it was a comforting feeling, in more senses than political, to be driving the new Triumph 2500S.

I was able to try this latest car, of a make which may well become British Leyland's prestige product, in about as varied driving conditions as you will encounter in this Island during the summer months — Motorway cruising, dawdling along Shropshire lanes when we were early for a dinner date, twisting it in a hurry over the Welsh hills, negotiating heavy London snarl-ups, and inching it along in what I can only hope, for the sake of the good folk of Kent, was a record hold-up on 62

the A21.

This extended getting-to-know the new Triumph top-model was arranged by Ann Whitehouse, who looks after this section of BL Press services with notable efficiency.

What the Triumph design-team has done is to get rid of the never-really-trouble-free petrol-injection 2500PI engine and provide one using two SU HS6 carburettors to give, they claim, a car with the smoothness and silence of the old 2000TC, the performance of the 2500TC, and a little extra refinement of its own. It certainly seemed to me a very nice motor-car under the varied conditions, in which I used it. The engine is a long-stroke (74.7 x 95 mm.) six-cylinder of 2,498 c.c., giving 106 (DIN) b.h.p. at 4,700 r.p.m. but able to operate without anxiety up to 5,750 r.p.m. It is, let us agree, an old-style iron engine, with four main bearings and push-rod o.h.v. In this the BL policy is one of economy, as it is in scrapping fuel-injection, which may require correct servicing but which offers bonuses even on family-style cars in respect of fuel conservation and quick starting.

However, this old-fashioned Triumph Six starts very urgently if the manual choke is employed and it gives adequate performance in conjunction with a four-speed gearbox having overdrive on third and top. You can count on a top pace of around 105 m.p.h., which is mostly purely academic these days, and 0-60 m.p.h. step-off in 11 1/2 seconds.

The power is delivered smoothly and quietly, helped by good sound insulation, so that wind noise is more obtrusive than mechanical cacophony. The gears are changed by a substantial non-spring-loaded lever with long movements. It is a reasonably pleasant one to use unhurriedly, and the very convenient flick-switch for bringing in overdrive is on the lever's knob. The clutch is rather heavy but smooth, the disc/drum servo single-circuit brakes also smooth, light and progressive. The central handbrake has an enormous grip and small movements.

Comfort is the key-note of this big Triumph. The seats are large and well padded, the steering column adjusts for rake, and there is ample ventilation from side eyeball and central adjustable fresh-air grilles. The trim is cloth, with simulated leather on the doors, and walnut cappings on doors and fascia. Pile carpets, well fitted, add the required touch of luxury. There is a vintage look about the fascia, with scattered instruments on a wood background. A clock, with seconds hand (why?) on the left is augmented by heat, voltage and fuel-level gauges and the matching, white-digit Smiths speedometer and tachometer. The circular Triumph warning-lights cluster and the rotary lamps'-switch extending from the steering-column are retained, as are the two control-stalks, the r.h. one working the turn-indicators. This one has the horn-button on its extremity but I prefer the horn switch to be on the steering wheel. All knobs are large and well symbolled, the three-spoke steering wheel has a leather-covered rim, quarter-lights are provided in the front doors, and the new 2500S looks every inch a Triumph, although the new-style cast-alloy wheels, shod on the test car with Michelin XAS tyres, and the new

badge with emphasis on the "S", single it out.

The all-independent coil-spring suspension gives an easy ride on normal roads and the power steering, if a little vague, allows three turns from lock-to-lock to be used, for quick response, with a small turning-circle. The engine does not belie its ancient ancestry unless well and truly extended and at 70 on a Motorway the engine speed drops to 2,650 r.p.m. if overdrive is engaged, a very restful pace. This overdrive also helps to give a good r.p.m. figure — over a big mileage I recorded 28.1 m.p.g. The fuel light remains on for a very long time before replenishing of the 14-gallon tank is necessary. The pedals are large but wide-spaced. The heater on the central console has sensible and nicely-contrived controls. Stowage is provided on under-facia shelves and in a lockable, wood-lidded cubby hole. The splines of the i.r.s. prove sticky when starting from rest and, perhaps peculiar to this particular car, irritations were a vibratory rear-view mirror, an external door mirror that was too loosely mounted, and water entering the boot and soaking the carpet if the Triumph was left out in heavy rain.

For those who appreciate a car of crisp Michelotti outward styling combined with a vintage specification and interior, the Tri-

umph 2500S, at £3,353.22, should make its mark. The test car had tinted glass and a Triplex laminated windscreen and in some 1,300 miles I found it to give pleasurable motoring and to have had an oil thirst of almost nil.

Anyway, hope you find those interesting.

Harry is scheduled to finish his exams in mid June, so we will back out again in the 2000 at shows. So, if you are doing the same, please send in your pictures and stories of what you and your 2000 have been doing this summer!

Take care,

Carl

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Laon Historique 2019

by Dick Twitchen

The Having enjoyed Laon 2017 a repeat was required, not least it being a blank Le Mans Classic year.

A disparate team of five cars from Southern area attended, albeit travelling separately and with differing accommodation and I cannot speak highly enough of Scenic & Classic's organisation and flexibility as (our) plans changed. Overnight to Le Havre but a ramp

defect meant we (my GT6 and John's MGBGT V8) were spat out into the rush hour traffic in heavy rain, not an ideal start to the weekend. A steady run to Laon and the campsite where Bern and Angie had the welcoming TSSC refreshment tent, although there were not as many members camping this year.

Saturday saw the 'gathering' of about 800 entries with a theme of



'English Luxury' (photo 1) but clearly GT6s did not meet that

particular remit (photo 2). After coffee and croissants, all





Luxury Top Up!

included in the entry cost, it was off for tulip diagram run with a lunch (included) break at Soissons, marred only (again) by the lack of (only FOUR) toilet facilities. Having had enough of scraping exhausts in the morning we went for a re-visit to Chemins-des-Dames and the Dragon's Cave museum in the afternoon, both key features in WW1 and well worth seeing.

Sunday we opted for a battlefield tour, well there were three ex-RN warfare Officers in our party, rather than the gathering in the Laon town and then laps around the cobblestones. The organiser's web site has plenty of photos / videos of that day's activities and those who participated spoke highly of it. The personal highlight of the days was a visit to Le Cateau and identifying the site of my Great Uncles capture on 26 Aug 14 having

only been in France 10 days and had already fought at Mons; he survived the war as a POW as did his brother (captured 24 Oct having been in



Campsite base camp - TSSC

France 18 days). Back to beer tent and providing help and some new HT leads to a 'sick' Spitfire, but fortunately somebody turned up who knew more about SU woes than John or I combined.

After an early fry-up courtesy of Angie it was off to Caen, until avoiding a pot hole, a metal stump at the camp site entrance neatly removed one silencer! Swiftly stuffed in the

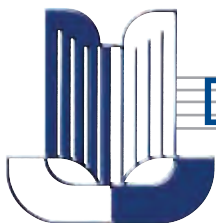
boot and for the next 5 hours there was limited conversation in the GT6. Still, that was the only defect apart from a weeping top hose sorted with some

rubber weld tape (photo 3), and an MG bonnet that was reluctant to stay tight shut. Pegasus Bridge was busy as was to be expected and the ferry had lots of D-Day 75 vehicles going home, al-

though they did not appreciate the heavy rain and embarrassingly slow disembarkation at Portsmouth.

All told an excellent weekend, and made all the better by Bern and Angie's efforts.

Stop worrying and go foreign, just make sure your insurance covers accidents as well as breakdown recovery as someone found to their cost.



July 2019

AREA NEWS

AREA Directory • News • Events



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

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**For all booking enquiries please email
nigeljohnhawes@gmail.com**

No classic? No worries. All welcome.





AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 <i>Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ</i>	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548 <i>Advertised in Cumbria News & Website</i>	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 <i>Swettenham Arms, Swettenham, CONGLETON. CW12 2LF</i>	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 <i>The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ</i>	1ST SUN. 7.30PM.
LIVERPOOL	Mark & Tracey Lamb: 07975 591421 <i>Vikings Landing, Stonebridge LIVERPOOL L11 2BD</i>	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 <i>CONTACT AO's FOR MEETING VENUE</i>	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 <i>Cottage Loaf - THURSTASTON. CH61 0HJ.</i>	2ND TUES. EVES.
NORTH YORKS	Richard Briscoe: 07766 354449 <i>Greyhound Inn - RICCAL. YORK. YO19 6TE</i>	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 <i>Crown Inn, Barnburgh - DONCASTER. DN5 7JQ</i>	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 <i>New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.</i>	2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 <i>The Bull & Butcher - CORLEY MOOR CV7 8AQ</i>	1ST TUES. 7.30PM.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01773 531580 <i>Smalley Common Ex- Servicemans Club - ILKESTON. DE7 6FY</i>	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371 <i>Rose & Crown - 45 Main St, Thurnby - LEICS. LE7 9PJ</i>	1ST TUES 6.30PM
LINCOLNSHIRE	Simon Oliver: 07841 450715 <i>Swanholme - Doddington Rd - LINCOLN LN6 3RX</i>	1ST THURS. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 <i>Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA</i>	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 <i>Overstone Manor - Sywell - NORTHANTS. NN6 0BB</i>	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 <i>Duke of Cumberland's Head - CLIFTON. OX15 0PE</i>	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 <i>The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.</i>	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embery: 0770 1049881 Simon Morgan: 07786 806189 <i>CONTACT AO's FOR MEETING VENUE</i>	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 Please See Facebook For Details <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: 07853 793341 <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. 8PM
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 8PM
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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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 pares 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. Bocconnoc 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



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

TSSC AREA NEWS

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 the 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 Tatton. I shall take the tow rope just in case the GT6 exhibits its normal Tatton 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 Tatton '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 **Sweetenham 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

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

Greetham Rutland LE15 7NG Jan 07799804415

j.muschialli@ntlworld.com

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

W/e Aug 31st-Sept 1st Shackerstone Family Festival www.shackerstonefamilyfestival.com

Sunday 22nd September Kettering Vintage Rally and Steam Fayre www.ketteringvintagerally.com

CUMBRIA

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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 photo's 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**

DEVON

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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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TSSC AREA NEWS



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 Trunionless 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

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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Facebook. Triumph Sports Six Club Essex Area

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.

Thats 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' around 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

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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

NEWBURY

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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, Zafira. 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

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

TSSC AREA NEWS



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.

Phillip 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

Geoff

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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.

For our May meeting we were pleased to welcome visitors from Oxford Area. Entertainment was provided by Butch with his alphabet quiz, which although Tracey and I were in the winning team along with Karon and Adam, you are lucky that Adam has agreed to do the June quiz.

Rob has agreed to cover for me at the June meeting so be gentle with him.

Cheers

Nigel

NORTHERN IRELAND

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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 Argory 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 Argory 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,

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 cobs 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

Tom Tel. 07972 039532

Tom email: impo64@yahoo.co.uk

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 Vitesse 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 displayed 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** 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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www.facebook.com/groups/TSSCScotland/



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 it 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 abreast.

As I am sure I have mentioned many times I have retrofactual 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 the 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



NORTH STAFFS Tel. 07939 603061
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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 kilhampton 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 trailing.

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 swifty, see you soon and keep pumping CO2, Don't forget Botley,

Cliff.

EAST SUSSEX Tel. 01273 813691
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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

lan

Forthcoming events
Bodium car show Sunday 16th June

THAMES

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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 there 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

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,

TSSC AREA NEWS



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.

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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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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

British 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

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 Café 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 beeped 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 John's 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



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

WESSEX . . . WORCESTER WEST YORKS

WESSEX

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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 **Tyrralls Ford, Thursday 27th June.**

Martin

WORCESTER

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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



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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

