

INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND



*ALL!*

INTER-CLUB

# TRIUMPH WEEKEND



STRATFORD - UPON - AVON  
RACECOURSE



16 - 18TH AUGUST 2019

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

THE COURIER NUMBER 470 AUGUST 2019 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 470 AUGUST 2019





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Martin Hughes - Director



Tom Hartley - Co-opted



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# THE August 2019

# COURIER

Price £3.50 Free to Club Members.

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**TWO CLUBS WITH ONE GOAL  
ENJOY YOUR TRIUMPH!**

PICTURE JANE ROWLEY

## Courier Copy/Area news



**Editor.** Bernard Robinson

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

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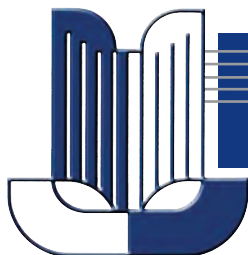
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## COUNCIL OF MANAGEMENT

### 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](mailto:chairman@tssc.org.uk)**

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



# See you there?

Welcome to August's edition of our Courier, August already, where is the year going? I hope you are enjoying some sunny Motoring in your Triumph, they are all the better used than just parked up!

We hope you are all planning to join us at Stratford Racecourse for our big event of the year. This is the first time the two largest Triumph Clubs (TR Register and TSSC) have combined forces and resources to put on a complete weekend of Triumph entertainment. It has taken a lot of effort to get this far and we are all really looking forward to the weekend and hope we get the full support of the membership.

There is a Show programme included with the Courier for the weekend's agenda, but we hope to have filled it with favourite items such as Traders, Concours events, auto-jumble, Saturday night party

and the Show Arena will be running on both days with some great examples of our Triumphs. **Please order your tickets in advance and don't forget to get your souvenir tee shirt on order before 4th August, via club HQ 01858 434424.**

All the Council of Management will be there at some point over the weekend and will be happy to chat to any of you.

The Club Shop will be bringing items with it for the weekend, but order your items in advance to avoid disappointment with stock availability and also to receive 5% discount of our special members prices on advanced orders and Save the Postage!

If you have either a TR6 or any form of Triumph Herald we will be adding an extra celebration for these cars being 50 and 60 respectively this year, we hope to see as many of the Triumph Herald derivatives there as possible, but obviously all Triumphs are welcome.

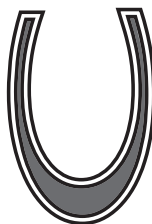
So don't miss out on our special **All Triumph Weekend** and I hope to see you all there.....

## ... Do More With YOUR Triumph!



**BY JANE ROWLEY**

**TSSC COUNCIL OF MANAGEMENT**



# EVENTS CALENDAR

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

**TRIUMPH**  
SPORTS SIX  
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## TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

PLEASE SEND ANY 2019 EVENT  
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FRI SAT SUN 30 31 AUG 1 SEPT 2019

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### September 2019

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## CLASSIC CAR SHOWS (CLUB INVITED)

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SUN 27 JULY 2019

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NORTHANTS

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### November 2019

FRI SAT SUN 8/9/10 NOV 2019

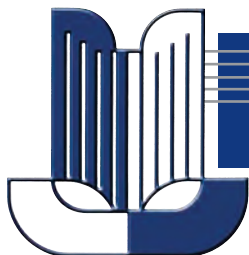
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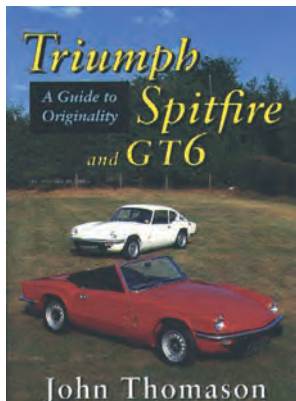




# NEWS REVIEW

## Monthly News of a Triumph Nature

### Two Popular Books Back in Stock



Unavailable for some time the Ultimate **Guide to Originality** for all models of **Spitfire & GT6** by **John Thomason** is Now Back in Stock

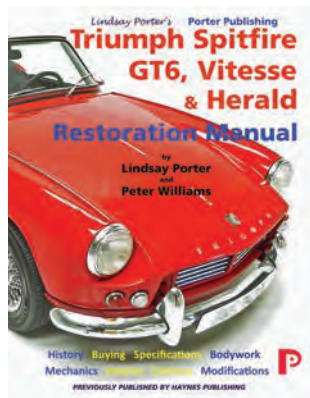
and we have held the selling price to as shown in this years Club Shop Catalogue at **£14.99 plus P&P 1kg**. John Thomason is known for his attention to detail and this guide covers all Spitfires and GT6's. there is a Model by Model Guide with photos and a Paint & Trim Guide etc.

To Order - Club Shop Tel 01858 434424. [www.tssc.org.uk](http://www.tssc.org.uk)

### TRIUMPH SPITFIRE, GT6, VITESSE & HERALD RESTORATION MANUAL

Lindsay Porter and Peter Williams first wrote this well-known manual on restoring these iconic cars for Haynes Publishing, back in the late '80s. Since that time, some techniques have changed, though even more remain the same.

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and better than before, with over 900 B&W illustrations and line drawings. It's got so much invaluable information for restoring your Spitfire, GT6, Herald or Vitesse:

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## Contact Ignition

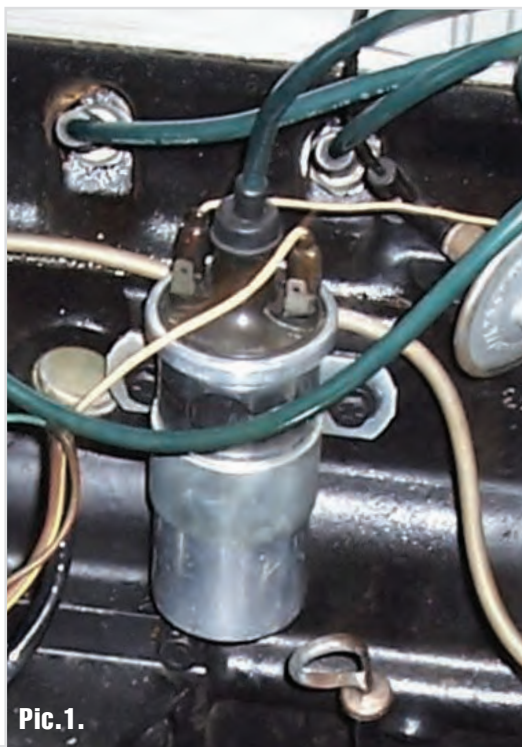
Hello folks, high summer should be with us now and hopefully we should be able to enjoy some classic motoring. There's nothing like the warm sun on your face and the sound of a straight six in your ears. There's something very 1960's about driving a Herald or Vitesse along the back roads. Over the years I have received a number of e-mails concerning the ignition system used on the Vitesse and thought it a good idea to just give the practical applied theory of how it works.

The ignition system used in the Vitesse was introduced by Kettering in 1908 but it took until 1925 before it was in common use.

It is this system that was still in use by the 1970's. It is generally termed as an **Earth Return (ER) Ignition System**.

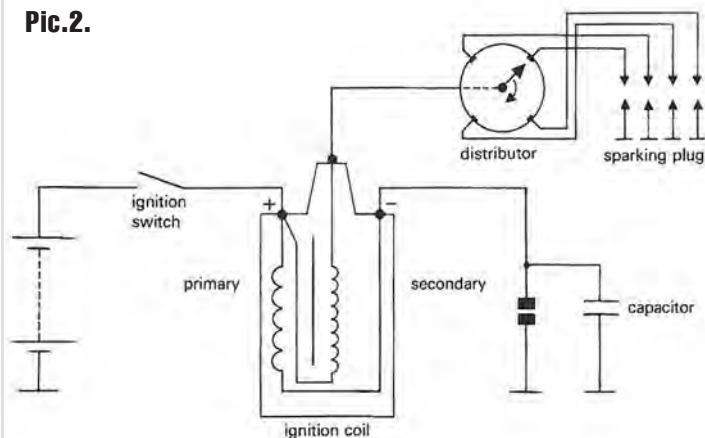
### Coil

At the heart of the system is the ignition coil, [Picture 1](#). This has a soft iron core with primary and secondary windings. The primary winding has several turns of heavy enamelled copper wire wound around the soft core. The secondary winding consists of several thousand turns of very fine enamelled copper wire which is wound under the primary winding.



**Pic.1.**

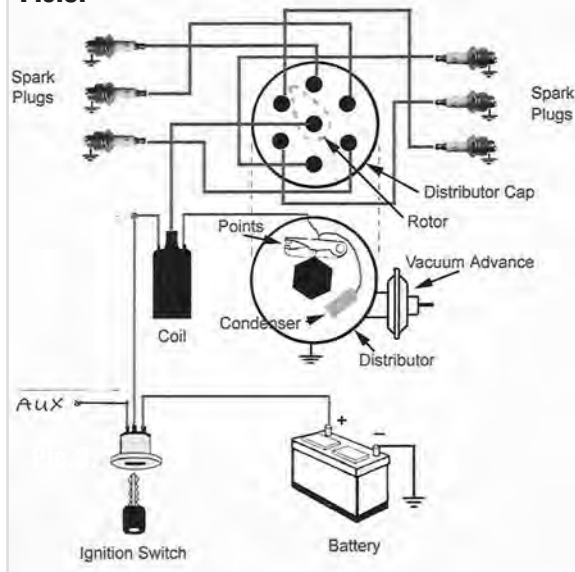
**Pic.2.**



Electronic and radio engineers tend to look on the ignition coil as a form of transformer. Now transformers only work on Alternating Current (AC) and not the Direct Current (DC) used in our cars. The only way you could get the coil to act as a transformer would be to interrupt the DC supply a number of times per second and that is exactly what the



**Pic.3.**



points do. The electrical circuit is shown in [Picture 2](#) and a more descriptive six cylinder layout in [Picture 3](#). So how does the coil actually work?

When the battery current flows through the primary winding of the ignition coil, through the breaker points and back to the battery, this current flow causes a magnetic field to form around the coil (across both windings). The soft iron core concentrates and intensifies this magnetic field. Instantaneously, when the points open (separate) current flow stops through the primary winding of the ignition coil this causes the magnetic field to collapse (a break in flux linkages) around both windings. When the current drops in the primary winding causing the magnetic field to collapse it creates a back electromagnetic field (E.M.F.). Due to the collapsing magnetic field the E.M.F. is then coupled into the

secondary winding, as this winding has many more turns than the primary it steps up the voltage (but reduces the current) high enough to cause a spark at the sparking plugs. As one end of the secondary winding is connected to the contact breaker terminal on the coil and the other to the centre High Tension (HT) terminal this improves the efficiency as follows. The return path for the HT circuit is through the spark plugs to earth and through the battery and the primary winding. So, the E.M.F. induced in the primary is added to the larger E.M.F. produced in the secondary. Well that's the theoretical improvement.

## Condenser

Now moving on to the purpose of the condenser, [Picture 4](#). It momentarily stores energy from the back E.M.F. before feeding it back into the primary



**Pic.4.**

winding to aid the collapse of the magnetic field which increases the HT/spark produced by the coil. It also prevents arcing between the points each time they open. This arcing both burns out the points and is a loss of energy. One thing is sure without the condenser the change in the energy flowing around the primary winding would be much slower, and the magnetic field would collapse too slowly resulting in a lower HT and weaker spark. The above reasons are important in having and maintaining an effective ignition system, so the condenser is another vital part of the system.

A faulty condenser that has gone open circuit will cause a weak spark, damaged points due to arcing and also cause erratic timing also due to the arcing. All of this would result in poor starting, uneven idling, lack of power, and some back-firing. The other condenser fault could be that it had gone short circuit in which case as the points are then ineffective the engine will not start.

## Points

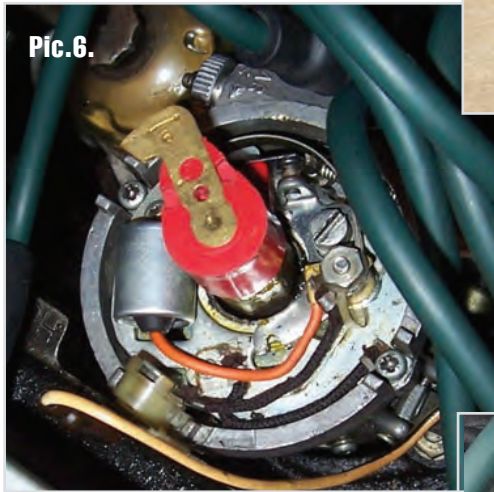
These switch off the DC current (interrupt) that is passing through the coil primary winding at the correct firing time to



**Pic.5.**

allow the coil to create the HT also at the correct firing time. [Picture 5.](#)

## Distributor



**Pic.6.**

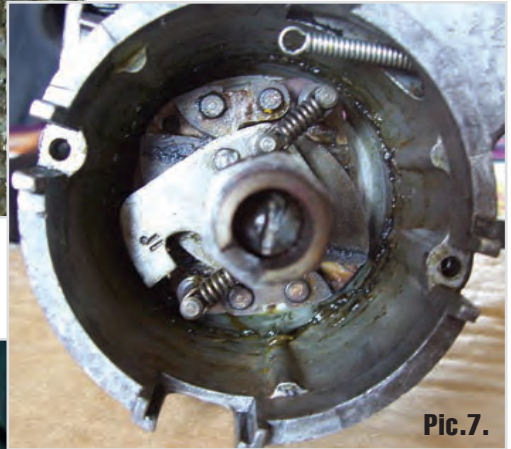
The rotor arm within the distributor, [Picture 6](#), switches the HT produced by the coil to the correct plug at the correct firing time.

The distributor also contains the Automatic Advance devices. Next let's look at the **Automatic Advance devices** fitted to the distributor. In common with most Classic vehicles the Vitesse has two types.

## Centrifugal

The maximum cylinder pressure should be developed just after Top Dead Centre (T.D.C.). This generally means the spark must happen before T.D.C. as it takes time for the gas to build up to its maximum pressure. The time is fairly constant, however the angle is moved by the crankshaft during this time because it varies in proportion to the engine speed. This means as the engine speed increases the spark should be advanced. This is

achieved by the weights and springs in the lower half of the distributor. As the



**Pic.7.**

engine speeds up the weights are forced out against the springs and advance the points/timing. This is termed **Speed-Sensitive**. [Picture 7.](#)

## Vacuum

The centrifugal advance device cannot sense changes in load on the engine. As engine pinking is likely to occur under heavy engine load this restricts



**Pic.8.**

the maximum advance we can use and this will reduce the overall mile per gallon. Under light load conditions the



timing can be advanced to improve the burn efficiency and result in better mile per gallon. The vacuum advance unit is fitted on the side of the distributor and is normally connected by a small pipe to one of the carburettors. It is operated by the depression in the inlet manifold. With a light engine load the depression is high and the vacuum unit will advance the points/timing. Under a heavy engine load the throttles would be nearly fully open and the depression in the inlet manifold would be low. As a result vacuum unit will not apply much or any advance. This is termed **Load-sensitive**. [Picture 8](#).

### The HT Leads

Due to the resonate length (act as an aerial) of the HT leads these tend to radiate TV and radio interference so resistive leads were introduced in the 1950's to dampen this effect. Unipart HT leads have a resistance of 25,000 ohms per Metre.

That's my ramblings for this month, I have tried to reduce the number of the techy bits without losing the meaning,

if you know what I mean! This stuff can get really techy so it is good if I get from the members their experience with the Vitesse. So if you have any anything then please send it to me with some pictures.

Don't miss **The Triumph Inter-Club Weekend (Triumfest)** the biggest all-Triumph show in the UK. Dates are **16th-17th-18th August**, at **Stratford-Upon-Avon Race Course**. *Keep Running On All Six*

Dave

INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND



## NEW PRODUCT

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# Show Competitions

by Chris Gunby

**Inter-Club Weekend** 16 to 18 August 2019

**Show & Shine - Pride of Ownership**

**Unrestored / Survivors and Concours**

**At the Upcoming Inter-Club Triumph Weekend we will be holding the following Competitions**

On Saturday 17th August at Stratford Racecourse will be the  
**Show and Shine / Pride of Ownership** from 12 noon

**Prize giving at 3.30 pm Saturday**

**Unrestored / Survivors** will also be on Saturday with timings as above

Saturday 17th and Sunday 18th August mornings will be the **Concours**  
with TR Register taking the lead on this

**Prize giving 3.30pm Sunday**

## Car Preparation Tips by Tony Simpson

### Cleanliness!

There are three words which I believe best describe what Concours is all about - **cleanliness, cleanliness and cleanliness!**

So having said that how do you best go about cleaning your car to put before a judge and have it scrutinised in minor detail.

Cleaning/ detailing cars properly is not a quick or easy task, however the more you clean your car the easier the task becomes. Most people prefer to take their car out onto the open road and drive them rather than spend time polishing, however if you intend to enter your pride and joy into concours (go on give it a go you might enjoy it) there are a few tips I could share with you that may make the task a little easier.

Firstly time at a show is limited so do what you can beforehand. Spending a little time in the evenings after work cleaning the parts of your car which are not likely to get spoiled if it rains when you travel to a show, things such as the interior ( don't forget under the seats - easy points to score), boot (including the spare wheel ) and the tricky hard to clean areas under the bonnet. If you have rusty tools in the boot give them a quick going over with a wire brush and coat of satin black spray paint, easy points to win but also easy points to lose if you don't.

When cleaning the paintwork give it a good wash first to remove as much grit and grime as you can. Remember any loose grit on the surface will scratch the paint when you polish and you will then have your very own skating rink etched into the surface of your pride and joy. When doing the paintwork don't just polish the easy bits in full view, remember the judge **WILL** get on the floor and look underneath so make sure the sills are nice and clean, also check behind the bumpers and squeeze the polishing cloth into those hard to reach places which make all the difference to the overall appearance. Take the opportunity to touch up any minor stone chips but don't get carried away



putting loads of paint on, use a fine brush and just small dabs of paint.

Another area were people tend to lose easy points are the wheels. Most people tend to have nice wheels on their cars but how many take the trouble to clean the backs, Judges will almost certainly notice this and dock you valuable points. Also on the subject of wheels make sure the tyres are clean and sidewalls dressed accordingly. I use tyre foam applied by sponge which cleans and leaves a semi sheen whereas silicone spray will leave a shiny false look. Over the years I have tried different products for various applications and one tip that I can pass on is that tyre foam can be used on a multitude of rubber and vinyl surfaces. Just put a little on a piece of cloth and wipe over. It will clean and leave a nice semi sheen on vinyl hoods, dashboards, interior trim, window rubbers, black body mouldings etc etc. Some of the best and cheapest tyre foam I used came from Wilko's at 99p a can.

I personally believe that the appearance of the under bonnet area can add much to the overall appeal of a car and hence this is an area that needs more attention. As I said earlier try if possible to do this at home before a show. Given that quite a few of our Triumph's have forward opening bonnets unfortunately we have the suspension as well as the engine on show. I must agree that when opening the bonnet and looking at an oily greasy engine and suspension the job of cleaning it up can be daunting. What I tend to do is not think about the whole task but

tackle small areas at a time trying to get the best finish I can in that small area. Lots of small areas will lead to a pristine engine bay eventually **AND MORE POINTS FROM THE JUDGES.**

Assuming that you now have your car cleaned, polished and detailed it is now time to present the car to the judge in the best way possible. Make sure your wheels are in the straight ahead position, empty your boot and put your tools and spare wheel on display at the rear of your car in a neat and tidy manner. Now's the time to dig out the owner's manual and any original paperwork you may have with the car, again all easy points to secure. Use any last minute time up to the judges arrival to fettle your car - remember that whilst it's been sat in the hall scores of people have been milling around hav-

ing a look and you will almost certainly have fingerprints on the paintwork and glass. When the judge arrives be on hand to answer any questions he may have and to open the bonnet and doors for him.

**DON'T** ask have I won or how many points did I score. Usually the judge will say nothing and will give nothing away during his appraisal.

Unfortunately you now have to simply wait.

Now sit back and enjoy the rest of the show until the awards presentation. You just never know, you may have a piece of silverware to take home and that's something else for you to polish!!

Remember at the end of the show you will have a clean and nicely detailed car to take home and everyone feels better driving a clean car.

**Tony Simpson**

**INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND**

INTER-CLUB  
**TRIUMPH  
WEEKEND**



**STRATFORD - UPON - AVON  
RACECOURSE**



**16 - 18TH AUGUST 2019**

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

# INTER-CLUB CONCOURS ENTRY FORM 2019

## ABOUT YOU

Name .....

Address.....

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Telephone No.....

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## YOUR CAR

Model

Colour

Registration

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**OR TAKE THIS**  
**COMPLETED**  
**FORM TO THE**  
**CONCOURS DESK**  
**AT STRATFORD**  
**BY 11AM**  
**ON SATURDAY**

## CONCOURS CATEGORIES

Best Restoration

Unrestored/Survivors

Modified/Modernised

Best Hard Top

Best Soft Top





INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND



**ALL**

INTER-CLUB

# TRIUMPH WEEKEND



STRATFORD - UPON - AVON  
RACECOURSE



16 - 18TH AUGUST 2019

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**BOOKING FORM  
NEXT PAGE**



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**DATE** ..... **Membership No** ...../.....

**Number of Tickets required: Weekend ..... Sat ..... Sun .....**

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

NAME (MR. MRS. MISS. MS.)

## ADDRESS

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INTER-CLUB

# TRIUMPH WEEKEND



## OFFICIAL T-SHIRT

This year's official  
T-shirts for the  
Inter-Club Weekend

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

## A Bush in the hand

I wrote last month's article on camber and after mentioning it to a few other Triumph owners was immediately informed that the quoted factory recommended settings are for standard steel wheels only.

This is true, but I can't work out figures for every permutation of modern wheel, modern tyre, and modified suspension; as always, my articles are aimed at the basic level of Herald mechanics, for owners, and especially new owners, who have never tried anything other than basic maintenance themselves.

**"Take it as read then that any articles I write are based on a basic factory-standard Herald, "**

and are either maintenance or upgrade of that base model, and not an upgrade of a modification of an alteration of something that now resembles the car in [pics1 - 2](#). This incidentally was an Internet find, and how I found it... well I have no idea as I was searching for suspension components at the time. I suppose I should be grateful that it still has all its' clothes on. It may look like one of them there 'optical delu-



Pic.1.

sions' but it's a Herald, with a Ford Escort front end and a Mini engine, fitted sideways as it would have been in the original car.

Unusual, certainly, but how my heart sinks when I get a member calling for help along the lines of: "*I'm currently fitting a*

*know how long the propshaft should be...*"

... I'll try my utmost but, as with the camber: anything away from factory standard and you could be on your own!

Anyway as usual I'm digressing; the article on camber and indeed any suspension adjust-



Pic.2.

*Mini engine into a Ford-Escort-bodied Herald and need to*

ment is dependent on the conditions of the other

components, and on clearing out a box of old wishbones recently for a marathon session of sandblasting – did I mention that I'd fixed my compressor? Not much point in blasting otherwise... but it's going ten to the dozen now that I replaced the erratic thermal cutout and so I'm cleaning all sorts of odd bits and bobs back to bare metal before the novelty wears off. Where on earth did I get twenty four top wishbones

can see how much distortion this actually is when you realise they're meant to be a uniform tubular shape. Using these on a car means that any distortion or slack has to be taken up before the car will respond to steer-



the bush to slide into, and just the right size to fit around the cup of the wishbone where it will be held in place. My favourite is 1 and 1/8th AF, but a metric 27 or even 30mm works just as well.

For the other end you need either a small socket, mine is a 9/16th 3/8" drive socket, or a large nut – but either has to fit into the wishbone, and cover as

from? The state of some of the lower ones has to be seen to be believed, too...

First step in blasting is to remove anything unnecessary, which on most of them is ancient rubber that started life as bushes. Some of these look original, having the Metalastik trademark and the number 1309, which, judging by the condition of some, looks to be when they were originally made. You can see that some of them have suffered badly in use; in one particular instance the bush had worn right through to the metal of the wishbone. Others had developed a distinct rim, and you



ing or bumps, and so the car becomes vague or wandery.

I have two methods for removing old bushes – pushing or pulling. For both, you require a large socket; big enough for

much of the rubber as possible. I use a nut screwed onto a bolt that fits down into the metal bush and thereby steadies itself; it saves hands especially when you're trying to balance a



wishbone, two sockets and a vice all at once. Insert the assembly into the vice and tighten, and as you do so the nut and bolt is pushed into the bush, which then slides down through the wishbone and out into the large socket. You may need arm muscles like Schwarzenegger's but it will move eventually. It may not drop out fully, but there'll be enough to grip.

The pulling method requires a length of threaded rod that will fit right through the wishbone and the bush; I used a long coach bolt, two nuts and two suitable washers



around the sockets. Slide it through the large socket – with the large washer to push against the larger socket – through the bush and the smaller socket – and add a smaller washer to that end before adding the nut. Tighten up the nuts with a spanner and the bush will be pulled through, often with surprisingly little effort.

Refitting is just a matter of slipping a new and hopefully slightly softer bush into place; if you use any of the polybushes currently on offer they come in two halves so are simplicity itself to fit. I go for quite a hard front bush, which gives a more direct steer and to be 20

honest I don't really feel any increase in road noise or vibration at the wheel.

Of course wear occurs at both ends of the wish-



bone and if you're unlucky, you may find that worn trunnion bushes have allowed the through-bolt to



move about, thereby wearing an oval hole in the lower wishbone. These are repairable; a good welder can rebuild the hole with weld and then redrill it as a perfect circle, but a much easier solution is to weld a suitable washer over the ovalled hole as has been done here. It works just as well and makes no difference

to either the reassembly or the handling, providing your nyloc nut has sufficient thread protruding when tightened, as the washer does sit proud of the original width – if in doubt, go for a longer bolt. It's an MOT failure to have insufficient thread sticking out of a nyloc, or indeed any important nut, and the last thing you need is something working loose over time and falling off.

Once blasted and repainted, they come up like new, ready for the new bushes.

Triumph went for a belt and braces approach with some of the suspension components, and if you've ever seen this small notch on the suspension brackets you'll know that it's for the head of the bolt, and





stops it rotating during use, thereby winding the nut off the other end. It should be impossible to get it wrong, because if you put the nut at this end, it won't fully tighten. Unless you turn the bolt and hold the nut steady against it... you know what they say: as soon as they make something idiot-proof, they invent a bigger idiot...

Don't forget the **TSSC National TriumFest in Stratford-upon-Avon on August 16 – 18th; it being the 60th anniversary of the Herald it would be nice to get as many there as possible, so Herald owners: if you've got one, bring**

**it – and if you've more than one, bring them all.** A good TSSC-arranged Herald display on the field would be an excellent advert for the car and the Club, so if you can attend, we'd love to see you and your car on show, no matter what condition it's in. Or the car, either.

Stand up for your Herald, and it'll stand up for you, although it might waver a bit if the bushes are worn...

See you next one!

Colin



## Herald 60th Anniversary!

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

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### STAG

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### TR6

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Recon exchange brake caliper .....	£65.00
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## Laon or Bust!

**Unfortunately you will have to wait a little bit longer for David Taylor's concluding part of his terrific story,** so instead you'll have to listen to me waffling on about our trip to the Laon Historique, so here goes.

Apart from a secondary school trip to Calais and a 5 hour visit to Paris very early in my working life, I have never been in a position to enjoy a trip to France. So in June last year I made the decision that I would combine my love of Triumphs with a visit to what my friend Steve calls 'The Promised Land'. At roughly the same time I also decided to buy an abandoned Spitfire MKIV project with the intention of getting it fully restored and on the road in time for the 2019 Laon Historique.....I know what you're thinking, this is the Herald 13/60 Register and he's going to talk about a road trip in a Spitfire....well, no I'm not.

The Spitfire is still about 6 months away from being road-worthy, so my trusty 13/60 made a more than suitable alternative for this.

The preparation for the trip was little more than checking fluids, oiling trunnions and greasing UJ's & wheel bearings. Having EFI on the car makes for easy maintenance, so the only other things I needed to do on the car

was attach a GB sticker to the boot, a 'Drive on the Right' sticker on the windscreen and Headlight Deflectors, though having LED headlights means they didn't really do anything,

had a short hop down to the docks on the day. My friend Steve and his son-in-law Dan decided to tag along in his Porsche 997, though not part of the official tour, we met up



**Pic.1.**

but I figured if a friendly Gendarme happened to look he would see them and assume they worked.

**"I would combine my love of Triumphs with a visit to what my friend Steve calls 'The Promised Land'."**

We were booked on the 7.25am Dover to Calais Ferry on Friday 7th June, so with a long drive up from the South West we decided to book a nearby Travelodge so we only

with them each day and they enjoyed the event as spectators rather than participants. My partner Zoe and I were new to the whole car ferry crossing thing, but Steve and Dan have done it countless times, so it was good for us to have experienced travellers with us.

Being just a bit excited about the whole thing we got to Dover Ferry Port quite early, to the point where we could have got an earlier sailing, but as the more experienced Steve and Dan had yet to arrive we decided to opt for the booked crossing so we could travel together. As we were queuing to get our boarding pass we could see a number of classics



**Pic.2.**

arriving and as we drove up our allocated boarding lane we pulled up behind a Spitfire & GT6 (Pic 1), both TSSC members, that of Oxford AO Thomas Cope and fellow area member Andrew Roberts. Boarding of the ferry was quick and easy and once onboard (Pic 2) we tracked down Steve & Dan and found somewhere to get a much needed coffee.



**Pic.4**



**Pic.3.**

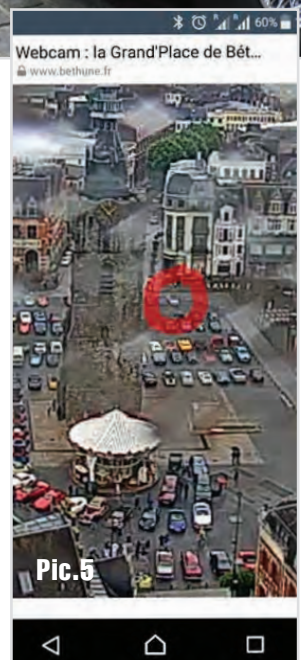
The crossing seemed to go quickly and we were soon leaving the ferry and on to French soil, only to be held up by several confused TVR drivers who seemed unable to work out where the exit was, despite it being signposted in both French & English. Once out of the port I was driving on the wrong side of the road for the first time in about 15 years, but French roads are well maintained, clearly signed and I was soon comfortably clocking up the kilometres.

The Friday part of the tour is mainly about travelling down to your chosen hotel or

campsite, there was an option for around 150 cars to stop off at Béthune to park in the town square, we were lucky enough to be selected. Despite opting to avoid the toll roads and enjoy a slower drive through various French Towns we made good time and were one of the first 20 or so cars to arrive. Zoe & I spotted Steve and Dan so the four of us found a well located Café, ordered coffees and enjoyed watching the cars arrive.

Most of the journey to Béthune had been in sunshine, but it had been getting increasingly overcast and as the day

went on the rain started and became more persistent, so after doing a few circuits of the cars (Pic 3 & 4) and trying to get my Mum to find the local webcam so i could give her a wave (Pic 5) we decided to head off to our hotel. We arrived at the Hotel Inn Design in Laon at around 5pm



**Pic.5**





**Pic.6**

and were greeted by the rep from Scenic & Classic Car Tours. After a quick chat we headed up to our room with our welcome pack and watched our car park and that of the neighbouring hotel fill with a fine selection of cars (Pic 6).

On the Saturday we were

and back, oh and free coffee and croissant. The planned route was a scenic and circular one (Pic 7), with half the cars going one



**Pic.8.**



on the road by around 8am and heading for Parc Foch, where all 700+ cars were due to arrive for registration, collection of rally plates, map books for the days run to Soissons

well. The supplied map books were generally well laid out and easy to follow, yet 10 minutes or so after leaving several cars in front of us seemed hesitant. As they sat at a junction we waited behind and then watched them all head left, we went with our gut feeling and headed right with some confidence, which was proved right when we looked back down the valley at them as

way, the other half the other way, all to meet at Soissons where the cars would park close to the city centre (Pic 8).

At around 10am cars started to leave Parc Foch, so we decided to head off as



they all started to turn around and head back our way, feeling a little smug that we had this navigating game nailed, we relaxed a little. The amount of cars thinned out and the two we were now following pulled over leaving us on our own, nobody in front or behind. After a little while our new found confidence started to wane as we hadn't seen another participating car for a while, and the next junction on our map never materialised. We were kind of lost, but did we care?....Hell no! We were driving through the French countryside in the Herald with the top down, this was all part of the adventure.

With the aid of Google Maps we worked out where we were and where we went wrong, a quick U-turn and within 10 minutes we were back on track and on the tail of an MGB. The rest of the journey to Soissons was enjoyable and without incident, as we approached the number of cars increased again and we arrived and were directed to our parking spot. We were in Soissons long enough to meet up with Steve & Dan again, pick up our free baguette & drink, have a quick look around the immediate area and a leisurely stroll around all the cars on display. There really was a car for everyone, from modern supercars to steam powered and everything in between, it was quite a sight.

By mid afternoon cars started to leave en-masse for the return leg to Parc Foch, this time everyone was doing the other half of the circular route. As we sat in the lengthy queue to leave the rain started, but being very British we were determined to keep the top down, so up went the umbrella instead ([Pic 9](#)). Our hardiness was rewarded 10 minutes later when the sun came out and we headed back into the French countryside with blue skies above us. The good weather started to fade and the clouds got thicker and blacker, the rain started but as long as we were



moving we were staying dry....we mocked lesser drivers for stopping and putting up hoods until a short distance later when the heavens opened in biblical proportions. We dived into a lay-by and I was out the car, hood cover removed, hood up and back in the car in about 6 seconds. That was the fastest I'd ever put the hood up by a long way....we were both drenched, but couldn't stop laughing.

We pulled away only for the car to completely mist up inside, so we had to pull over again to try and dry the inside of the windscreen so it would clear. Once away again we had an enjoyable drive back to Parc Foch, grabbed our free beer and watched the live music from an aptly named band called Diezel. Once over we headed back to our hotel....it had been a great day.

Sunday was the day of the street parade. 100 cars were selected to start from outside the Town hall with the rest of us being asked to park at 4 other meeting points. We arrived at our designated location only to find we couldn't get access. After being sent off by someone who looked vaguely official we ended up going round the block and back at the same place. The official looking person didn't seem to know what was supposed to be happening, so a bunch of us decided to head off to where some other cars were congregating. Here seemed a bit more organised and we were



directed to a parking spot near the train station ([Pic 10](#)).

After a little confusion over what should happen next, we headed up to the Town Hall in the old part of town on the free shuttle bus. This was the really beautiful part of the



**Pic.11**

town, with the old Cathedral and the streets wonderfully decorated with umbrellas. (Pic 11).

We headed for the Town Hall for our security briefing and address by the Mayor and to have a look round at the cars selected to start from the town



**Pic.12**

square (Pic 12). After a couple of hours looking at the cars and soaking up the atmosphere we decided to walk back down to where we were parked, grab some lunch and get ready for the beginning of the street parade.

At around 1.30pm they start closing the roads along the route, then around 2.30pm the organisers completed the safety lap to ensure everything was in place. Once happy the selected cars departed from the Town Hall, then when these cars had completed a full lap and then passed through your starting point (Pic 13) the steward's then started releasing you to join the procession.



**Pic.13**

This was a wonderful thing to be of part of as the local resident's lined the streets to wave and cheer as you pass; a hoot on the horn encouraged even more waves and cheers from the spectators. As you climb up to the top part of Laon, the narrow streets cause the cars to back up and crawl along, the day was pleasant, but not hot, so no overheat-

ing issues were seen on the first lap. As we passed through the town square (Pic 14 & 15) we spotted Steve and Dan, but we carried on back down to the new part of town, past our original starting place. Back up the hill towards the old part of town and the queue was even longer this time, just one casualty which was an overheating Rolls Royce. As it was so slow moving my glamorous navigator was asked to message Steve and Dan to say we'll stop in the square for a much needed drink.

Finally we made it back into the square where there were now a number of parking spaces, we tracked down Steve and Dan and found a ring side seat in one of the bars, this was perfectly positioned to look over the cars that were parked and those on the parade lap. After a lengthy wait for service we enjoyed a cold beer and chatted about France and cars as you do when at a car event in France.

After feeling suitably refreshed we headed back to our Herald to rejoin

the parade lap. The procession runs from around 2.30pm to 5.30pm, so when we re-joined it there was about an hour to go, this meant the streets were much emptier and with no regular traffic it was clear many were driving a fair bit more enthusiastically than they probably should have done.

After a couple more laps we decided to nip through one of the barriers and head back to our hotel after what had been another excellent day.

Monday came, which did include another optional run, but this would have made it a bit of a rush to make our 3.25pm ferry, so instead we opted for a bit of a lay in, later breakfast and a relaxed drive back up to Calais. We again opted to avoid the toll roads and had terrific drive up a wonderful 'D' road, through a couple of national parks. The road was devoid of any real traffic, perfectly straight for miles in sections and passed through a number of small towns and villages. This was in some contrast as we then approached Lille to join the A25, which was five lanes with a speed limit of 130kph (80mph).

Apart from Google Maps getting confused at the large intersections and having to rely on the overhead road signs, even these busy roads were easy to navigate. I followed the signs for Dunkirk and then across to Calais.

We'd made really good time and due to the 1.25pm ferry being delayed 15 minutes, we managed to arrive just in time to take one of the last few spaces on it.

Another smooth crossing, then the joys of the A2, M2 and M25 as we made our way round to my parents house in Surrey, where we crashed for the night before making the long journey back to the South West. Arriving back home at lunchtime on Tuesday, the Herald had completed just shy of 1,100 miles in 5 days and performed excellently.

Any issues with the car I hear you asking.....nothing of any real



**Pic.14**

note. The tick over had risen from its usual 850rpm to 1000rpm as soon as I left home, later diagnosed as a sticky Idle Air Control Valve (remember I am EFI not Carbs), this was easily remedied when I got back to the UK, I didn't feel the need to do anything about it whilst there. I knew I had a bit of vibration at 60mph+ which you don't really notice with day to day driving, but when doing longer stretches at cruising speeds it was a bit irritating, so something for my to-do list.

Anyone who is in two minds about doing the Laon Historique, my advice to you is just do it, you'll love it. The combination of both static displays and driving around the beautiful

French towns, villages and countryside in convoy with fellow car enthusiasts is something not to be missed. We will definitely do it again.

That's all for this month

**Darren**



**Pic.15**





# STAG

PHIL WILLSON [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

## Another Water Pump Conversion

I hardly had a chance to unwrap my July Courier when an email came through from Russ Montlake-Mees telling me of another water pump conversion kit. He then put me in touch with its designer, **Steve Hill**, who promptly sent me all the blurb.

Steve designed his kit around 10 years ago and it has been in continuous use on his car since. A number of other Stag owners have also successfully fitted it. Unlike the kit described last month,



**Photo 1: The Full Kit**



**Photo 2. Pump detail**



**Photo 3. Rear of fitted pump**

mounted at the bottom of the engine where the alternator usually sits (the alternator must be moved) and therefore should always have a good head of coolant. So it's very unlikely to run dry unlike the standard pump (which is why many people fit header tanks).

Just as with the electric system, the standard pump is removed and blanked off. This takes the load off the jackshaft and all the associated skew gear meshing problems that can lead to other issues. Once the old pump is removed and the hole bunged up, the inlet manifold shouldn't need to be touched again. If necessary the pump can be

this one is purely mechanical, employing the readily available pump from a Ford Essex engine. It is



**Photo 4. As fitted to the engine**

running his system for 10 years and is still on its original pump and belt. He only really made this conversion for himself but then other Stag owners saw it and wanted one so he now makes up small batches and keeps them in stock. The kits come with comprehensive instructions, including how to connect up your header tank if you have one. You may be able to see in photo 4 that the system uses the third pulley on the crankshaft nose, which would have been the one used if your car had factory air conditioning fitted. (Obviously that means that if you have aircon then this kit is of no use to you.)

To me it certainly looks well engineered. Steve doesn't advertise the kit which is probably why I hadn't heard of it. It is only a



**Photo 5. Steve Hill's Fuel injected engine**

changed in 30mins and a whole new pump is easily obtained. As it retains the basic layout of the original system in terms of

how the bypass and heater return is plumbed in, the heater works normally.

Steve says that he has been

hobby for him, not a business. The kits cost £390 and he also makes an alternator relocating bracket (if you haven't got an EJ Ward or Tony Hart one) for £60,



postage to UK mainland is £10. You can contact Steve at [hill3300@gmail.com](mailto:hill3300@gmail.com)

For good measure, Steve also sent me a photo of his fuel injected engine. Now there's another project.....

Just time for a photo of another Stag.

This one belongs to **Dave Mabbott** who

mentioned in, I think, January from **Oxford Diecast** finally became available in June.

It's model reference **76TS004** at this web address:

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

The main event this month is **THE BIG ONE** at **Stratford on Avon Racecourse, Friday 16th to Sunday 18th**. It had been my intention to attend but I have



**Photo 6. Dave Mabbott's Stag**

lives quite close to me. It's a 1975 automatic and has recently been resprayed and partially retrimmed. Looking good!

**The Tahiti Blue 1:76 model Stag** that I

been overtaken by medical events which led to major surgery in mid-June.

Although my recovery is going well it is fairly unlikely that I will be able to attend. I know that Nigel Hill is

planning 'Meet the Register Secretary' sessions but please don't bank on my presence. If I can get there, I will. Otherwise, please enjoy the event.

**"Keep On  
Staggering"**

(I know I will!!)

*Phil*



**Photo 7. Oxford's Tahiti Stag**



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## Proud Dad Moment

**My Daughter Georgie has recently left school ready to move on to college.** Like most schools nowadays there was a leavers Prom. All seems a bit American to me, we never had High School Proms back in the day when I was at school (or when our Triumphs were being made). However as it's the "done thing" nowadays she got the dress, the shoes, the bag, the jewellery etc and I agreed to use my GT6 as transport. I even put a suit and tie on to look smart as her driver, I even scoured the local charity shops for a suitable peaked chauffeur's cap but sadly I couldn't find one!

I took her to a pre Prom get together to meet up with friends and then we left to drive to the Prom in the GT6, we were on schedule to get there about 20 minutes early but Georgie said "I don't want to arrive early because I want people to see me turn up!" So we parked up in a layby nearby and arrived just a few minutes before time. By then there was a huge queue down the driveway of the Hotel with lots of more modern and normal high class cars like stretched limos, Mercs, BMWs, etc plus the most popular of on trend cars, Teslas. The Hotel were only letting one car at a time into the entrance drop off area so that official arrival photos could be taken.



**Georgie all glammed up ready for her prom with my GT6..**

We queued for 40 minutes, when we got to the front of the queue the lady directing the traffic leant in through the window to speak to me and said, "This car has got some class not like the others!" So The GT6 certainly held its own. Another mate, Paul who owns a Spitfire was a few cars behind me, however he opted to use his cute classic to drop his daughter off, a Riley Elf rather than the Triumph.

There was one rather cool Prom car through, a Porsche with racing decals which had a driver dressed as the Stig. I rather liked that one.

### Triumph National Weekend – Gaydon

I attended a new event for this year, the National Triumph weekend this year although not a TSSC event as organised by Club Triumph and the TR Drivers Club there were quite a few TSSC members there. This also coincided with the BMC/BL day on the Sunday so lots to see as well as of course the Museum.

The event also included a Triumph convoy from Gaydon to Coventry Museum of Transport where the Triumphs were parked in pride of place on the museum forecourt and the museum provided free entry too.

A very enjoyable and friendly event with some free beers and cheap then £2 a pint drinks from the TRDC bar, cheap hot dogs,

burgers and kebabs, an entertaining quiz and an excellent singer/guitar player called Jack Hopkinson who changed the words of one of his self-penned songs so it was about Triumphs (the original is about Austin Healeys!)

This event looks set to continue annually so I'll definitely be going back next year.



**GT6s lined up on the Sunday at Gaydon**



**Tim Ward's 2.5 efi MK3 from above at Coventry Transport Museum**



**Roy Lacey's 2.5 MK1 at Coventry Transport Museum**



**Matt Spilsbury's MK2**



**I caught some members of the public posing for a photo by my GT6 outside Coventry Museum**



**MK2 GT6 exhibit in the British Motor Museum in the collections section**

**From the Archives**

Another picture from Leon Guyot's excellent collection. Taken in April





1982 at Beaulieu. Looks like a very tidy example with a few subtle updates to the paintwork with stripes and writing. I wonder if the car still exists, if it does it will have a new identity as I checked

### **Damson GT6 MK3 at Beaulieu April 1982.**

the DVLA website and the registration number UAB62 is now on a 1979 Lotus.

*Andy*



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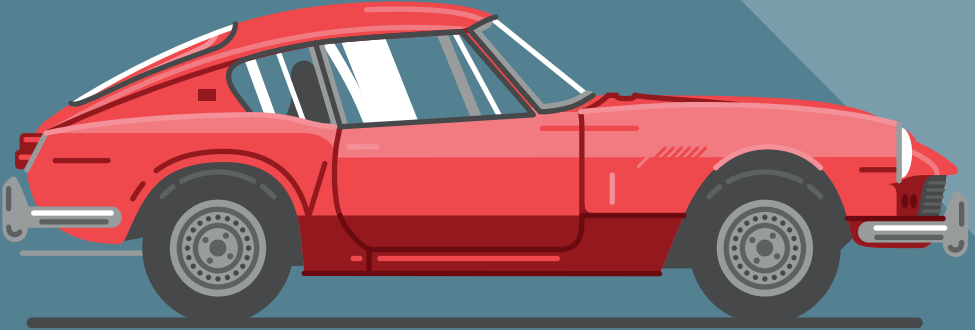
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# Spitfire

## Mk 1/2/3

SUZIE SINGLETON [spitfires@cadley.org](mailto:spitfires@cadley.org)



## Australian Motor Industry Spitfires - 2

The MD of AMI, Ken Houghton wanted to improve the Spitfires image in Australia post the Mk2 release by giving it racing heritage.

In 1966 AMI assembled a special Mk2 with aluminium body panels & bonnet courtesy of the UK Competition Department; the panels needed a lot of fettling before being riveted onto the steel Spitfire main body frame. The 1147 Mk2 engine was a Le Mans derived unit with a special 8 port head incorporating 8mm motorcycle spark plugs. Like the Le Mans cars it was equipped with twin choke Webers delivering around 110bhp & capable of up to 9000rpm. The car had a closer ratio Vitesse gearbox sans overdrive & wheels were 5.5" Minilite Magnesium rims. The car was painted red with Castrol racing livery stripes

The car was AMI factory sponsored and usually driven by **Brian Sampson**. Unfortunately the car was severely damaged during testing in '67. AMI were going to scrap the car, but England offered to supply a full aluminium body replacement, upgrading it to Mk3 spec as they were still using the original car in advertising. The engine was also upgraded to an experimental 1296cc unit with a high port head, one of a batch made for the Alpine Rally Spitfires, and with this larger engine the



**Rod Carey with the AMI racing Spitfire he's owned for 50 years.**

power was increased to 123bhp. Its rear suspension was also upgraded from the negative camber swing spring to the Vitesse/GT6 Roto-Flex arrangement.

This Mk3 aluminium body came with a full aluminium under tray for streamlining, the only steel body panels were the rear deck which supports the petrol filler, headlight inserts, and front valance. Because the AMI car was not assembled at Canley there is NO official record of its existence and it has no Commission Number. In Australia it is elevated alongside the Le Mans racers, factory Rally Spits, the Macau Racer and the US Group 44 SCCA cars. It is probably the most original of all the factory built cars, as all the others have been crashed, rebuilt, altered, or restored in their lives.

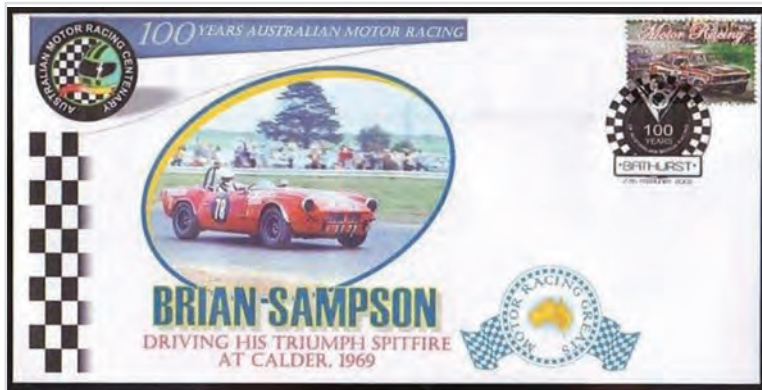
In 1969 AMI sold the car for \$2,000 to **Rod Carey** of South Australia, who is still the proud owner today. He has carefully maintained it in original condition, livery & original paint, he still races it today under the TSOA SA flag, but due to the cars worth these days he is a little selective where he races.

Under AMI sponsorship in 1968 it had 7 wins and 13 places and of its 70 AMI starts it only recorded 4 DNFs and was certainly a dominant force in its class. Under Rod Carey's ownership it has also had a stellar career in club racing.

**Peter Truman**, Member 70692.

**Acknowledgement;** Thanks to Larry Mundall's recent book "The





too late for me to pop into last month's article as I had intended.

*"As requested here's a quick WIP photo of my Spitfire. It's now in the queue for paint (going back to original Royal Blue). I've had to have most of both inner sills rebuilt, work on the inner a posts, the rear*

Triumph Spitfire – A Melbourne Perspective" for providing some of the above information.

Surfing for a little more info on this Spitfire I was impressed to discover that this Spitfire even made it onto an Australian postage stamp!

**Josef Gluyas** who sent me the piece about building your own tachometer sent me a recent photo of his Spitfire, but it arrived



*inner wheel arches, repairs to the rear of the boot floor, repairs to where the tail lights mount, rebuilt wind-screen frame, completely new bonnet (aside from the top panel and tubes), new front valance and repairs to the trailing edge of the boot. Everywhere we looked there was fibreglass or similar hiding...*

*Anyway, should be heading back towards being shiny very soon!*

**Josef"**

A lot of work but looking forward to seeing the car all together in the future.

**And now the 8th Belisha card**

*Pack-Horse Bridge, Biggleswade*

*Manor House, Scrooby (Try googling scrooby, an interesting story – links to royalty and the Pilgrim Fathers)*

*Ardlui (a hamlet at the head of Loch Lomond)*

*Sketch of a Policeman allowing children across the road in a Box Cart*



And finally, we had a couple of weeks on the canals in early June. Unfortunately it was a bit cold and damp for much of the time – we even needed to light the stove a couple of evenings, but there were some dry and pleasant days and we spotted this on our travels, no wheels but I think it just about fits into my collection of trailers, but this time a trailer made from what appears to be part of a narrowboat, rather than part of a car.

*Suzie*



## New Product

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## Long Lasting Love

The Hurricane is unique amongst our club kit cars in that it is the only one that is designed to fit onto an unmodified Spitfire or GT6 chassis. Introduced in 1982 as the Vincent Hurricane this quality kit found a fair number of eager buyers. I have seen many examples over the years and all have looked excellent. The car retains such luxuries as wind up windows, a proper hood and a boot, as the donor Spitfire. Due mainly to the accomplished fibre-glass moulding. The Hurricane kit was never been cheap to buy, but the finished car has a truly production look, and feel, to it – and this is reflected in resale values.

There is a **Vincent Hurricane Register**, with a very useful web site at this address [www.vincenthurricane.org](http://www.vincenthurricane.org).

The history page is particularly interesting, and I reproduced it in this magazine in March 2007. If you want to refresh your memory of the genesis of the Hurricane car you have



**“ The Hurricane kit has never been cheap to buy, but it has a truly production look ”**

those two sources to choose from. For the sake of this month's piece I go to 1995,

when the moulds and production rights for the Hurricane were bought by **Dave Hitchings**, of **Caburn Engineering**.

Caburn Engineering has remained loyal to the Hurricane ever since, and can still provide a kit today, check out [www.caburn.demon.co.uk](http://www.caburn.demon.co.uk).

I have had communication with Dave Hitchings, and his son



Andy, on a few occasions over the years, but in May this year, at our South of England Meet in Leatherhead, I had the great pleasure of meeting Dave Hitchings, and his own Caburn Hurricane.

Of course, I took the opportunity to get the detail of Dave's car, and here are his responses to my standard "Your Kit Car Story" questions.

**Name:** David Hitchings



**Occupation:** electrical engineer, retired

**Make and model:** Caburn Hurricane, registration EJK111F

**Period of build:** the Hurricane kit was completed in 1997 and the car was then built. The completed Hurricane was tested, inspected and put on the road in March/April 1999.

**Why build a kit car:** my son, Andrew, had a Triumph Spitfire Mk 3, and he was persuaded to replace the body with a fibreglass body due to the amount of rust, which needed regular welding. This was in the 1990s. He found the Hurricane body to his liking and in-

stead of buying a kit, he bought the moulds, which were on R sale at the time. We set up Caburn Engineering Ltd to produce kits. Andrew's car was due to be the first, but a customer came in wanting a kit urgently, so Andrew got the first second kit we made.

**Why choose the model you did:** found by Andrew, in his personal search for a rust-proof body.

**What was the donor vehicle and how acquired:** when buying the Hurricane moulds we were offered a 'rolling g chassis' of a Mk1 GT6 at a reasonable price, so I agreed to buy it. The chassis was not rolling but was complete and

rust free, with engine, a gearbox and diff. All the rest was in boxes, but there was more than enough to build a car.

**Dismantling the donor:**

as above, the donor was already dismantled.

**Chassis alteration and preparation:** minor repairs and painting. Rust protection had been already carried out on the chassis.

**Gearbox, propshaft, differential:** gearbox and diff were installed in existing condition, but have subsequently been replaced or re-conditioned. A new



propshaft was made to length.

**Suspension, steering, brakes:** these were all retained as near to original as possible to demonstrate what a Hurricane would be like unmodified. The front springs were found in one of the boxes of bits, but we are not sure of their origin.

wing spring' and works very well. Steering and brakes were replaced as original, but overhauled as necessary.

**Engine:** GT6 Mk1. This was retained in original condition, but had to be extensively cleaned inside and out after being laid up for about 15 years. It is still running well and does not consume oil.

**New body collection and assembly:** as we had made the body ourselves, we just moved straight on to starting on the assembly of the car.

**Assembly of major components and body onto chassis:** straightforward Hurricane build. There is a fair bit of work, fitting the doors, windows and door catches being quite time consuming.

#### **Fitting out:**

**1 Pedals** – standard Spitfire/GT6, fitting points made in the Hurricane tub.

**2 Heater** – Spitfire heater.

**3 Windscreen wipers** – Spitfire, track lengths corrected by selection of correct parts.

**4 Petrol Tank** – Spitfire.

**5 Radiator and plumbing** – GT6.

**6 Instruments and warning lights** – Spitfire/GT6.

**7 Wiring** – loom from Spitfire. Some modifications, e.g. hazard warning lights fitted.

**8 Lights** – headlights are Cibie conversions to 7-inch round lights, rears are from a Fiat Coupe.

**9 Chromework** – very little chrome, mainly on door handles and window frames, and all from the donor car.

**10 Wheels and tyres** – the car started on painted wire wheels but these were changed to Triumph steel wheels, which improved drivability (the wire wheels were worn and the hubs would not hold tight.)

**11 Paint** – sprayed in cellulose in dark green (not BRG.)

**12 Seats and trim** – started with second-hand seats, which were not comfortable, so changed to Spitfire late model seats. Frames purchased second hand, then overhaul kit and new covers made by local trimmer.

**13 Hood and sidescreens** – Spitfire Mk3 hood frame and hood fitted. Tonneau cover made by local trimmer. Doors

have GT6 wind up windows, which fit into the doors on the Hurricane kit.

**Paperwork (SVA/IVA, registration, insurance and MOT.):** as the Hurricane is based on a Triumph chassis with only changes to the bodywork, it was not necessary to go through SVA or IVA. The complete car was put through an MOT test and then inspected by the local DVLA office. These were in existence in 1999.

A new registration document was issued by DVLA recording the car as a "Caburn Hurricane", with the class of "Historic Vehicle".

**On the road:** great to drive, but with some minor issues, which were resolved during running, e.g. water pump overhauled to reduce overheating, seats replaced, wire wheels changed to steel.

**Future plans:** this Hurricane has been on the road for 20 years and I still like it. No plans to change it for something else – I do have other cars! It will probably get some major overhaul work done in sections, such as front brakes and discs, and renewing the braking pipes and cylinders. The clutch hydraulics are also due for overhaul or replacement.

Thanks Dave. Dave's long lasting love for the one Hurricane car and the Hurricane marque is testament (and I could cite many more) to just what a good car this is – and you could build one yourself.

Trevor





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## ROAD TESTS

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## SAGAS

**GT6 2500 engine progress**



# TR7-8

## ALL MODELS

PAUL LEWIS [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

## Luggage Space

**Wouldn't it be a good idea to go canoeing was the conversation in the household, we could even go to the same place that I went to during a school trip back in 1981.**

The place Symonds Yat on the River Wye. So it was agreed that father and son would have a boys camping weekend, the only fly in the ointment was that the weekend coincided with a

**" next best option is to buy a couple of inflatables for the same price."**

classic car trip with the guys from work to the annual Llan-gollen steam train and classic car event on the Sunday. No problem all we have to do is take the TR8 and travel up on the Sunday to the show after our trip to meet up with the rest of the gang.

Word usually gets out at work of the upcoming trip and it wasn't long before **Steve Payne** (Spitfire 1500 Register) showed interest and decided to come along with his son **Jack**. That's it then leave Friday after picking my son **Carl** up from school and travel to the river Wye campsite for 2 days.

A day or so passed and after a few phone calls it became apparent that hiring a canoe for the Saturday was not an option as they were all booked. Well

the next best option is to buy a couple of inflatables for the same price as what the hire companies were charging. Its great buying things on impulse to then realise that we were taking the classics, a TR8 and Spitfire. Its fine they have big boots, but then you remember they were designed for two people and an overnight bag. They weren't designed for x1 inflatable canoe complete with paddles and pump, 5 man tent, x2 camp beds, x2 chairs, bag of clothes, beer, a four season sleeping bag as



my daughter Hannah had borrowed the lighter one for a trip, a quilt for Carl and not forgetting x2 lifejackets. Tetris is a fun game on the computer but two days it took to pack the car.

Steve was also finding the packing difficult.....

Leading on from the boot capacity of the Spitfire we





had this from a Colleague! - Paul

Hi,

*My extensive Top Trumps research turned up a Spitfire boot capacity of 200 litres (7 cu ft).*

*But I have documentary evidence that it's not as small as you think - see images sourced*

DAI

From a respected automotive research establishment....



Eventually the car was packed the journey made and we arrived at the campsite in good time to meet up with a friend and have some dinner and a pint at the local pub on the river. Saturday morning we awoke and were eager to get on the water. Our local friend arrived at 09:30am Sharp to transport us and the canoes to the start point of Ross on Wye, some

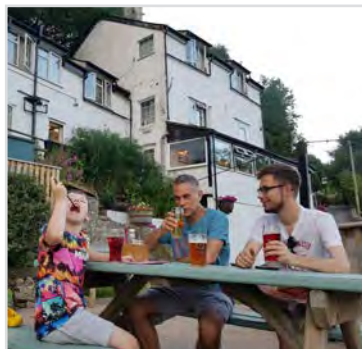
22 km up river. On the way we called off at a local eatery to have a medium sized full English to help us through the day. We arrived and inflated the canoes on the side of the river to find that one of them leaked a little, so I gave that to Steve.

We had debated if we were going to complete the short distance from Kerne Bridge 10km up river or the longer trip. But it was decided on the Friday at the pub we were going to attempt the 22km, after all we had our local friend's number and could always bailout at Kerne Bridge.

After a leisurely paddle down the river we stopped at the "Inn on the Wye" for lunch, halfway. We were all refreshed and decided to continue on. About 2 km further down the river Steve and Jack grounded after a 50/50 decision on which way to go round one of the islands. From out of the bushes appeared a fisherman wearing waders walked over to Steve.

*"You need to wiggle your hips"* came the call, Steve looked at Jack and tried to become buoyant again.

*"You need to wiggle your hips"*







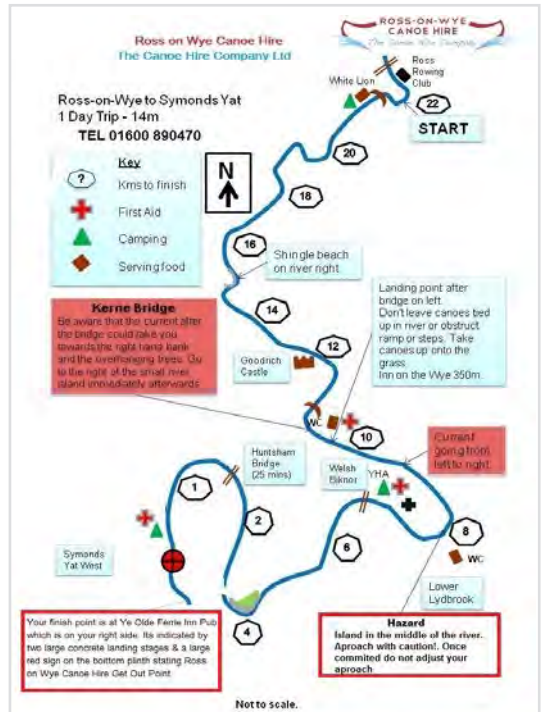
came the call again as the man got closer, panic was across their faces and a large push saw them free and back on the river. The film "Deliverance" had been etched in Steve's mind from childhood.

After another hour of paddling it became apparent that 22 km is a long way and questions



such as "are we there yet" bellowed from the canoes. "Just round the next corner" or "maybe the next" came the reply. We eventually saw our finish point and retrieved the canoes to the campsite and then off to the pub again.

It was a great day and one we will not forget. An early start, rising at 06:00am saw us try and fit the equipment back into the boots of our cars and travel 98 miles north to Llangollen. The drive was great with the roofs down and



we arrived in good time before the rest of the guys from work.



The show is good with a display in a field next to the train line where there were steam and diesel locomotives that whisked us away to local town for lunch. The town was busy and the atmosphere great as we ate lunch overlooking the river. After what seemed like a short time it was time to get back on the train and head home.

All in all the cars never missed a beat and as we have demonstrated have the carrying capacity of a Land Rover Discovery.

So all I can keep repeating is get out there and use your cars, they are made for it.

Paul

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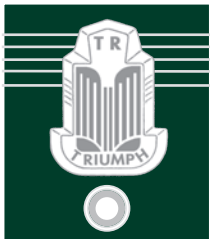
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TR 4/4A/5/250/6

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

## Gareth Davies TR4A

As mentioned in last months Courier, I had met Gareth Davies at the Malvern Classic Car Show. I had heard a TR4A purring past me through the showground while I was looking at a very nice Spitfire so I tracked its progress and went over to have a look at it when it parked up. The owner Gareth kindly allowed me to have a good look at his car and told me about all the various modi-

**" I went out and bought a TR4A and a Mk2 2.0L Vitesse Convertible "**

fications he had made including the fitting of MX 5 seats for extra comfort which involved in Gareth's own words "basically remove TR Seats and runners. The only work is buying the fixing plates (2 per seat) which have four holes, each plate, 2 to fix to the Floor and 2 to fix to the Mx5 seat runners." Gareth very kindly accepted my request for him to send me some words about his beautiful car and true to his word I received the following within the week, thanks Gareth and over to you – Top Man!

### My TR4A

"Dear Bern – It was good to meet you at Malvern having seen you in the TSSC magazine



### MX5 Leather Seats

over my 15 years of membership of TSSC. I was surprised, yet delighted, that you asked me to pen a few words and pictures about my interest in cars, particularly my TR.

My history with today's classics goes back to the late 1970's when I bought a 1.6L Vitesse saloon to keep my Mini company with the intention of turning it into a Spartan and over the next couple of years I used

the car to go to work whilst re-doing all the mechanicals on the car in preparation. I had just ordered the kit when my "wife to be" decided we needed a deposit on a house – you can guess the rest. Fast forward to my 50th birthday in 2005 when my kids took me to a car show at Malvern after which I went out and bought a TR4A and a Mk2 2.0L Vitesse Convertible. The TR was al-





**Vitesse**

made any major modifications to the car, just what I think are some useful improvements to the car as well fixing some things that were wrong or needed doing so that resulted in a lot of work eventually.

ready "restored" but the Vitesse was a restoration job (I did a nut and bolt). I finally got the Vitesse back on the road in 2014 after 8 years of work. As well as the classics I also had a Sabre Royale kit car and an

In a nutshell, I re- built the running gear (prop-shaft, differential and drive shafts and suspension including poly bushes, strengthened the chassis at the wishbone mounting points (you can



**Bracket**

see the extra stiffening gusset in the image, stiffened the suspension (stiffer springs all around), replaced the rear hydraulic suspension arms with adjustable spax shockers (needs purpose built brackets), added a TR6 Anti Roll Bar



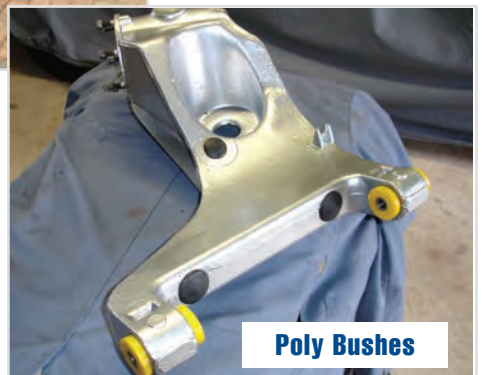
**Sabre Royale**

XK8 Convertible which were both fantastic. I reluctantly sold the Vitesse, Jaguar and Sabre. The Vitesse is driving around in Devon and Cornwall and the Sabre went down to Near Venice in Italy while the Jag stayed in the local village with a friend.

That leaves me with the TR which was restored in the 1990's and looked good but I quickly discovered it was originally white and had a few mechanical issues. I have never

rather than the TR4 version. I replaced the thin wire wheels with wider Minilite copies and what a difference to the handling all these changes made. Then,

there was the engine/gearbox /overdrive rebuild along with electronic ignition, alternator conversion, Revotec cooling fan to add to the driving experience. It really is a pleasure to drive the car today compared to when I first had it. Even my son and granddaughter drive the



**Poly Bushes**

TR!

Next, I am considering doing something with the interior once I have completed some cosmetic body work as some of the vinyl is splitting and peeling. I have already added leather MX5 Mk1 seats to replace the originals. Although a tight fit, it was a very easy modification once I bought the mounting brackets and it makes a huge improvement to the comfort level. For me they also suit the car and do not look out of place as I am not a purist on originality – just like to drive it and even my wife likes them!

A lot of TR owners have done similar things



and more and everything you need is widely available in the supply chain and easy to do by yourself. I am not the best mechanic in the world but would be happy to supply more information to anyone if they need it and I have it

**Gareth**

*Whether 6 cylinders or 4 a TR is more (more than a Jaguar and Sabre)*

## BERKELEY CASTLE SHOW

JUNE 2nd 2019

As I was taking my TR to the Berkeley Castle Show in the Lost Lands on the Sunday, Saturday afternoon found me in my garage oiling the windscreen wiper mechanism and checking the condition of the wiper blades, as it was the beginning of June I also thought it appropriate to give the windscreen a coating of Rainex. These precautions proved to be the correct course of action.

After leaving my house in glorious sun-



**Early TR4A at the Berkeley Castle show**

shine at 7:15 am I met the TSSC S.Wales group at Magor services which allowed me to get my customary ton of the day out of the way en route along the private road near my house.

We left the services to cross the Prince of Wales Bridge (no sign of the Prince unfortunately) and as we were crossing the heavens opened! We drove on regardless and arrived at Berkeley where we parked up and erected our "blow up" shelter. It rained most of the morning and we really felt for the various traders and food vendors who all started packing up early. The Classic Cars on display also started to depart by about lunch time so I made a quick circuit and managed to find an excellent TR4A and TR5 (I forgot to pho-





### Beautiful TR5 at the Berkley Castle show

tograph mine). The TSSC S. Wales stalwarts stayed until about 4pm when there were only about 10 cars left then we made our way home. We varied the run home to travel across the original Severn Bridge and as we "landed" back in Wales you guessed it, the rain stopped and the sun came out! So by the time we all arrived at our homes the cars had all dried out. Another great day

out with S. Wales TSSC, but a great shame for the Show organisers and the traders, but as Arnie said "We'll be back".  
Weather 8 downpours or 4 a Classic Car show is more!

### STRATFORD WEEKEND

Hopefully I will be available for the "Meet your register Secretary" on the Saturday between 1pm & 3pm, however, please feel free to speak to me at any time over the weekend unless I have ever given you bad advice and you want to beat me up!

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

Bern

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## An Interview with....

### Interview with a Young Member

**Q1: What is your name and how old are you?**

**A1:** Hello, as you will know by now I am Alyson and I am 28 years old

**Q2: Which type of classic car do you have?**

**A2:** I have a Triumph Herald 13/60 in signal red although I suspect it might not be signal red as getting an accurate paint match has been proving impossible! My partner has a couple of GT6's and a Triumph Herald 12/50 amongst various others so we are a real classic car loving family

**Q3: What first attracted you to owning a classic car?**

**A3:** This is a harder question to answer because in reality I never wanted a classic. Ken had his and I went to the odd show with him but never fully understood the appeal. Then I passed my degree year at university and was bought Harriet the Herald as a gift and that was it for me, I was smitten! Now I fully understand the appeal, the fun and the excitement of driving a classic and the knowledge that you are helping to preserve a small piece of history for future generations. My 8 year old son Jack has already informed me that he wants Harriet when



**Me and my Herald "Harriet"**

he is older so I better enjoy her whilst I can.

**Q4: Are there any other cars you would like to own?**

**A4:** There are many cars I would like to own (sorry not all Triumph's!) if this was an ideal world however I am stopped by practicalities such as 'where would I park another car?' and 'how would I pay for another car?'. If money was no object I would like a GT6 of my own and its big brother (in my opinion) the E type jaguar. I would also like an original beetle – I have a 17 year old beetle at the moment but it is not quite a classic yet despite the existence of a cassette deck.

I would also like to own a Morris Minor, a visette and an old Courier van.

**Q5: Do you attend shows with your car? If so what has been your favourite so far?**

**A5:** I have attended various car shows in the 2 years that I have own Harriet and I thoroughly look forward to each and every one of them. Last year we attended Glamis for the first time and I found this a great show which exceeded my expectations and I look forward to attending this year also.

Each year we as a group in Central Scotland attend Triumphfest and can often be found camped in the biggest corner of the field with our Scottish flag flying high. We as a group are very lucky when it comes to TriumFest because we have the lovely **Karen Fray** who cooks for our entire group



**" I would love the  
three of us to  
drive to Le Mans  
and then over to  
France to see  
our friends in  
Harriet the  
Herald "**

throughout the whole week-end, we have had chilli's and curries and everything is made from scratch in a tent!

I don't know how she does it all in such a small space but she always makes truly wonderful food, for me it is one of the highlights of TriumFest.

**Q6: Do you have any future plans for yourself and your car?**

**A6:** Last year I did the North Coast 500 in Harriet with my friend **Hannah**. I hope to do it again in the next year or so with my son and hopefully my partner Ken if I can tear him away from his current restoration. I also have Le Mans on my bucket list, we have friends in France and I would love the three of us to drive to Le Mans and then over to

France to see our friends in Harriet the Herald, I think it is a road trip Jack is unlikely to ever forget.



**Q7: What has been your fondest memory with your car so far?**

**A7:** I definitely think doing the

North Coast 500 last year was one of my highlights with Harriet so far, it was a fantastic opportunity to experience the wonderful scenery of Scotland in such a cool and retro way. We were two girls with a map, a Herald and a vague sense of direction and still managed to cover 1,068 miles around Scotland... and we only got lost once!

**Alyson**

It is my aim to do a series of interviews with young members so if you are interested in being the subject of an interview similar to the one above then please do get in touch at the email address shown. This magazine offers the perfect platform for young members to express themselves and their love of classic cars so please do get involved.

*Alyson*



# BOND EQUIPE

GUY SINGLETON [bond@tssc.org.uk](mailto:bond@tssc.org.uk)

## American 4s interest

**August – that means Stratford** – let's get as many Equipes there as possible and introduce those TR guys to some proper cars! Being serious it would be good to have a nice turn out of Equipes. I am planning to have our 2+2 there although, as we will be trading, I think I might have to trailer the car there in order to be able to transport the stock etc. too.

We had an interesting journey to the BMC & BL Day at Gaydon last weekend (7th July) as I write this it was combined with Club Triumph and The TR Drivers Club National Weekends so a good turnout of Triumphs and one Equipe – mine. Anyway, back to the journey, we had a puncture on the way, and as you know the spare wheel is inside the car at the rear so I had to unpack the car and extract the wheel and change it etc, fortunately, although it was on the off side, we were on a wide road which was not too busy (the Fosse way). Later on I smelt fuel, and thinking that the carbs were flooding, (which had been a problem, and so I had recently fitted new float valves), it turned out that somehow I had failed to fully tighten the valve and it had come out and hence the flooding, re-fitted that and off we went again – fortunately we had no more dramas.



There has been some Equipe interest in America with a 4s being offered for sale on a website– Bring a Trailer. The car is a 1965 LHD Equipe which I had last heard of in 2003 on Ebay, it is offered in a non-restored condition – let's hope it finds a good home.

The selling site <https://bringatrailer.com/listing/1967-bond-equipe-4s/> describes it as follows:

*"This 1967 Bond Equipe is believed to be one of fewer than 2,000 GT4S models built by Bond Automobiles using Triumph chassis and driveline components. This left-hand drive example features a fibreglass fastback body and 2+2 seating, while power comes*



*from a 1,147cc four-cylinder with twin carburetors which is mated to a four-speed manual gearbox. The selling dealer acquired the car six years ago, reportedly following time in California and Mexico. This Equipe GT4S is described as a running project which is current unregistered and offered at no reserve with an Arizona*



bill of sale.

The Equipe GT4S was produced from 1964-1967, and this example is a late-production model based on its serial number 2920. The body is constructed of fiberglass and wears faded green paint with yellow striping. Exterior features consist of a Triumph 2000-style quad-headlight front end, a low-rise hood scoop, and an opening trunk lid.

The braking and electrical systems require attention prior to being roadworthy according to the selling dealer. The car is thought to have participated in rallies under previous ownership, though no supporting documentation is available.

A wood-paneled dashboard and steering wheel remain installed along with single-piece bucket seats. Smiths gauges include an odometer showing approximately 10k miles, though true mileage is unknown.

Under the front-hinged hood is a 1,147cc Triumph inline-four with twin SU carburetors which made approximately 67 horsepower when new and is said to start and run. A four-speed manual gearbox routes power to the rear wheels."

The auction has just finished and it sold for \$1700 to Britparts who I assume specialise in British Cars

Next I have heard from Dave Westgate who has a 2 litre Convertible and has just fitted a new hood from Don Trimming - he writes "Finally received the new vinyl roof from Don Trimming last week - 4months to get it ! However delighted with the product, really

A new roof is a great 50th birthday present.

Decided to fit it on the hottest day of the year, yesterday, which as it turned out gave more elasticity in the fabric. Not a bad job, but not perfect either. The old roof came off easily enough and



decided to keep the frame on. Frame in good condition. With the aid of a 2 pack of mitre mate glues, managed to stick in all of the right places, front first and then fix the rear when taught with the trim and small tapping type screws.

The rear trim was a pain to fit, locating tiny screw holes through the fabric. Final result not perfect, down to me rather than the fabric. "

I am glad that he has managed to get the job done and the car water tight – this reminds me that this is one of the many jobs I still have to do on my car, I must try to do it before it starts getting cold again – a rather depressing thought!

Finally another plug – see you at STRATFORD!!!

Guy



well cut/trimmed and exactly the right fit. The old roof was the original and 50 years old this year.

## Prom Surprise!

**Hello. Hope you and yours are well.** My self, as many of you have either been through or going to be going through, having a child go through the GCES's. Harry, who normally writes for South Bucks area has been going through this, and finally finished! This has allowed normality to return to us all, and South Bucks members getting something to read!

Harry has also been 'confined to quarters' while revising and taking exams, so we have been limited in our car shows and meetings, so my Big Saloons has been having a few runs out, but hopefully more now we are in the season for the shows.

As much as it would appear I'm actually repeating myself once again about the white spots appearing, well, yes, once again, they were appearing. If you remember how wet June was, only interrupted at times by very warm sun, it's the same set of conditions that have caused the spots once more. I had reached a maximum level of trying to resolve this, so left it for a few weeks. We were then heading for a show, so decided to try once again, and took my mop and various potions and lotions to try and remove the marks across the boot, bonnet

and roof.

So, off I start. There is some improvement, but not quite what I wanted to achieve. Why? I'm looking at the colours of the

quite realise this, and therefore wasted considerable time using the wrong colour, so therefore less abrasive, so that's why it wasn't working as well.



mops, and then it strikes me. I have been watching some videos via you tube to try and learn, and gain some knowledge. The colours of the mops from Meguires products are dif-

**"Harry has also been 'confined to quarters' while revising and taking exams, so we have been limited in our car shows and meetings"**

ferent to the Halfords mops I could get (ie what is open on a Sunday afternoon!) I didn't

So, read the instructions!!!

After speaking with more and more people I know, its still not yet identified to what is causing it. However, its still coming up reasonably well, so I'll keep it going and look into what the options are for the future. From another respray or cover, as it has been pointed out, if its just the rain causing the issue, why not cover it? I'm not a great fan of covers as I have had them in the past with other Triumphs, and have seen them cause more damage than protect. . .

On the 23rd June was our first proper show this year. It's a small village which attracts more and more cars every year. We have attended it for some years, and this year was the biggest I had seen. It may come from my previous com-



## **New variation of 'where's Waldo', where's the Triumph?!**



Florida. His wife owns a Corvette very close in colour to that one!

The following Friday, Harry had his school 'prom'. Now, he is the fourth child of mine to go through this, and each time, this 'prom' becomes bigger and bigger! Not quite sure where we went from the 'end of school

ment, early June had been so wet, people wanted to get out and about! We had a good few hours there looking at a wide range of cars and bikes. The location is on a all road, and there is one entrance and exit, and it became quite apart this was going to be a challenge. So, we made our escape, only to find most of the area grid locked! I'm a local, so knew how to get round it, but there was a thought of 'where are they all going to be able to go?!' Next year maybe different as I don't think the locals were too happy! Anyway, good amount of money raised for charity, so a good day had.

Mrs S, Harry and young Jack with the Triumph, showing the varied collection that attended. The people who own the Corvette in front were out early, had their table and chairs and enjoying a cup of tea. The marshal parking us was most determined to have us within the white lines. There was a look of 'really' coming from the couple, but I had to inform them it wasn't me, I was under direction! Bit of a shame as I was going to have a chat as I have a good friend who is an ex pat in

party, to the Americanism, but hey, what can you do?

Anyway, with this in mind, I thought Harry might like something to arrive in which was a bit different. So, I asked Simon from the South Bucks area if it would be possible to borrow his lovely TR6? When I told him why, he said



**Is it me, or is the 2000 keeping an eye on the TR?!**





**Well, I know its not a 2000, but hey, it's the right Marque!!**

'no problem'. So, on that night, I collected it and then came home, sat outside the house and revved the TR just a bit, and Harry came out to see! The look of sheer surprises was priceless, and a happy smile all the way to the prom! We had a lovely evening for it, and his friends asked what it was, so the Triumph name mentioned amongst the young, so can't be all bad. My sincere thanks again to Simon.

The big Triumph Show this year is the **Inter Club Triumph Weekend at Stratford Upon Avon race course from Friday 16th to Sunday 18th August. For details, check out [www.triumph-weekend.com](http://www.triumph-weekend.com) or ring the Club office for more details ( 01858 434424).**

At the time of writing, I plan to be there on **Sat 17th** for the majority of the day, so if you are around, please get in contact or say hello ! As I said before, I sit and write this in hope someone reads it other than Bernie!!

As I hope you can get out and about in your big Saloon, and as always, please keep a camera at hand, take a few snaps, jot a few details and let me know, so we can see it!!

Take care.

*Carl*

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# TSSC INSURANCE - CAR VALUES

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

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

**Please remember originality and rarity will always add to value**

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

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

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

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

Above Values Revised as of 1/9/18

## What a Diff' rence a Dave Makes! Part 2

I was in the kitchen at MIRA making my mid-morning cuppa when Dave walks in and he asks how the Spitfire is running. I've known Dave for a long time, we've played football together every Tuesday for many years, so he's heard many a tale about the Spitfire and issues I've had to resolve. I mentioned to him I've finally begun the differential strip down/rebuild and explained I had already removed and pressed off the driveshaft bearings and cleaned the shafts ready for new bearings and seals to be fitted (the bearings came off

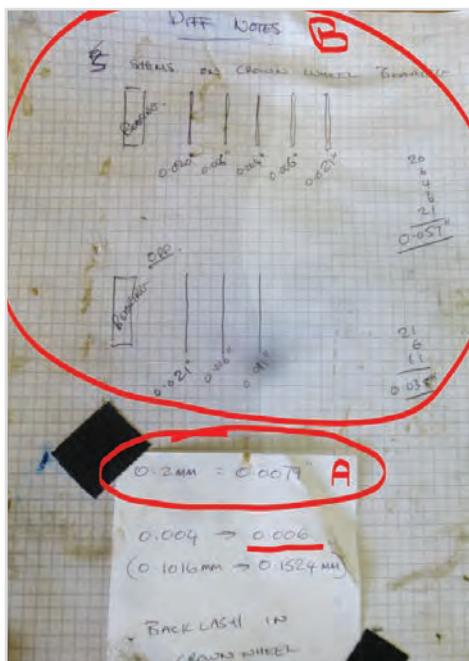


without too much resistance, probably 0.5 ton load after a liberal soaking of Plusgas the

**" and used to build  
the transmissions and  
diffs for the Triumph  
TR7 rally team "**

one, to which he was only too pleased to say yes (although several weeks down the line I think he may have regretted it!).

A few days later we started our initial inspection of the casing, gears and bearings and agreed we should carry out a complete overall and rebuild. First thing was to measure the initial backlash in the sun, planet and crown gear. **See 'Diff Notes 'A'**, we were seeing 0.0079" backlash, the correct backlash should have been between 0.004" - 0.006". A section of the crown wheel gear teeth was also painted with Engineers 'blue' and with a light load applied to



night before). To which Dave casually replied, *'Many years ago I worked in Standard Triumph transmission experimental, based at the Radford factory in Coventry, and used to build the transmissions and diffs for the Triumph TR7 rally team'*. Hearing this my eyes light up and you can imagine my response, I asked him if he fancied giving me a hand with this



the crown wheel the crown wheel to pinion meshing pattern examined. After which Dave went away to ponder on the actions required to remedy the ailing diff'.

The next day at lunch the crown wheel carrier end caps were removed and each side individual shim thicknesses measured and again noted, see 'Diff Notes 'B'.

The roll pin holding the planet gear shaft was tapped out and the shaft removed, the sun and planet gears were then removed for inspection of the teeth and shims. One of the planet wheels spherical shims appears to be completely missing. Was it a Friday afternoon build, or had it disintegrated? With a little effort (quite easily actually) we removed the pinion bearing nut and withdrew the pinion shaft. When this was done, we

and in the oil gallery between the tapered bearings. It was now apparent what had happened to the spherical



bearing!

All the teeth appeared to be in

good order with slight wear but no chips etc, however they were a little 'polished' and Dave suggested this could result in a whine at certain load conditions. We decided to replace all the old bearings and Dave calculated we needed to purchase a few more shims to set the correct sun to planet wheel backlash, the crown wheel to pinion backlash, and the crown wheel carrier preload.

See diff notes - 'After'.

Dave calculated the thickness of shim required to achieve the correct backlash. He did this from measurement with a Dial Test

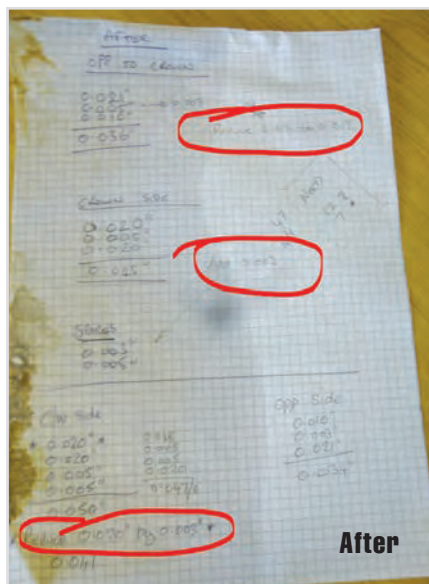


**DTI Test**

Indicator (DTI) and a lot of experience and knowledge. Apologies for the scribble, but I hope you can follow the logic? Top and bottom of the page are several attempts at juggling the original shims and the circled notes are what we think is required to achieve the correct backlash!

We actually achieved 0.004" backlash after grinding old shims and adding new. So, the shopping list was drawn, and I went away to order everything.

Unfortunately, one of the crown wheel carrier shims required was on a 'long order', six months to be exact, so Dave had a plan to purchase a thicker shim that was readily available and surface grind one of the original thicker shims to thin it down, so we had a selection to set the crown wheel backlash and preload. I asked Paul



**After**

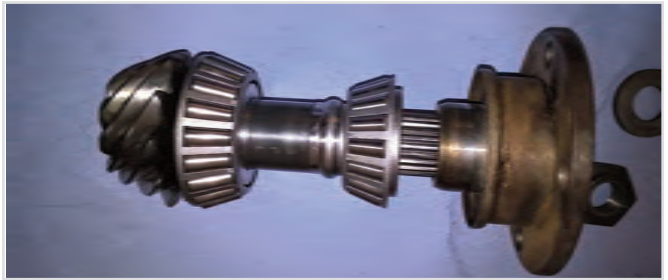
could see golden (or brass in this case) nuggets buried behind the pinion bearing casing

in the machine shop if he could oblige with surface grinding the one shim and I placed an order for the new one. A few days later armed with all the bits and my bank account £105 'lighter' we

began the rebuild.

The drive shaft bearings and seals were initially pressed onto the shaft. I had marked them, so they could be returned to the same 'side' when rebuilt.

The only planet wheel spherical shims available were a little thicker than required, by about 4 thousandth of an inch, however because of the shape we were unable to grind them, so Dave took about 'rubbing' them down by hand with some very fine wet and dry. This was a task he took on over several days, picking them up whenever he could and rubbing them round and round in the wet and dry in his hand. Checking them with a micrometre every now and then to see his



The new pinion and bearing tracks were pressed into the diff casing and the original pinion head height shim was placed on the shaft and the new head bearing pressed on.



The pinion was then installed in the housing and the outer bearing fitted without the col-

progress. Four days later they were 'to-size' and fitted, the sun to planet gear backlash was measured and acceptable.



lapsible washer. Without the oil seal fitted the prop shaft flange was fitted and the flange nut tightened a little at a time till the correct pinion bearing preload was achieved. This was done by using a digital torque wrench on the flange nut to see what load was required to rotate the pinion. It took several attempts and I was concerned it was very tight and my gut feeling would have been to stop several attempts prior. But Dave was convinced (and he was right) it was OK. The new crown



wheel carrier bearings were then pressed onto the carrier. By adjusting the shim pack thickness on either side of the carrier bearings the correct bearing preload and crown wheel to pinion backlash could be set, and the crown wheel to pinion mesh pattern checked.



Once we were happy that all the settings were correct and achievable the prop shaft flange was removed, the outer bearing removed, and the collapsible spacer and oil seal were fitted, the

flange was then tightened crushing the collapsible spacer till the correct pinion preload was again achieved. The crown wheel and planet gears were then installed with the correct shims and the end caps bolts torqued to the correct setting.

All that was left was the casing to be mated back together and the drive shaft complete with bearings and end caps replaced. It was then filled to the correct oil capacity and awaited re-fitment to the vehicle. But that's another story!

Next time, Diff replaced and Ireland here we come.....If you haven't done so already read Paul Lewis's (TR7-8 Register) July article, Gordon Bennett Run 2019. But don't look too closely at the fancy dress!

*Steve*

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



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



## 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.**

# TRIUMPH SPORTS SIX CLUB *CLASSIFIED*



## Herald



**1200 ESTATE.** Much loved solid A2 (£2500) vehicle. Good tyres, Peachy O/D, waxoiled, new radiator, adjustable front shocks, twin SUs, rear lap belts. Good engine (not original). Sensible offers. Tim Bell (Oxford) 07909 916505.



**13/60 CONVERTIBLE 1971.** MOT until June 2020, runs & drives well, always kept in dry garage. Owned for 40 years, reluctant sale. £4,000. Andrew Burden (Broadhembury, Honiton, Devon) 07850 013637.



**13/60 SALOON 1970.** 1296cc Mot till 12 Sept 2019 2 owners Dry garages Runs and drives well. £4,000 Brian Chapman (Dorking) 01306 888382.

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## Spitfire



**1500.** Agreed valuation £4000 will accept £3800 ovno. Pictures at royalvictoria-hall.org. 1 Year MOT, fun car, but time for a new chapter. £3,800. Jason Reeves (Whitstable Kent) 07939 227703.



**1500, 1979.** Very good condition Spitfire 1500, MOT, Professionally rebuilt and resprayed, unleaded head, electronic ignition, overdrive, brake servo, new radiator and genuine hard top. £8,200. Nicholas Battersby (Tring, Hertfordshire) 07811 421126.

## Vitesse

**MK1 2 LITRE CONVERTIBLE.** White with red stripe, red trim, restored 2015, fitted Mk1 engine and rotolux suspension, overdrive, dolomite sprint alloys, A1, V.G.C. £9,500 Steve Ford (Bristol) 01172 798504 or mob, 07706 611198.

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## STAG



**STAG.** Engine rebuilt 8 years electronic ignition, new hood & frame, new shock absorbers, springs, bushes refurbished wheels, new dash in burr elm. Will consider sensible offers around £12,000. Peter Tolhurst (Eastbourne) 07830 194747.

## DOLOMITE



**DOLOMITE 1850** Auto 1972, 82,250 miles. Sienna with chestnut trim. Recent carb overhaul, headlight upgrade. £2,750. Keith Smith (North Herefordshire) 01544 387683.

## CARS WANTED

**TRIUMPH VITESSE SALOON WANTED.** Vitesse Saloon in a roadworthy condition an advantage but if Mechanical or Bodywork required, may also be considered. Jeffrey Arrel (Northern Ireland) 07752 653171.



**[www.tssc.org.uk](http://www.tssc.org.uk)  
Tel. 01858 434424  
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## Inter-Club Triumph Weekend Stratford upon Avon Aug 16 to 18

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - [www.tssc.org.uk](http://www.tssc.org.uk)



# PARTS 4 SALE

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

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**1 off - RED GT6 STANPART CARPET.** Original Stanpart Moulded Carpet in Red for Drivers Side with Heel Pad. 1 Only. Still in original Plastic bag with Stanpart Label. Loft Find. £30 + Postage or collect TSSC HQ (TSSC HQ Lubenham) 01858 434424

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

**MKIV & 1500 SPITFIRE.** Left over MkIV and 1500 parts from finished restoration and dismantled cars and a few new parts. Collection only, have pic on Gumtree. Matthew Roberts (Downham market) 07474 336158.

**SPITFIRE MKIV / 1500 FUEL TANK.** Squaretail Spitfire fuel tank. Needs a tidy externally but nice and clean internally. £40 + (approx £15) postage. Josef Gluyas (Durham) 07761 716401.

**VITESSE 1600 ALTERNATOR KIT** and 4 halogen lights (new) for Triumph Vitesse 1600, all new purchased from Rimmer Bros £200. (cost £300) £200 Paul Adams (Northampton) 0785 6062630.

**VITESSE 1600,** Rear brake pipes, suspension bushes, front & side hood seals, all new. S/H oil filter holder, £40. Paul Adams (Northampton) 07856 062630.

**NEW CENTRE CONSOLES.** Bond/Herald/Vitesse, Centre Console (New Fibreglass Moulding) £40. Steve Meredith (Malvern) 07887 706153.

**GEARBOX & OVERDRIVE** Triumph 3 Rail, 4 Speed Gearbox and J type Overdrive, good runner when purchased 13 yrs Ago not used since. Fitted with Dolomite bell housing, believe change of bell housing makes suitable for GT6 or Vitesse. Away until 11th August. £400 Mark Snowdon (Staffs) 07969 694305

**GAUGES** Smiths Water Temp. Capillary action Full scale 30-110 dgs C re-con unused chrome bezel £55 Smiths Oil Temp. Capillary action Full scale 30-110 dgs C Second Hand chrome bezel £40 Smiths Oil Pressure. Full scale 0-100 lbs/sq inch

missing feed pipe Chrome bezel £35 Away until 11th August. Mark Snowdon (Staffs) 07969 694305

**GT6/VITESSE PARTS.** GT6 Distributor complete with Lumenition Electronic Ignition, Second Hand £85 GT6/Vitesse Front anti roll bar powder coated Silver £15 Pluys P&P Away until 11th August. Mark Snowdon (Staffs) 07969 694305

**SPITFIRE PARTS** Spitfire Mk3, Mk4, 1500. Air Box, totally sound, in primer ready for painting. £30 Inlet manifold, excellent second hand condition ready to use £30 Away until 11th August. Mark Snowdon (Staffs) 07969 694305

**MANIFOLD & MANUAL** 2.0/2.5 Saloon. Inlet manifold needs refurb. £20. 2000/2.5 Pi Saloon. Original Triumph workshop manual - MK1 outstanding condition. £20. Away until 11th August. Mark Snowdon (Staffs) 07969 694305.

**DUPLEX TIMING CHAIN** Complete inc. tensioner, New and unused, suitable for all 6 cylinder Triumph engines. £60 Away until 11th August. Mark Snowdon (Staffs) 07969 694305.

**STANDARD ENSIGN GEARBOX** Standard Ensign, 4 Speed Gearbox. Recon 40 yrs ago never used, but turned regularly £100 Away until 11th August. Mark Snowdon (Staffs) 07969 694305.

# PARTS WANTED

**OVERDRIVE GEARBOX D TYPE WANTED.** Any Condition, Can Repair For Restoration Project. Martin Barnsley (Tamworth, Staffordshire) 07875 171123.

**SPITFIRE 4/MARK II** Wanted A Boot Lid. Martin Barnsley (Tamworth Staffordshire) 07875 171123

**VITESSE ENGINE PARTS WANTED.** New set of vitesse 2 litre flat top Hepolite

pistons wanted, either standard size or +20 thou. Alex Back (UK) +447966 847471.

**OVERDRIVE GEARBOX D TYPE WANTED** Any Condition, Can Repair For Restoration Project. Martin Barnsley (Tamworth Staffordshire) 07875 171123.

**SPITFIRE WHEELS.** Wanted. Set Of 5x13' steel Spitfire wheels, with or without

tyres. I want to put them on my Vitesse 1600. I live in Suffolk but willing to travel to collect. Bob Taylor (Suffolk) 07889 247990.

**VITESSE 1600.** Wanted, replacement for tired rear leaf spring and lever arm dampers. Herbert Hatley. (Windermere.) 07939 090724.

## INSURANCE PANEL

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0333 207 6080  
www.footmanjames.co.uk

**Lancaster Insurance**  
0800 013 0080  
www.lancasterinsurance.co.uk/tssc

**Peter James**  
0121 506 6040  
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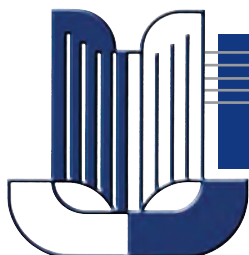


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# TSSC OFFICERS

## Triumph Sports Six Club

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

### HERALD 948/1200/1250

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

### HERALD 13/60

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

### SPITFIRE Mk I/II/III

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

### SPITFIRE Mk IV/1500

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

### VITESSE 1600/ Mk I/II

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

### GT6 MkI/II/III

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

### BOND

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

### SPECIALS

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

### BIG SALOONS

**Carl Swanson**, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.  
Tel: 07823 771811 e-mail: [saloons@tssc.org.uk](mailto:saloons@tssc.org.uk)

### TOLEDO/DOLOMITE 1300/1500

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

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

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

### TR7/TR8

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

### TRIUMPH ACCLAIM

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Tel: 07843 435190 e-mail: [acclaim@tssc.org.uk](mailto:acclaim@tssc.org.uk)

### STAG

**Phil Willson**, 37 The Grove. Sidcup, Kent. DA14 5NG  
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### TSSC TRIUMPH ARCHIVE

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**David Chapman**, Tel: 01684 592985 e-mail: [amphicar@tssc.org.uk](mailto:amphicar@tssc.org.uk)

### INTERNATIONAL LIAISON SECRETARIES

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

### YOUNG MEMBERS CO-ORDINATOR

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

### TRIUMPH WEEKEND 2019

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

### AREA LIAISON OFFICERS

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

### PUBLIC RELATIONS OFFICER

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





August 2019

# AREA NEWS

## AREA Directory • News • Events



### Leicestershire and Rutland Area

You are cordially invited to the

### 34<sup>th</sup> SUNSHINE RALLY

2<sup>nd</sup> – 4<sup>th</sup> August 2019

We will be at our VENUE

GREETHAM COMMUNITY CENTRE

Great lane, Greetham, LE15 7NG.

An immaculate community centre with very comfy lounge and full bar. Flat very sheltered pitches (no electric hook ups) less than a 5 minute walk to Greetham village with 2 pub restaurants

Camping Friday 2nd & Saturday 3rd with option for additional nights

#### Friday night

Warm welcome, meet old friends and make new ones.

Have a go at our light hearted quiz. Bar 6-11.

#### Saturday

Optional planned casual drive around stunning Rutland and Rutland waters. Places of interest to visit inc shopping eat/drink. Launde Abbey coffee stop.

#### Saturday night

Fun & games, BBQ, quiz, sing-along, raffle and more. Bar 6-11.

#### Sunday

Coach trip to medieval market town for short treasure hunt and lunch or shopping. Back to site for park & pose car show. Raffle prizes.

2 nights inclusive £35 per pitch.

Extra nights Thursday or Sunday £12. FULL BBQ £6.50  
(spuds, burgers, sausages, salad, chilli, cheese, trout etc.)

All profits to be donated to charity.

For more details & booking form contact:

Jan 07799804415 j.muschialli@ntlworld.com

Neil 07530307371 triumph20002500stag@gmail.com



# AREA DIRECTORY

Triumph Sports Six Club

## SCOTTISH AREAS

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

## NORTHERN AREAS

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

## MIDLAND AREAS

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

AREA DIRECTORY CONTINUES OVERPAGE

## MIDLAND AREAS Contd.

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

## EASTERN AREAS

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

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <i>The Hart &amp; Magpies</i> - BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>(New AO) Derek Skate:</b> 07932 179459 <i>The Red Lion Badlesmere, FAVERSHAM, ME13 0NX</i>	1ST THURS. 7.30PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
<b>NEWBURY</b>	<b>Dave Rumens:</b> 01635 868640 Please See Facebook For Details. <i>The Downgate</i> - HUNGERFORD. RG17 0ED	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <i>George &amp; Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM



## SOUTH WESTERN AREAS

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

## WELSH AREAS

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

## NORTHERN IRELAND

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

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# ALO REPORT . . . ANDOVER AVON . . . SOUTH BUCKS

## TSSC AREA NEWS

### AREA LIAISON OFFICERS

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Tel. 07976 163006

16-18th August is The Triumph Sports Six Club and The TR Register Inter Club event at Stratford upon Avon racecourse. Great celebrations of 60 years of the Herald and 50 years of the TR6.

We have been asking for volunteers to help support the venue over the weekend which we would like to say a Thank You already to those people who have agreed to give us a hand. There is still time to put your names forward to help with Stratford before the event.

We are also looking for helping hands to look after the Bring and Buy sale which is another great way of bringing old stock to re sell and some of the money will be going to the Air Ambulance charity. Just an hour or half hour will help.

Whether it is putting chairs out and signs around, helping on the gate, it all helps towards running the show smooth.

Anything you can help with just let us know by text or email etc. The full programme of the show is available to download from the Event website [www.triumphweekend.com](http://www.triumphweekend.com) and included with this Courier and will be sent out with your pre purchased tickets so book asap to avoid disappointment. There is music throughout the weekend and fancy dress Saturday night celebrating 60s and 70s era to coincide with the car manufacturers release dates. It is not compulsory to wear fancy dress. We would like everyone to come and enjoy themselves all weekend. Can't wait to see you there. No stumbling at the gates.

*Nigel & Di*

### ANDOVER

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At long last we were able to join others for an Andover meet, this time at the Royal Oak in Goodworth Clatford. We were a bit worried when we turned up that the pub would be full as there were cars parked in every direction. When we got in though we found the pub itself wasn't too busy, but that there was an exhibition at the school commemorating the 75th Anniversary of bombing of the village in 1944 by a stray V1 rocket which apparently demolished the previous Royal Oak. Anyway, we managed to squeeze Baby Blue into the car park and decided to sit outside, the first time the weather has made that a pleasant prospect this year for a Club meet. We were then joined by Robin, Southampton Bob, Ed and Kevin. A good turnout.

We discovered that from the previous roaming meets that we had missed Ed and Bob had checked out the Hawk Inn in May but thought it a bit too busy for us to use for our regular meets and Robin and Ed had gone to the Plough at Grately, but thought it not as suitable for us as it used to be.

We've decided to give the **White Lion at Wherwell another go next month then go back to the Royal Oak in September**, when they haven't got a village event going on, to see how they are then. The Chalkhill Blue just off the A303 at Andover will continue to be our Plan B should any of the planned pubs happen to be closed on a particular night.

In the meantime, if anyone has another venue to suggest please let us know.

Otherwise we saw photos of Kevin's Spitfire in it's lovely new red coat and hope to make its acquaintance in the 'flesh' before too long. Robin and Ed reported on a very good trip to Wales with Southern area and then Robin went directly on to

Cornwall's camping weekend, with the Stag behaving well, and his Spitfire also being in use, though not always in the best of weathers.

*Guy & Suzie*

#### Next meetings

August 8th - The White Lion at Wherwell, SP11 7JA

August 28th - Newbury Area meet at The Downgate, Park St, Hungerford RG17 0ED

September 12th - The Royal Oak, Goodworth Clatford, SP11 7QY

### AVON

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Hi Everybody. I am afraid this will be short, as what I have been writing for the past few days has disappeared. I think



that I pressed the wrong key to save. Instead I think that it has gone into space. I will catch up in the next issue.

Just to say that last week's meeting was one of the best this year with a good attendance of cars, must be the good weather.

*David*

### SOUTH BUCKS

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Hello all. I'm finally back to writing after a two month break. Sorry I was doing my GCSE's but now I'm finished I am back writing and going to shows but first a huge thank you to Simon for very kindly lending my Dad his TR6 as my surprise Prom car and it was received well by the people who saw it. It really helped make my night and gave me the full prom experience.

Then the next day I was helped by my parents to buy my first car. The Vauxhall Viva Rocks. I am very grateful for it and cannot wait to start driving in it. I think it is a fine machine myself with 75 rampant horses under the bonnet. (Yes its not a Triumph but this has a better chance of surviving impacts hopefully). Then the day after we went to the newly relocated end of month show now at a pub called The Fox and Pheasant with Dan and Elaine in the Stag and Simon and Tracy in the TR6 with Betty the dog supporting them. The shows for this month are:

**The Harte and magpies show at HP7 0LU on the 13th**

**Monthly meet at the Harte and Magpies on the 21st**

**The big show of the year at Stratford Upon Avon on the 16-18th CV37 9SE**

**Fox and Pheasant show at SL2 4EZ on the 25th**

Thanks for Reading!

*Harry*



## CAMBRIDGE . . . CANTERBURY CHESHIRE . . . CORNWALL

**CAMBRIDGE** Tel. 07795 436149  
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The warm summer evenings brought out a slew of agreed value valuations and some new faces at the Cambridge meeting. Dave Clark brought along his immaculate blue 13/60 which was valued first because he doesn't like to drive after the headlights come on as it is harder to see, but in the end we finished with plenty of daylight left. Dave's saloon Herald was pretty much concours but it didn't suffer from the moving museum piece issue and still felt like an everyday car, just one that is driven by someone who likes to keep their car clean and tidy.

Another new face, Ed Pain, brought his red MkII Spitfire along for a valuation too, which was looking pretty neat and tidy although the interior hadn't yet had the attention the rest of the car had had. It benefited from a number of Mk3 bits, including the boot lid, so some of the normal MkII details were modified a little but it was in good form. Ed's insurance is with Adrian Flux so they should honour the valuation but the club's legal backing to provide a full backstop in court if necessary should the insurance value ever be challenged only applies 100% to the four companies on the club's insurance panel. Andrew Strong brought his light blue MkIV Spitfire which was a nice tidy car with a little patina to the chrome but no nasty rust hiding in the corners. The chassis and underbody looked like it had never been driven and body, paintwork and interior was lovely.

We also had a lovely near-concours white spitfire and a tidy blue one with a fantastic bonnet mascot of a little chrome Spitfire, as well as my Herald. Toby brought his lovely Honda S2000 which had not so much as hiccupped inadvertently since buying her, unlike his sitting-on-the-naughty-step but also lovely Triumph Hurricane.

My Herald had made it thanks to lots of help from fellow members lending support and tools, and to a second hand vertical link from Anglia Triumph near Bungay, who also supplied a replacement vitesse petrol tank which I've since fitted. The suspension still leans slightly to the left but it is no longer the seized suspension at fault. However, she rather let the side down by dripping on the Plough's car park, rather incessantly. It later turned out that this was because the resprayers had screwed the numberplate screw right through into the radiator end cap and the screw had finally worked loose! This wasn't the only calamity that she suffered during her time there, but the paint job is deep and crisp and even, to paraphrase King Wenceslas, so one has to take the rough with the smooth.

**Out next meet is Monday August the 5th at the Plough in Fen Ditton.** Meanwhile, don't forget the first Friday of each month at Barrington is an impromptu eclectic car get together, and you should all be getting your tickets to join me at the **Triumph Weekend at Stratford upon Avon on the weekend of the 17/18th of August.**

*Tom*

**CANTERBURY** Tel. 07932 179459

Success! at the eleventh hour, a venue was found for our meets on Thursday. It is the **Red Lion at Badlesmere** on the A251 between the M2 at Faversham and the Halfway house roundabout. Good parking and the owners pleased to see us. A quick flurry of emails and our first meet was

## TSSC AREA NEWS



arranged, apologies to anyone who got missed.

A good number turned up and it was decided that we would stay. Some old faces made the effort and it was nice to see Mark again, absent for so long due to work. Such is life. Apologies to new member Geoff as I got his address wrong, my bad.

Hopefully now we are settled some runs, shows, etc may be in the offing.

Hope to see you there in August

*Dell*

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The last time I went to Cholmondeley Castle was in September 2017 and it was cold, it rained, not many people, and I made a navigational error on the way. This time round it was warm, mostly sunny, loads and loads of people, and I had sorted the route out in advance (the gnat sav likes to take short cuts down little windy roads). Once again the crew from Bolton (or is it Wigan) were present in force, and I met a man from Anglesey called Adrian who has a Corvette, who I have met before at Cholmondeley and Capesthorne. Small world!

At Capesthorne, it was rather wet. Not too many people turned up, which is not surprising, and the hood stayed up most of the day. I met one or two people from round and about, including Adrian from Anglesey in his Corvette! We have agreed the next meeting is at Tatton. In the afternoon, the weather improved enough to drive home with the hood down.

Tatton was also a bit damp, more so on the Sunday, but missed out on the torrential downpours that toured the surrounding countryside. The Cast Iron World Vitesse attended on both days, while the GT6 spent Saturday being fixed so it could come along on Sunday. This was worthwhile as the GT6 won a prize! We also saw the man from Crewe and his lady wife (tales of overcooked brakes at Spa), Dave of Snagfoldshire, and Roger, to name but a few.

A small attendance at the C&P for our meeting and run out (! have several notes asking permission for non-attendance), with two more cars already present when we got to the Swettenham. Ford Prefect was also present, but not much else in the 'Classic Car' category. I enquired after Zaphod Beeblebrox but had to explain the connection. It was also observed that we travelled a little faster than usual. Some stainless steel changed hands, there was discussion of wind deflectors (making contact with headrests), CV joint conversions (which none of us have), rebuilding type 14 calipers (see 'overcooked brakes' above), boot lights, straightening Vitesse boot panels after contact with a tree (think about it) and other things. There was also a splendid sunset but the camera in the phone did not do it justice.

**July events include Wilmslow Show on the 7th, Hale Barns Carnival on the 20th and 21st, Capesthorne on the 21st, and Silverstone Classic on the 26th to 28th.**

**Our next meeting is on Thursday 4th July at the Cock and Pheasant.** Second run out of the year, so 7:30 for 8. This is likely to be to the Dog in Peover, and we may also get to see a recently acquired TR5.

*Henry*

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

Hi All, once again a room full at our club night in June great to see you all. Especially Steven and his family from West Yorkshire, hope you had a lovely time touring Cornwall.



### Cornwall Continues

Another triumph enthusiasts turned up in his very nice 1500 Spitfire, great to meet you Hans even though you are very busy travelling the world with Formula 1 you found a little bit of time to enjoy your Triumph. We look forward to you dropping in again and hopefully next time sharing the love of your job. Onto some news of the main event for the Cornwall Area this year our Camping and Caravanning weekend at Kilkhampton Bude Claire has kindly put a few words together and here is how our weekend went.

Our Cornwall Camping Weekend had arrived again, always the last weekend in June, the forecast was good and Malc and I were pleased that we were able to make it this year! We headed up the Atlantic Highway- A39 to Pentire Holiday Park, Kilkhampton, Bude. A good site that many of us know. Some people camping and some in statics available close



by. We were so keen that we were the first arrivals in our trailer tent soon followed by Carol in her spitfire with all her camping stuff packed to perfection!

Followed not so long after by a man I didn't at first recognise, well in a modern car, towing a caravan, it was Tony, the Herald had not made it, more work needed! Not a happy chap but he had made up his mind to return home the next day and bring a classic back over, that's dedication!

Carol had booked us a good area for the 40+ expected, looking out to sea, perfect for sunsets.

It was bright and very breezy as the day progressed the wind did not ease and we had a blustery night especially for those of us under canvas.



Carol having the roughest I think. I remember looking out just to check on her tent thinking it looked to be holding up well, only to find in the morning she hadn't slept a wink, moving her bed many times and having to check pegs several times! She was still smiling though!

Friday remained breezy but lovely and a few of us early arrivals headed to Bude for a look around, others were arriving and a gathering planned for that evening, a meal together at Penstowe Manor, adjacent to the holiday park. It was good to see old faces of other club areas who regularly come great distances to join us. Saturday was run out day, Mike had chosen Tavistock, a superb market town. Some of us had a light pub lunch saving ourselves for BBQ night!

Thank you to Mike for towing the Beast of a BBQ up to site, especially as he has not been feeling so well lately, much appreciated. Thanks also to our fire starters Anthony and Brian, plenty of flammable liquid to hand and a mighty blow torch . . . . no health & safety here!

Thanks to Carol for loading her Spitfire up with coals and thanks too to Colin for the use of his giant shelter even if he couldn't get under it himself, we were a large crowd!

The highlight of the evening was Steve & Jo starting off with 4 burgers but only ending up with less than 2! I don't think they

had encountered this beast of a BBQ, Steve commenting to Jo "I told you we should have got the quarter pounders!" Carol kindly presented us all with Cornish Flag plate decorations, a lovely touch and handed out a Triumph Car Quiz. A great evening!

Chance for a little lie in Sunday morning before assembling for a photo shoot of all our superb Triumphs, about 18 in total I believe and Tony managed to bring his Spitfire which hasn't been out on the road in a long while, Maisie dog looked great sat in the front.

We all headed not far away to the Bush Inn, Morwenstow for a roast and then some goodbyes. A few of us staying on the extra night having a quiet get together on site. A great weekend, thanks Carol for all your organisation!

Nice one Claire thanks so much and to all those that attended and made this year a good one, Where shall we go for 2020!?



**Our Christmas Dinner and Dance will be held on Saturday 7th December 2019 venue to be confirmed.**

No more news from me look forward to seeing you at an event soon

Happy and Safe Motoring Everyone

*Carol*

### COVENTRY

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Hi Folks. June turned out to be a bit of a wash out due to the awful weather, we didn't go to either of the Heart of England meets as it was to cold and wet and also the Midsummer Vintage Festival at Ashby Magna was cancelled field waterlogged. However we did manage to go to the Barn Brewery on Sunday 9th for their meeting and were joined by Richard & Shirley, one of the few sunny days in June, about 35 vehicles on show and we had Sunday lunch there so a nice couple of hours spent having a noggin and natter.

Sunday 23rd June our Dalos Day Run planned by Keith & Trish, there were 8 of us in 4 cars to enjoy an excellent run which included some lanes we hadn't been down before and concluded for lunch at the Horse and Jockey in Corley. Another great day out in great cars and great company, well done Keith and Trish.

On Thursday 27th we hooked up the "Smiffy Spitty" on our Talbot Express Camper and it was off to a fabulous weekend with the Derwent Valley area for their Peak Run Weekend with fun and games throughout and a fabulous run on the Sunday, if you have never been it is well recommended.



Chris Suffell reported on the Cars at the Spa event at Leamington Spa on Sunday 30th, a well attended event with approximately 100 classics on show and various brass bands and groups enter-



## CUMBRIA DERWENT VALLEY . . . DEVON



### TSSC AREA NEWS

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June was a busy month and saw DV regulars attending several events and local evening meetings. The poor weather for the early part of the month did put the damper on things a little but the Sun shone brightly for the 31st Peak Run.

In fact it was HOT HOT HOT which suited the slightly amended format for Friday night which by all accounts was enjoyed by all. More about the Peak Run in the Courier later in the year.

Our July meeting was the Fish and Chip run which was postponed in June due to the WET WET WET weather. A beautiful evening and a pleasant drive the long way around to Matlock Bath for 10 classics and a couple of modern cars. However, one opted to take a more direct route due to a slippery wet clutch. As tradition dictates we ended the night in the Fish Pond for a beer or two.

Keep an eye out for our Facebook page for news about the **August meeting on 6th August**. If the weather is fine we may opt for a drive out in the Summer evening sun, or do a different Fish and Chip run, or have a noggin and natter at our usual meeting place.

Several DV regulars are attending the **TSSC National TriumFest Weekend at Stafford (16th to 18th August)**. Why not join us? Let Roger and/or me know if you are going to be there and we will look out for you. We might even let you buy us a pint.

Enjoy driving your Triumph -

*Colin*

taining throughout the day, an event he would go to again, so if it doesn't clash next year we will put it in the diary.

Tuesday 2nd July our monthly meet at the Bull & Butcher was well attended with 12 cars on show, 21 people and 10 dining pre meeting. Our new flag was on show and may we say a far better quality flag and poles than previous ones. A special welcome to Richard and Carol Lewis joining us for there fist meeting at the Bull & Butcher and apologies for the mix up of their surname on last months newsletter with another of our members Richard Trundle.

**Marie Anne Evans Transport Festival is on Sunday 18th August** the same weekend as Triumph at Stratford, for those not going to Stratford it is £15 for the run and £5 to park in Nuneaton town centre.

There will be 2 meetings this month at the **Barn Brewery on the 14th and 28th.**

That's all for now folks don't forget all makes welcome at most of our events and if you wish to join us for any just inform us either by text on **07711 337797** or email [phillyncovtssc@yahoo.co.uk](mailto:phillyncovtssc@yahoo.co.uk)

Regards

*Phil & Lyn*

### Forthcoming Events :-

**Sunday 28th July Barn Brewery, Willey**  
**W/E 2-4th August Leics Rutland Sunshine Rally,**  
**Greatham, Rutland, LE15 7NG**  
**j.muschialli@ntlworld.com**

**Tuesday 6th August Our monthly meet at the Bull & Butcher, Corley Moor 7.30pm.** If you want to join us for a meal pre meeting be there for 6.30pm

## CUMBRIA

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June was a quite month for shows. Only the Grasmere show, 16th June, to report on. 6 of our cars attended on a usual Lakeland damp day. Rod took his Sinclair C5 which was a star attraction again. Unfortunately Anne and I could not make it as we had our daughter's wedding rehearsal that day. The amount of our members attending was down on previous years, which is probably due to the increase in the entry charge, from £5 to £7. I know that the money goes to good charities but I think £7 is a little excessive. It would be interesting to know if the entry numbers were down overall.

Tony has found a new show which would probably be more suitable for the Northern members. **4th August, Netherby Hall, Longtown.** At the moment we have not booked as a club but I know some of you have booked separately. If we get some positive reports then it is something that can be pencilled in for next year as a club.

**Forth coming events: Netherby Hall, Longtown, 4th August. Dalemmain show, 18th August.** I have booked it for twelve cars and will probably have the entry passes by the time you are reading this. If you are going let me know as you will not get in without a pass. **Boottle show, 26th August, bank holiday Monday.** As usual you can just turn up.

Safe motoring

*Roy*

## DEVON

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Nigel organised our Fathers' Day display with a difference this year - Tigers & Triumphs at Dartmoor Zoo near Plymouth. Not the nicest of days, but nearly 20 cars turned up, including a contingent from Somerset who are always welcome further South. Jas and Mum Louise had worked wonders in producing a huge number of Tiger Tails (no Tigers being harmed in the production) which everyone who brought a Triumph was given. A really interesting day in a good location, and we are hoping to make a return trip next year.

Lots at the Claycutters for our mid summer Club night. 10 Triumphs in the car park and amongst them was Ted's Spitfire. Lovely to see him again after an absence of almost two years. Robert brought his Dolomite, Spitfires were Dan's, Mark's, Peter's, John's and Nigel's. Brian's TR4, Bob's Vitesse and Jackie's 13/60 estate made up the numbers. Nigel presented the draft of the 2020 Triumph calendar which was well received, a huge variety of pictures, and ready for sale at Powderham show last month. A new face on the night was Richard from Paignton, who is starting to restore his TR - welcome and good luck Richard.

5 TSSC cars and a friend from the SOC enjoyed the little show at Dunsford in the Teign Valley, on a beautiful day.

We were a little shocked that Nigel had apparently taught the 'Floozie' to emulate his smoking, but thankfully no harm caused!

On a sadder note as I write, scumbags in a white van have stolen an engine along with other stuff from one of our member's drives, in a cul de sac in Exeter - watch out everyone, there are bad and sad people out there and we are not immune in the classic car community.

**WHAT'S COMING UP IN DEVON**

### IMPORTANT NOTE

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



## DEVON . . . DEVON NORTH

### TSSC AREA NEWS

## Devon Continues

Why not pop up to the **North Devon meeting at the BICKFORD ARMS at Brandi Corner on Thursday 1 August?** Another lovely group run by Darren and Andy and serving the North and Middle of our vast county. We do have a lot of TSSC members in those areas, but few so far seem to be aware of the lovely venues they meet at. Great driving roads up there too.

At the beginning of **August, some cars will be at Mt Edgcombe show, others at Torbay Steam or at West Somerset Railway whilst John & I are aiming for Rosemoor Gardens Vintage Weekend near Torrington.**

The big event this month is the **Club's International Weekend at Stratford upon Avon Racecourse 16 – 18 August.** Nationally lots of members had asked that the date be moved back to mid August, so we do hope that you will support the Club's efforts here.

We have been promised lots going on, on both days, and of course will be celebrating the 60th Anniversary of the Herald model and the 50th of the TR6.

**Wednesday 21 August is Club Night at the Claycutters Arms,** Chudleigh Knighton where everyone is made very welcome.

Local shows in August include the **South Hams Machinery show at Sorley Green near Kingsbridge 10/11 August, Hennock and Upwold shows on Sunday 11 August and, on August Bank Holiday Sunday 25th is the lovely little show at Aveton Gifford.**

Looking forward to **Sunday 1 September,** Peter & Vicki are organizing a short run from **Kingsbridge Quay** car park (starting at 11.30 am) followed by a (bring your own food) BBQ in a spectacular location at Cornworthy.

Please do let us know if you are coming as we'd like an indication of numbers.

**Sunday 6 October should be our annual Treasure Hunt,** more details soon.

On **Sunday 3 November,** Jon Chartres has offered to organize another nice sounding run of around 50 miles for us, this time starting at Tesco car park at Lee Mill near Ivybridge. More details later.

We already have the menu for our **Christmas evening meal at the Dartmoor Lodge at Ashburton.** Reserve the date – **Saturday 7 December.**

We have welcomed several new members in the last few months – welcome to you all. Take full advantage of your Club membership, come along to meetings (very informal), join us on our runs and lunches, contribute to the Devon Facebook page TSSC Devon, and use both the local and national websites and remember that you can have your car valued for insurance purposes by our own Nigel Kenneison. Most importantly, enjoy your Triumph(s)!

#### DEVON DIARY

**Thursday 1 August North Devon Club Night –**  
check for venue

**Sunday 4 August Mt Edgcombe, West Somerset  
Railway, Torbay Steam And Rosemoor  
Vintage Weekend**

**Wednesday 21 August Club Night at the  
Claycutters Arms TQ13 0EY**

**August 16 – 18 Triumph with TR International  
at Stratford**

**Sunday 1 September South Devon run with BBQ  
after at Cornworthy**

**Wednesday 18 September Club Night  
at the Claycutters Arms**

*Sue & John*

### IMPORTANT NOTE

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

## DEVON NORTH

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Apologies if you wondered where last month's update was, I missed the deadline!

The June meeting at the Crealock Arms was attended by most of our regulars. The weather had been mixed but at the time most people arrived, was good enough for hoods to be down. It didn't last long and there was a flurry of activity when it started raining, as people rushed back outside to put their hoods up!

Darren was not in attendance as he was preparing to go to Laon, but we had three Spitfires lined up in the car park (see picture). These were Alan and Janet's Mark 3 and the 1500s belonging to Nigel and Lee.

Also in June we enjoyed a fantastic day out at Dartmoor Zoo, organised by Nigel. It was great to see a good turnout although the weather was a little mixed!

The July meeting was fairly quiet. Notable absences included our resident stand-up comedian Mike and his wife Irene, and also Malcolm and Mandy who were elsewhere (we believe they were celebrating Malcolm's birthday).

Those who were present included Mick and his wife, Geoff and Dawn, Alan and Janet, Lee, Darren, Nigel and me. We also had a special guest – Brian from Bedfordshire. He was on holiday in Devon and had attended a previous meeting last time he was here. Brian – if you are reading this please get in touch as your email address got lost from my phone.

The sunny weather encouraged those with convertibles to bring them. Next time, Darren may even put his roof down! In the car park were Geoff and Dawn's yellow Stag, the three Spitfires again and Darren's Herald.

Darren is making great progress on his Spitfire. Once again he was scrutinising details under the bonnet of the other Spitfires – it is always useful to have a reference vehicle when you are restoring and I do the same with TR4s whenever I get the chance.

Nigel had a big box of 2020 calendars with him and they look fantastic. They are only £5 and are well worth it. Please contact Nigel if you want one ([nigelk57@gmail.com](mailto:nigelk57@gmail.com)).

Geoff and Dawn were requesting sponsorship as Geoff is soon to take part in a sponsored abseiling event – very brave! Alan and Janet had recently been on holiday on the Norfolk Broads. They have been on many boating holidays but for the first time ever were threatening not to go again! Unfortunately the weather had not been kind to them.

#### Coming Up:

#### Next Meetings:

**Thursday 1st August at the Bickford Arms, Brandis  
Corner EX22 7XY**

**Thursday 5th September at the Crealock Arms,  
Littleham EX39 5HN**

#### Other Events:

**16th – 18th August - The Inter-Club Triumph weekend** will soon be here! It looks to be a fantastic event and I will be attending with my family. If you have not purchased your tickets, log into the TSSC website or give Angie a call.

On **15th September** we will once again be able to display our Triumphs at the **Cliff Railway in Lynton and Lynmouth.**





## ESSEX HERTS & BEDS . . . WEST KENT

This promises to be a great day out if previous events are anything to go by, and Darren will be sending out further details nearer the time.

Looking forward to next year, I have managed to secure a tour around the workshops of **Bob Petersen Engineering** ([bobbetersenengineering.co.uk](http://bobbetersenengineering.co.uk)) for a small group of enthusiastic Triumph owners. Bob is a low volume producer of pre-war Bentley cars. He has a global reputation for a high standard of engineering. His team starts with a rusty Bentley and restores it to the customer's specification, often with modern electronics and engineering. This will be a treat for anyone interested in traditional coachbuilding and restoration, or any aspect of mechanical engineering. Places will be limited and Bob only allows up to four of these tours a year so it will be a real treat.

I will be confirming the date in the New Year and will provide more details then.

*Andy*

### ESSEX

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Facebook. Triumph Sports Six Club Essex Area

Short report this month although the sun is shining we in Essex have all been up to other stuff with our cars. Club day was great, quite a few members came to help Janet celebrate a special birthday. Many thanks Marian for the surprise do with a fantastic cake made by Michelle at the garden centre. Janet was very surprised, she doesn't do surprises so it went surprisingly well. We had a week of fun, with us jetting off to the Isle of Wight later on in the week.

I have had the diff out of the Spitfire and it is now in Graham's capable hands for a refurbishment, and I've gone for all poly bushes etc. So while Spit off the road we have been out and about in the 2.5. We headed out to Great Sailing on the 30th June with a joint stand with the Essex rebels. A nice little church fete with so many classic cars they had to open up more of the field. We enjoyed sitting in the sun with Stewart and Kerrie. Later on Steve and Janet arrived. The stand had 28 Cars on it by far the biggest at the show.

Mike and Marian had gone to Caressing Temple, we don't usually do that one, they said it was a nice little show, but will come with us to Great Sailing next time.

On 7th July we headed out to our annual trip to Maldon, by far one of the biggest shows of the year. We met up with the others at the usual lay by and headed out. The weather was not too good in the morning but it soon heated up and we were boiling. A quick walk out for an ice cream and we were set for the day. Had a couple of potential new members ask about the club and the following day received an email from one saying he hopes to be with us next club day. The show was mainly vintage for the ladies and auto toot for the men. A long hot day. Especially tiring as the day before we had helped move Joe and Paige into their new house. I think Janet and I spent the afternoon asleep.

Show reports from Mike Titchen

All Saints Church & James Oglethorpe School Cranham  
We had 2 Cars from Essex area at this Charity Car Show. There were 100 cars, it was a nice show with plenty of side shows, music & good cheap food & drinks. It was good to Support a local Church & school.

Steam & Cider Fair in Dagenham

Two cars from Essex attended, Me & Sue in the GT6 & Steve & Janet in their Spitfire. This was the 6th Year this show had been running. 65 Vintage & Classic Cars were on show, with a drive into the Arena to display & talk about our cars. There



## TSSC AREA NEWS

was plenty to do during the day, music on the stage & watching dog & motorbike displays in the Arena.

We will certainly be back to Support the good cause that the Organisers were supporting.

Mike Titchen

**Up and coming.**

**10th August Waltham cross**

**11th Club day.**

**18th Battlesbridge breakfast meet**

**26th Burnham on sea (still trying to get details)**

**1st Sept Ongar and Epping**

**8th Capel Manor (we have a club stand one place left but need to book through them) this is also club day so club will be low on numbers.**

**15th Lower Castle**

Birthdays busy month August

1st Sue Andrews (special one) 12th Stuart Dains 16th Marian 17th Steve Hall 19th Kirk Baker 20th Janet McCall

*Allan and Janet*

## HERTS & BEDS Tel. 01582 750943

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Well it's been an odd month with a number of members having more hospital trips than Triumph meetings. John has had a major ticker plumbing restructure, Val has completed some treatment and Ray is heading for some.

Gill has wrecked her knee skiing and is on a crutch or two. And Christine our raffle mistress has taken to French lessons on a Monday Pub meeting was therefore depleted a little with only 25 at June's meet

Mike's Fish and Chip run was a brilliant evening 6 area cars and 12 members with 35 miles of single track lanes followed by fish and chips at the Poplars centre Nr Stevenage. Well done for arranging that outing on Friday evening.

Martin arranged an outing on 7th July to the Shuttleworth Military Air Show. Wow!! 22 cars and 41 members, dedicated parking, lots of interest in our cars with some magnificent flying machines including 7 Hurricanes hairing around, 7 Merlins on song wonderful, thanks Martin, and he arranged some sunshine contrary to the forecast it was %^&\* Hot, so a few beetroot faces today..

I am collecting Names to help at **Duxford September 1st** let me know if you can help parking and making tea etc.

Keep them all running

*Pete*

## WEST KENT Tel. Colin 07810 102525

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Yep we are still here, very much so. Two months ago I had a perfectly reasonable report filed away. So at Leatherhead on the 12th I remembers I forgot to send. Ahh.

So last month. Ended up away finally settling my Dads estate, and again it passed me by.

But back on track you say. Nope. Those that know me know my A1+ Mk3 67 Green Spitfire. Adored that car, spun on a hill avoiding a situation, smashed into a parked car and she's no more. Just got home from a nasty stay in hospital smashed leg and sternum and off for 3 months. So just got this in.

### West Kent Continues

So we have had some great meetings, outside as planned and good attendance. Hello to Vicky with a Spitfire project, and good to see Paul fit and well. Not so Paul Adams who has managed to break an arm. Hopefully we can both scrounge lifts for now.

And word from the wise, if at all possible, fit a multipoint seat belt. Cars crash and I'd have walked away if I had one.

*Colin.*

### M25 EAST

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Hello all and welcome to August. Lot's of good events coming up this month but before we chat about those I'll just take you back a while to our big adventure in France at the Laon Historique. There were 5 cars and 10 intrepid adventurers - Myself n Donna, Kev n Lisa, Barry n Laura, Paul n Lesley and Colin n Andrea. Well, a first for one of our overseas adventures - all the cars behaved impeccably, not a single problem from any of them. Once again the event was organised brilliantly.

The road run on Saturday was through the gorgeous French countryside, stopping for lunch in the town of Soissons, before returning to the start point in Laon for a glass of Champus. On Sunday it was time for the closed street run through the city. We bagged a cracking spot to park up before the start, just in front of the town hall. Lunch was had sitting in the sun at one of the many restaurants in town, where we had very French sounding dishes. Well, cheese on toast sounds so sophisticated in French ha ha.



The street parade was as usual a blast, especially when you could put your foot down a bit. The streets lined with thousands of locals made it a cracking atmosphere. Back at the campsite we had nice pitches all together in a row which were soon decorated with M25 East regalia, Union Flag and, of course, a French Tricolour.

Our hosts, Bernie and Angie went, as usual, above and beyond the call of duty. Manning the bar, cooking the BBQ and generally looking after everyone, and at all hours of the day and night. I don't actually think Angie ever goes to bed ha ha. Thanks for everything you two, much appreciated from all the M25 East Gang.

The weather on the whole was pretty good but back at Calais and most of the way home after landing in Dover the rain was of biblical proportions. Good job the next day was sunny, carpets up, fan heaters on etc. Oh, and speaking of fan heaters - 5 of them really do keep you toasty outside the tents girls ha ha.

The next big un was our Club stand at the Bromley Pageant. 9 cars instead of the booked in 10. Barry n Laura couldn't make it as their Vitesse was in dire need of a UJ change. They were very lucky it didn't fail in France, don't think I've ever seen one so bad (check the video out on our FB page).

Although Barry did think it had at least another couple of thousand miles in it ha ha. Our other no show was Chris's Vitesse, although the man himself did come along with Dickie Boy. The good news is the Vit is now fully rebuilt, MOT'd and back on the road and hopefully, coming to a car show near you very soon. Get yer magnets ready lads hee hee. We did manage to get a substitute car on the stand in the shape of a rather splendid 13/60 Convertible owned by Gillian. It looked resplendent in Saffron Yellow. Hope you had a nice day Gillian and can make it to more of our days out.

The first weekend in July saw us at the Maldon Classic Show

where we had our usual 10 car stand. We had Grant and Sandra with us this year with



their TR7 which has recently undergone a V8 engine transplant. It sounds glorious, really growly and very loud. As always it was a lovely show, about a thousand cars apparently and loads of toof stalls. There were 2 very nice step ladders for sale which Sasha had her eye on but Andrew reckoned they wouldn't fit in the car ha ha. Whilst at Maldon I was honoured to be on the receiving end of a rousing chorus of 'Happy Birthday', thanks folks and thanks to my bestest wife for the lovely cake.



There's more good weekends away coming up this month, **Leicestershire & Rutland Sunshine Rally** being the first followed by the biggy - **The Inter-club Triumph Weekend at Stratford on Avon**. The month is finished off with the **Hellingly Festival of Transport**, at which we've got the added bonus of having a Dandy Village on the main showfield. If anyone else fancies joining us on weekends away please do as they are great fun and the more the merrier.

As we're already into August we need to start thinking again about Christmas Dinner. I think everyone enjoyed the Golf Club last year so shall we book it again and then retire to Hill household for drinks and nibbles. Also, Firework Night will be upon us again before we know it. So, shall we have another night of fireworks, drinks and laughs round ours again.

That's all for this month -

*John*

**August Events -  
Friday 2nd - Monday 5th -  
L & R Sunshine Rally  
Friday 16th - Monday 19th -  
Interclub Triumph Weekend  
Friday 23rd - Monday 26th -  
Hellingly Festival of Transport**

### MANCHESTER

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Hi everybody, In June we attended a day event at the Lymm Historic Transport Day, which was full of classic cars, traction engines, Canal Barges, Bikes, military vehicles etc, we had a good turnout of members cars and the weather was good

## NEWBURY

apart from a wet drive home when the heavens opened.



Quick update on work undertaken on our areas members cars, Paul's ongoing Spitfire 1500

restoration, he has started building up the rear suspension, with new bushes, bearings etc, new rear trunnion, plastic bushes and seal kit. Found my Vitesse has a cracked exhaust manifold, luckily the previous owner left a spare in the boot, stripped of both inlet and exhaust manifold, treated replacement manifold and painted with very high temperature paint and put back on. Rob has put a new clutch assembly in his TR6 and had a run out to our area meeting to check everything's ok, Bill has both camshafts out on his Stag so he can fix the tappets / shims to quieten his engine a bit.



Our July meeting we changed things a bit, instead of been sat in a pub function room listening to me waffle on, we decided to make the most of the summer sunshine and nice weather and met up at a weekly car meet at the Swettenham Arms in Congleton, a beautiful country pub with a massive car park. when we arrive the car park was packed full of vintage and classic cars, good load of banter and laughs.

Please note our **next meeting on Tuesday 6th August we will be back at the Joshua Bradley, Stockport Road, Gee Cross, Hyde, Stockport, Sk14 5 EZ from 7pm.**

We have received our new power flags and banner, very pleased with them and thanks to Nigel at Head Office for arranging these, love the Manchester Bee logo.

Some local events coming up are: **Silverstone Classic weekend on 27th to 28th July, Hedben Bridge Vintage weekend on 3rd & 4th August, Avro Air Fair Wings & Wheels at the Old Woodford Aerodrome on Sunday 11th August and the main TSSC Event at Stratford Upon Avon racecourse on 17th & 18th August.** please check out our Facebook area page for posts and comments regarding these and up and coming events.

Also please look at our Facebook page [www.facebook.com/groups/tsscmanchesteraea](http://www.facebook.com/groups/tsscmanchesteraea) or join us at one of our monthly meetings where you will be warmly welcomed.

Well that's all from me for this month Cheers

*Mark K*

## NEWBURY

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Tel.TBC

Hi folks. It has been another busy month for our cars and celebrating 20 years of Newbury TSSC.

Saturday 8th June we visited the control tower at Greenham common for the monthly meet. Not many classics and we just missed Ian in his blue TR7. The coffee and cake was enjoyable as well as a look at the new exhibition. The control tower is a relic from the U.S. airforce occupation of Greenham common and worth a visit. Recently there was a re-enactment of Eisenhower's visit to Newbury for the 75th D Day celebra-

## TSSC AREA NEWS



tions. The classic vehicles and uniforms were very impressive. The Bull Inn, Stanford Dingley opened its doors to us on the 8th June, a few classics, lunch, beer and a chat made it all worthwhile. The Bull has been refurbished and has a good menu with lovely gardens.

Sunday 9th June was Ian's mystery tour for the chosen few meeting at 11.00am in Tesco car park at Greenham. Ian in white TR6, Nigel and Helen in Red TR7, Andy and Thomas in white Bond, Malcolm and Josie in Red TR7. After the briefing from Ian we set off in White Red formation turning left at the Swan, Newtown and on towards Burghclere. We were enchanted by the pretty country lanes with Rhododendrons in full bloom, the fragrance mixing nicely with Ian's exhaust fumes. The country lanes seemed to get smaller with a few passing places and chocolate box cottages until we finally emerged on the Highclere road. We were around Lloyd and Debbie's old haunt the Rampant Cat, but not there, was it the Furze Bush or the Woodpecker? Finally from the other direction we arrived at the Craven Arms, Enborne where we enjoyed a lovely meal, the menu provided plenty of choice with Duck, Venison, Steak, Lamb Shank, Pies and a Sunday roast. Outside there is ample seating and a large garden with children's play area. Thanks to Ian for organising the day.

Wednesday evening on the 12th June we met at The Travellers Friend to celebrate Newbury TSSC 20 Years. It was a cold and wet summers evening so not a classic in sight. At the meeting were three originals, Mary, Dave and Nigel along with Helen, Roy, Robert, Sue, Steve, Ian,

Andy, Josie and Malc. Dave gave a short talk on how the club had been formed after splitting from the Hants and Berks group. The Newbury area has been very active over the years with twice monthly meetings, cars in the car park competition, camping weekends, shows, mystery tours and a Christmas dinner every year, sometimes with a theme. Over the years the club has seen many different Triumph cars come and go with some transferred to other owners within the club. To end the evening Ian made a very tasty cake embellished with the Triumph logo, see photo.s.

Sunday 23rd June was the Yattendon show which some of you attended. Mary and Dave in TR7, Ian in TR7, Eric in Herald and Roy and Helena in TR3A. A very good show, lots of classic cars and a quaint village.

Our next meeting was at the Downgate on Wednesday evening 26th June with an excellent turnout of 17 people. The landlady complaining that she was only expecting 10. There were seven classics in the car park, Ian in TR7, Tim and Helen in Spitfire MK4, Phil in Spitfire, Rob in Vitesse, Suzie and Guy in Spit MK3, Nigel and Helen in TR7 and Josie and Malc in TR7. Also in attendance were Dave and Mary, Robert, Peter and Karen and Roy. Needless to say it was a very noisy meet-







## TSSC AREA NEWS

## NEWBURY NORTH EAST . . . NORTHANTS

### Newbury Continues

ing with Helen and Nigel winning the Cadburys cream eggs again!! It was good to see Phil in his yellow Spitfire, he has fixed the steering now and it goes in a straight line, the old part was brought in for Dave to inspect. Phil also put his car to good use and took a girl to her prom. The Spitfire was much admired and photographed. Andy has had his knee operation which was a success, we wish him a speedy recovery and hope to see him again soon. Helen and Nigel will be back from there European road trip by the time this is published so we look forward to hearing all about the adventures they had. Wonder how many Fiats Nigel purchased?

Finally to end the month was our local show on the Henwick field as part of Thatcham fun day. The show was very well organised and supported with lots to see and do. I enjoyed seeing the old VW camper school bus from the U.S.A and Del boys 3 wheeler complete with a lovely jolly blow up doll in the back. The beer from the Rugby club was excellent. There was a mini farm with baby chicks, ducklings, goats, also birds of prey and lots of stalls with cakes, ice cream, tombola, competitions and running races for the children. We only managed four Newbury cars but Dave brought the club flag along, the sun was shining and we attracted a lot of visitors. Ian brought his white TR6 with the two red TR7s parked together and exactly in line, Mary and Dave's, Josie and Malcs who also brought along the GT6.

#### Next meetings

**Wednesday 14th August from 07.30 p.m. The Travellers Friend, Brompton. It is cars in the car park competition so get polishing your pride and joy.**

**Sunday 11th August is Newbury classic car show in aid of Bloodwood to be held on Newbury racecourse.**

**Friday 16th, Sat 17th, Sun 18th is Triumph weekend at Stratford. Usual culprits attending.**

**Saturday 24th August is the Chapel Rowe country fayre at Bucklebury.**

**Wednesday 28th August from 07.30 p.m. The Downgate, Hungerford.**

That's all folks, mind how you roll.

*Malc*

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What a busy month June has been for some of us, we have had something on every weekend, and long drives to some events, such as Lauder and Paxton house, which we had 6 cars showing, both good events and the weather has been kind on both occasions.

My personal mileage since drive it day on the 28th April, is now well over a 1000 miles now.

Other events that happened in June were Morpeth Fair and parade, we had a large turnout for this event 14 cars in total

this year, this years tinkering at the fair involved rewiring a electric fan that was incorrectly wired, fiddling with carbs, and tuning CB radio antenna's.

Our picnic run up to tan hill was foreshortened, due to some having to return earlier than we planned, so alternatively we decided to go up into upper Teesdale and Weardale instead. There is some fantastic scenery right on our doorstep and we should appreciate it more.

We stopped and had our Picnics in a sheltered spot at Frosterly, so we all sat around and had a good chat while scoffing Margaret's birthday cake.

On the return run Kevan was complaining that the TR6 was making some horrible noises on the back as if the exhaust was coming loose, on further inspection it was found that the rear shock absorbers had failed, so his car was bouncing around like a jelly, wonder how long he has been driving it like that, but an easy fix

July's meeting at the Traveller's Rest was well attended with 9 cars in the car park

including Gavin's Spitfire, which has been off the road for over 2 years, since getting it though its test he has done a few hundred miles and hopes to be taking it to Silverstone.

We have put together a list of events that we look forward to attending up to the end of the year.

**August 3rd /4th Nostalgia weekend  
at Croft Darlington**

**August 11th Heighley Gate garden centre Morpeth**

**End of August Run down to the Yorkshire Dales TBA**

**September 15th Whitley Bay Classic**

**(you need to book in for this one)**

**End of Sept Run out somewhere to the West TBA**

That's enough for now but we have a couple of events planned for October so watch out for news on these.

On the Mechanical side.

Martins Gearbox was having problems selecting 1st & 2nd gear, after we removed the box and stripped it down we found out why! the selector inner hub had completely disintegrated, after fitting a replacement hub from an old gearbox it is now back on the road

John is fitting a new dash in his Spitfire and also hopes to have it finished in time for Silverstone

Michael has had his problems with fuel starvation again and has removed the tank to clean it and hope this fixes the problem,

Brian's Stag is progressing nicely but needs to replace the O/D solenoid as it keeps blowing fuses, these are just some of the troubles we all have to cope with.

By the time you are reading this we should be all back from Silverstone, more info on our antics in next month news

*Geoff*

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Hi all. First of all apologies, Area reports have been a bit hit and miss lately with holidays and events I don't get much free time lately. Thanks to Rob for covering for me while I was away it appears there was a good turnout for the meeting while I was away.

An event that we always enjoy is Derwent Valley Peaks Run and this year was no exception the sun shone, the people were great and the entertainment as ever was exceptional. A big thanks to everyone who helped to bring this great event together.

## NORTHERN IRELAND

We still have a few camping events to come, **Sunshine Rally and All Triumph at Stratford on Avon** to name but 2. I am planning for **Sywell Classic and Castle Ashby** (contact me for details) or come to our club night Second Wednesday of each month.  
Cheers

*Nigel*

## NORTHERN IRELAND

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A good start to the months of June and July with The Courier being on time with most of us receiving the July edition before the end of June – well done Bernard.

This last while I appear to talk more about the weather rather than Triumphs! At the beginning of June a number of us were all set for our annual pilgrimage to Rostrevor for the Kilbroney Vintage Show when we were struck down, once again, by the ever changing weather. Thankfully most of us got the message in time that the event had been cancelled, although I now believe that it has been moved to Sat 28th September – hopefully with better weather this time for all concerned.

Luckily for us we had another club event to attend during the latter part of June and that was the garage day at the home of Colin and Heather (L) at Scarva. For those that aren't already aware Colin has a very large lift installed in his "double" garage that can lift vintage vehicles and, more particularly, Triumph cars. This was a great opportunity for several of us to see the underside of our vehicles, other than when the MOT inspector calls us over, when it is too late, for the wrong reason! Most of us had our gearbox and diff oil checked and, where necessary, topped up and some information given to Simon for his future learning and participation. Some other oiling took place and greasing at the appropriate places with some very hard to access. Alastair was there in his TR8 and this aroused the most interest as Colin has recently purchased a TR7 and wanted to see what was missing from his. Whilst up on the ramp we all assisted in "balancing" the twin exhaust pipes with Alan (F) providing the final touches. We just hope the MOT inspector appreciated our ingenuity and inventiveness. Well, we wired it up here and there!

Of course, there were several ladies there at the same time and they were all royally entertained in the home by Heather with a chat/gossip and the complimentary cup of tea/coffee and the "wee" bun. To work it off, as they say, they then had a walk around the village area while all the inspections and work were being done in the garage. A big thank you to Colin and Heather for the use of their home and garage, it was all very much appreciated. The day was rounded off with a meal at the nearby "Sintons at the Bridge" that was enjoyed by all with care being taken to watch your food plate whilst sitting next to a certain lady. I am too polite to mention names, but she is married to Barry! Another "friend" lost! Our July monthly meeting took the form of a get together at the car park at Carrickfergus Castle and then a direct run to The Rinkha Ice



## TSSC AREA NEWS



Cream Shop at Islandmagee. We had a very good turnout of cars and members with nearly a dozen Triumphs and two "others", due to mechanical matters. We were joined by Andrew Reid, a friend of Nathan, in his newly bought GT6 that we all knew for various reasons. It was previously owned by Colin (T) and was always an award winner over many years at our shows. Previously owned, of course, by Barry (F) and Elaine who I think was shocked when she heard how much the car was now worth! Ah well we all have that problem; I had an Escort Turbo and a Cosworth as well as FIW 10 and 11. It doesn't, of course, make us feel any better. As happens on these occasions there is always a pre 12th parade in Carrick and once again we, or most of us, got through before the start and made our way to The Rinkha. A bit of a chat and viewing in the car park and then of course the proverbial visit to the parlour and café to sample the ice cream and a coffee or two



It was good to see Stephen (K) there after his recent broken foot. He was joined by his granddaughter, Hannah, who was good fun trying to get Stephen to stay later than he intended. We were amazed at her ingenuity, but it was all a lost cause. Of course, the other reason to visit Islandmagee is our annual visit to see Brian (S) and the progress of his Spitfire and to sample Ciara's home made chocolate brownies. In truth, we're not really interested in the Spitfire we just want another cup of tea/coffee from Siobhan and sample those brownies still available. I might add, at the local Caldwell's Spar Shop. We wish Ciara all the best in her new job at Thompson Aero Seating at Portadown and we hope that Stephen (K) will get the odd brownie or two when he calls there having missed out at The Rinkha. The Minor is ready for the road after the new tyres from last year, the garden looks good, too good for some ladies, and the Spitfire! Well I think the cover sheet has been moved since late year judging from my examination of my previous photographs! Well Brian now that the Minor, the garden and garage have been sorted there is no need to stay away from the Spitfire. Aggggggh, of course, there is the Herald to sort first for James, nearly forgot about it.

Once again, a big thank you to the Spurlie family for their evenings hospitality and I hope the cats aren't missing Heather too much.

By the time you read this my area run in The Sperrins on 20th July should be over and hopefully well attended, even during the holiday period. Hope I made sure to visit the Sperrins early in the run. The month of **August**, a busy one for all concerned, starts off for the club on the **Sat 3rd with a BBQ at the home of Alan (F) at Donaghadee** and a short run in the North Down area. On **Wed 7th Aug** we are back





## NORTHERN IRELAND NOTTS . . . PETERBOROUGH

### TSSC AREA NEWS

## Northern Ireland Continues

to porridge with our next area meeting taking place at **Nortel Social Club** at the usual time of 8 pm. **Sat 10th** sees another club run in the hands of Peter (M), in an area yet to be decided. Details prior to these runs by means of email when they become available.

On the **24th Aug**, we will be having the Antrim Hills run in the capable hands of Alan (H) and again further details will be provided before the event. So, there you have it then folks plenty to keep you entertained during the month of August so, if you have the time, come along and support your area events and, of course, the organisers.

Just as a matter of good house keeping I'm not sure if I have up to date contact details of all club members within the Northern Ireland area so, would you all do me a favour, if you get my Courier report please email me so that I have your correct contact email, home address and phone details so that you don't miss out on the information that I send round the area by email prior to runs and events that isn't contained within The Courier.

*Douglas,*

## NOTTS

Tel. 07976 163006

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At the end of June we attended the annual Derwent Valley Peak camping weekend and as usual the DV team never let us down, from organised games to fun and party night on the Saturday night followed by on Sunday a lovely run around the Peaks and where we ended at the Heage Windmill Derbyshire.

As the Herald is celebrating 60 year anniversary we had the pleasure of taking it to the Peaks. We felt like John and Joan and owned it from new... sweet drive.

We are planning a **chippy run out on our August night to Southwell** having a run around the area and finish at the chip shop for supper. Date will be **Wednesday 14th August** starting at 7pm. Look on TSSC Notts Area Facebook page for this event and also as we do send you a text reminder.

The **Sandy Pate Sports Bar** where we meet has had a revamp. If you would to join us we meet **every third Wednesday** here at 7-7.30 pm.

Also in this week the **Inter Club TriumFest** happens at Stratford-upon-Avon. See Club website and you should have a full programme in this months Courier.

Check it out and come and join us for some fantastic fun and great classic Car's.

Our meeting for **September will be on Wednesday 18th September at Mansfield Stag's football ground, Sandy Pate Sports Bar.**

Already looking forward to the next few months of car fest. Hope to see you all. Cheers

*Nigel and Di,*

### IMPORTANT NOTE

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

## PETERBOROUGH

Tel. 01778 560507 / 01780470358

<http://www.tssc-peterborough.webs.com>

A very pleasant summer's evening is a rarity it would seem for our group, but thankfully our July meet was just such an evening and the car park at the Five Horseshoes, Barholm had a really nice selection of Triumphs in it as I arrived. Sadly for Doug, this meeting was very much held on 'the night after the day before'. The day before in question was the Baston Car and Bike Show which Doug helped to organise and he rang me shortly before our meeting to say he had to give apologies as he was exhausted!

I'm pleased to say that his efforts the previous day did not go unappreciated. We had a good club turnout at the show with eight cars and Steve Abbott reported back to our area on a splendid day out. I was there as well, and I have to agree. The show moved this year to Grimsthorpe Castle and what a lovely setting for a car show. The organisers did an absolutely splendid job of ensuring the traffic moved in and out without undue delays, the setting, with its tree lined avenue and fabulous stately home, was perfect and the weather gods were kind to us with a beautiful sunny, warm day. Support from both the trade and visitors was fabulous, as was the Mini 60th anniversary display which featured an example from every year of Mini manufacture bar 3 years. My only regret was that I had to leave without seeing the Spitfire flypast right at the end of the day. Anyway, whilst we relaxed and enjoyed ourselves, poor old Doug put in an enormous (12 hour plus) shift and I can quite understand how tired he must have been (he had to work all day Monday as well!)

Shows like Baston are for me a big part of the joy of owning a classic car and at this time of year we have plenty of opportunity to get our cars out and about at all sorts of events. Next up for our group is the Nene Valley Railway Classic Car Show on Sunday 21st July. This fairly low-key show brings classic cars and preserved steam railways together is gives a unique opportunity to both enjoy the variety of cars on show and take a ride on a steam train into Peterborough. The railway is based at Stibbington, just off the A1 near Wansford and if you are going along you are advised to arrive around 9pm to be sited in the main display area. Once it is full parking is along the road which is not ideal.

The following weekend is the Silverstone Classic and I know that several from our group are planning on attending for at least part of the weekend. Charlie actually had a spare ticket going for the Sunday but there were no takers at the meeting and by the time you see this it will be too late. I hope he manages to find someone to make use of it. I hope we will get a report on this show at our next meeting for the area news to follow this one.

**Sunday August 11th** Doug has arranged for us to visit the **Bubble Car Museum at Langrick near Boston, Lincs**, plus afternoon tea at Laddies Ice Cream in Holbeach. We already





## SCOTLAND NORTH EAST SCOTLAND CENTRAL



### TSSC AREA NEWS

have quite a decent group booked to attend but if you are reading this early in August there is still time to join us. Please contact Doug asap. It should be a very nice day out and a great opportunity to stretch the legs of our cars (as it were).

As I mentioned last month, the weekend of **16, 17, 18th August will be the Inter-Club Triumph Weekend at Stratford-upon-Avon Racecourse**. If you would like to attend it is essential that you pre-book via the TSSC website as this is the only way to guarantee the Club gets a financial 'kick-back' from tickets sold. It again promises to be a fabulous weekend and is ground-breaking in that it sees the TSSC and TR Register co-operating on a large-scale show for the first time. Hopefully it won't be the last as this has to be good for the future of the hobby and both clubs.

At the end of **August on Sunday 25th**, there is also the **Stamford Classic Car show** and some of our group are booked in for this. This is already fully booked so you won't be able to take your car unless you have already made a booking. If you have then it is probably worth talking to Steve Abbott as I believe he is co-ordinating a meet-up prior to the show so our area cars can all arrive together and thus be sited together at the show.

That just about covers off the main shows for us this summer. If there are any other local events you think we might enjoy do drop Doug or myself a line and we can always try to promote them to the group.

**Our next area meeting will be on Monday August 12th. As always, we meet at the Five Horseshoes, Barholm (near Stamford)** from around 8pm. We look forward to seeing you all there for another natter about all things Triumph. Enjoy the summer!

All the best, Cheers

*Paul*

## SCOTLAND NORTH EAST

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

[www.brmmbrrmm.com/club/grampiantr/4.htm](http://www.brmmbrrmm.com/club/grampiantr/4.htm)

Hi All. Here in the North East of Scotland the weekend/car show weather has not been good to us, however we had our Triumph Day at Stonehaven on the 30th June in good sunny weather and with a reasonable turnout of Triumphs.

The TSSC award went to Alec Forbes with his yellow 1500 Spitfire, Alec retained the trophy which he also won last year. Runner-up was Donnie MacLellan also with a yellow 1500 Spitfire.

**Triumph meetings for August are;**

**15th August Meal evening, the restaurant that we were going to has recently closed so the new venue will; be posted on our STOP NEWS page.**

**29th August Meal evening at the Haughton Arms  
Local Shows and events that some of us  
will be attending;**

**4th August Garioch Rally which this year is hosting the  
Champion of Champions**

**10th - 11th August Historic Wheels - Brodie**

**11th August Turriff Road Run**

**17th - 18th August Deeside Steam & Vintage Rally -  
Milton of Crathes**

**25th Buckie Classic Car Group - Line Park**

**31st August - 1st September Bo'ness Hill Climb revival  
- Scottish Triumph weekend.**

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.brmmbrrmm.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 meet-ings or events

*Danny*

## SCOTLAND CENTRAL

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June Meet Night had a change of venue where we met in the Bridgton Vintage Bus garage, firstly I apologise to anyone who turned up at our normal meeting venue to find we were not there, however the bus garage visit was arranged after the area news went to print. In the future the AO team will advertise well in advance any change of venue etc and it will be included within the area news. As well as the AO's having a slip up it never ended there, on the night many members had a slip up which seen a rather low turnout for the tour of the bus garage, 8 in total and I am not sure if it was the £5 donation that deterred some folk from attending. Moving forward we will be looking for numbers before organising such events so we can assess if it is worth the AO's spending their precious time organising these events. On a more positive side we saw 4 triumphs at the meet and would like to thank Young Alan, John, Alan Wells and Mark & Jackie for bringing their Triumphs.



Initially when I saw the site I was expecting to see in the region of half a dozen busses however, to my surprise when the doors were opened we seen in the region of 60 busses of all ages and makes. Our tour guide was extremely knowledgeable when it came to historical busses and the tour did not disappoint, at the end of the tour we were allowed an opportunity to take the cars into the garage for a photoshoot alongside the busses.

Iain Macpherson had to head down south as his mother was taken ill and missed the meet, the area members wish all the best for your mother Iain and would like to pass on their regards, we are pleased to hear that she is well. Glamis Castle Rally will have come and gone by the time this edition of the courier has dropped through your letter-box, this will be my first visit to this rally and the cheers may be heard back in Glasgow as I unveil the new camping seat



## SCOTLAND CENTRAL SOMERSET

### TSSC AREA NEWS

## Scotland Continues

I purchased for these events. A report on the rally will be in next month's news.

**Silverstone Classic** as many will know is a fantastic weekend if the weather stays dry, I know they are a few of us heading for this event however, I will be staying in an Airbnb for the weekend while the rest camp out. Fingers crossed for dry weather and I will include a short report in next month's news.

**The Inter Club Triumph weekend** is shaping up to be a good event with the new location of **Stratford Upon Avon** and the partnership of the TR Register.

TSSC Scotland are looking to have its normal delegation travel down to the event and this will give us all a chance to tie in with our friends south of the border. Details of people who want to travel down together can be firmed up at the August meet night, personally I am heading down on the Thursday and I believe a few of the trailer boys are also. A few are using this weekend as an extended holiday and staying down that neck of the woods, again I am being a softy and opting for a decent bed, warm shower and breakfast each morning before heading to the racecourse.

Le Mans 2020 is a year away and this is one event that 10 members have committed to already, we have secured accommodation not too far from the event where 3 couples and 4 singles will share all of the accommodation. If you still want to attend the event there is the option of camping at Tetre Rouge or I can recommend one Airbnb that I used in the centre of Le Mans last year. I am sure we are all looking forward to making plans for our travel and the event itself, several of the group will be using the event as the start of their holiday and will remain on mainland Europe for a week or three afterwards.

Alan Well's has been a bit distraught after deciding to lay his GT6 up for some major repair work and he has now invested in an MGF to pacify the void. The car looks very tidy and I am sure we will all be lining up for a spin to see how it drives. You are welcome to all our events in the car Alan as we accommodate all makes in the area.

Chick's MK3 Spitfire 1300 has been experiencing a loss of power when climbing hills, he has replaced many components including a new electronic distributor, the only area he has not looked at in detail is the carburettors, if anyone has any expertise in this field that may be able to help Chick then please drop him a message.

Allan Kirkland is a name that only Chick will be familiar with as he is his work colleague, Allan is a keen Custom and American car enthusiast who also has a passion for his motorbikes, Allan lives in Kilwinning and he has not long taken delivery of an excellent restored Herald, this is the partner of the Vitesse that Bob Grey from Edinburgh purchased.

FYI – Bob lives 2 doors up from Alan Well's and is on our Le Man's group.

We are hoping we will see Alan Kirkland and his Herald in the near future and hope he will become a familiar face.

East Coast Meet for July seen a fantastic mix of vehicles on a glorious warm evening in the shadow of the Forth Bridge. The Hawes Inn now hosts the TSSC, TR Club, Stag club and the AJS Matchless Motorcycle Club all on the same evening, the pub was so full of motoring chat that the barman had to open up a new area. A few folks spent most of the evening outside chatting in the carpark with Alan's newly purchased MGF where he received the appropriate level of stick for bringing an MG to a Triumph meet. The chat flowed from

important issues of the day such as tracking down annoying boot rattles (an impossible task) and just how much pillow needs to be stuffed into a Spitfire headrest to get the right level of firmness (a lot.) With rain forecast most eventually made their way inside for drinks where chat moved into looking forward to the Glamis the follow weekend. However, with the weather ending up to be such a lovely evening it wasn't long before everyone was all getting back into our cars to enjoy the drive home. All in all, the East Coast meet is well established and has a great turnout. This was another good night all round.

Here's to a fantastic weekend at **Stratford Upon Avon** -

*Michael*

### August Meets:

**The Next club meet of 2019 will be at 7:30 on Thursday**

**1st August 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 12th August at 8pm**

Please join in our social banter at:

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

## SOMERSET

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June was a fairly quiet month here in Somerset. The unusually wet and cold weather certainly didn't help.

There were a few opportunities to get out and about though and it was lovely to welcome new faces to the monthly meet at the Apple Tree.

Thanks must go to Nigel Kennieson of Devon area for organising the Tigers and Triumphs day. A great day out was had by all and we look forward to going back next year. Later in the month Somerset Area was represented at a meet organised by Avon area. These events, linking areas up are certainly one way we would like to go in developing our club. There is great benefit to be had for all in sharing events, knowledge and just simply in the pleasure of meeting other club members face to face. By the time you read this we will also have been to the Sherborne Classic Car Show - always a great day out.

Some of our cars still seem to be needing more attention than might be considered desirable and often it seems to be a case of two steps forward and one step back. The two things we can always be certain of is that there is always something new to learn and no matter how obscure or detailed the problem there is always a knowledgeable and helpful club member out there with the answer. Harry's Spitfire currently has its gearbox out and the Herald is likely to be next for attention with a suspect clutch. Maggie's Spitfire finally had its engine fired up for the first time in over 35 years, but now has a small, hopefully soon to be sorted problem with the windscreen frame. Other club members have beautifully completed restorations and Pete with his stunning Herald and Steve and his beautiful GT6 are always a delight to see.

We are looking forward to August and the **Triumfest at Stratford-on-Avon**. If you haven't already got your ticket now is the time to ring Angie at HQ and get them sorted, or book online. With our new flag now delivered we should be easy to find. Other plans for August include the classic vehicle car days at Weston Super Mare. These take place each month at **Grove Park**. The next takes place on **17th August** and then again the following month on **15th September**, the shows start at 10.00am on both days. For more information

## SOUTHERN . . . NORTH STAFFS

contact the organiser, Keith Palmer on **01934 62 75 63**.

Plans are also afoot for the **Car Restoration Show at the Bath and West Showground in November** - our request for space has already been submitted. The theme for us this year will be 'The story so far' featuring Heralds (naturally) and some restoration stories. We will be looking for cars to go on the stand shortly.

*Harry & Maggie*

### SOUTHERN

Tel. 01252 722432

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

Hi folks. Sorry there was no report in the July issue, time just seemed to overtake me. So here's a brief report that should have made it. Please forgive any omissions of attendees as I have a short memory.

Saturday May 11th saw David H, Paul T and myself at the Awbridge local fete. The usual format including beer tent. The next day Barb and myself got off to an early start and made our way to Ringwood for the New Forest Run. Once again an excellent, well organised run which ended up at the Bovington Tank Museum. Club members in attendance were Peter H, Gill, Paul T, Alex, Henry and Mike. Sorry if I missed anybody out, which I probably have. Drivers only stated.

Saturday 18th May was the turn of another small gathering at Frimley Lodge, a local show to us with Mike H, Wendy, David H and myself in attendance.

Once again on the Sunday we supported Wendy's local gathering at Fernhurst. A lovely sunny day with lots going on, yes a good beer tent as well. Club cars Wendy Spitfire, David TR6, Peter H TR7, Paul TR5 and Mike Stag.

Saturday 25th May saw Barb and myself set off to a new show for us, Lechlade Collector's Club held at Clanfield just west of Oxford. A pleasant day out with a lovely drive there and back via Camborne.

Sunday was the Haslemere Show. A really nice run out of about 70 miles with a good show afterwards. Lots of club members attending, can't remember all, the brain's gone. Monday saw David, Wendy, and I attending the Kingsley Steam and Vintage show. The sum total of cars at this show was 4, with 3 being ours so not a show to be repeated next year.

June 8th saw Barb and myself attend the Woodyly Carnival with the Hants and Berks Club. A sunny day but the wind was blowing a hooley. A long carnival possession with all the local schools represented. Very nice to see in this day and age.

Sunday saw David and Wendy TR6 and Mike and Barb Stag attend the Stoke Row Vintage Show. Very well attended by all the different entry groups. The Arena was busy all day, certainly a show to be recommended. Met up with Mark, Vanessa and kids showing their caravan with the Retro Caravan Club.

Sunday June 16th saw Mike in his Midget (Healey in for an engine rebuild at the moment), Barb and Mike in the Stag journey to Sandhurst for the Royal Military Academy families day. Very enjoyable. The marching bands were performing on the Parade Ground in front of the main building.

Saturday 23rd June saw a trio of cars attend the Dene Rally. Mike and Karen in the Midget, David and Wendy in the TR6 and Barb and I in the Stag. A bright sunny day, a good all round show with something for everybody. This one improves every year. All three of us adventured into the arena with an excellent commentator. Would you believe it they had a good beer tent, which had to be visited.

*Mike*

## TSSC AREA NEWS



Late June saw the annual summer tour of the club, this time to the Brecon Beacons in Wales. For recent new members Mick and Jacqui, it was their first tour with the club and their first long distance journey in their Stag. Their report follows:-

We set off with a mixture of excitement and apprehension. The rendezvous point was Newbury, where Waitrose's car park saw a collection of three Stags, a GT6, a TR5, a TR6 and (whisper it quietly) a MG Midget. We were later joined in Wales by another Stag and a TR7. The drive to Wales included a very nice pub lunch near Malvern and a fascinating tour of the Morgan factory (no, we do not want to buy a three wheeler for £40k plus). We stayed three nights at Llanerchindda Farm, a small hotel that caters well for classic car tours. They organised two brilliant tours of the beautiful Welsh countryside where we saw hills, forests, reservoirs, a military firing range, waterfalls, an old manor house and lots of sheep. The evenings were spent over a delicious three course meal discussing all the near misses with those intellectually challenged sheep (why, when they have the whole hill to walk around do they decided to position themselves right next to the road?). Only a couple of minor problems with our car but we did not have to bother the AA. We had a brilliant time with a friendly and helpful group and with special thanks to Neil, our organiser and Maxeen, our chief navigator. Where are we going next year?

*Mick and Jacqui*

### August

3rd-4th South Cerney

4th The Crotch cooler

6th Regular meet Seven Stars GU32 3PG

11th Cranleigh GU6 7DW, online forms available from 29th April

15th Roaming meet The Flower pots, Cheriton. SO24 0QQ

16th,17th 18th Inter Club Triumph Meet . Stratford-Upon-Avon Race Course CV37 9SE

26th Wisborough Green

31st 1st Balls cross

### September

1st The Crotch cooler

3rd Regular Meet Seven Stars GU32 3 PG

7th Loughton Autumn show

15th Tilford

19th Roaming Meet , The Royal Oak, Chilgrove PO18 9JZ

28th-29th Kingsfold

### October

1st Regular Meet, Seven Stars GU32 3PG

20th Sunday Lunch Meet. The Bat and Ball , Hambledon PO8 0UB

### November

5th Regular Meet Seven stars GU32 3PG

17th Sunday Lunch meet , The Hinton Arms SO24 0NH

## NORTH STAFFS

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Hello All. As I write this its raining quite hard, I was supposed to be going to Cars in the Park at Lichfield but decided to give it as miss due to the rain, last week for other reasons I didn't make it to another small local show.

As we were away the week before only one event was





## NORTH STAFFS . . . SUFFOLK SURREY . . . EAST SUSSEX

### TSSC AREA NEWS

#### North Staffs Continues

attended last month that was Lymm. The weather was much kinder for the Lymm Transport show being on the hot side, its our first time to this event as its so popular its difficult to get a place, but it was certainly well worth the travel except I might have picked up one ticket I didn't want, which could be a speeding one.

A good number of Triumphs attended including Cheshire areas AO Henry's 1360 and Mark AO from Manchester with about 7 members cars, I also spotted a nice 1950's Triumph Razor edge Renown.

I would belatedly like to welcome new member Carl Green who has recently taken on the challenge of restoring a GT6 Mk3 from an aborted project from 23yrs ago, we wish Carl good luck with his task and hope to see him at some of the meetings or events.

Well it's not long now to the **Triumph Weekend at Stratford**, so there is no rhyme nor reason for thee not to brush up thy Triumph and step upon the stage and show us thy car, is it "to be or not to be that is the question" or is this just a mid-summer nights dream.

"Enough he cried"

We are off to a **military weekend on the 10-11th August at Saddleworth**

**Triumph Weekend 16th-18th August**

**Eccleshall Show 31st August**

**Himley Hall 1st Sept**

**Cholmondeley Castle 1st Sept**

Make the most of the summer until next month BFN

*Dave*

#### SUFFOLK

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Apologies for no report last month, I was deafening myself at a gig in London and my backup scribe was also distracted so couldn't get it in on time. So, Tuesday the 2nd July was our fill the car-park night and I think we did pretty well, getting nicely into double figures (especially with the Capri Club meet as well). Mike and his wife Gail get full marks for bringing 2 cars down, with the Dolomite and Herald estate making an appearance.

Chris' TR3 made its first trip to club night, despite some clutch bleeding issues. It's on wedding duty next month for his daughter, so all the little foibles need to be ironed out before it's trip up to Norfolk for the big day. I'm assuming the natty leather headgear he was sporting won't be part of the wedding outfit?

There were 3 TR6s, mine, Colin's and Lindsay's, who was looking at the possibility of fitting an Aero rollbar and whether it would affect the hood and seat position. I have one in my car, and it doesn't, only the hood cover needed adjustment by a trimmer to get it neatly round the bar.

Barry arrived in his Vitesse convertible, having recently moved up to Ipswich. He brought along a particularly tired half-shaft he's recently removed and the UJ resembled a percussion instrument rather than a piece of the drivetrain. Thankfully it wasn't the diff as he first suspected. The other Vitesse was Peter's, who gave Lyall a lift as the MoT on the HerVItBondFire had expired and he was unsure about its current MoT exemption status, so played safe by riding shotgun.

Just one Spitfire/GT6, as Brian's lightning McQueen falls into both camps. We particularly enjoy hearing him leave as we're convinced he can be heard going up the Claydon sliproad onto the A14, which is almost 2 miles away.

The onto the non-Triumphs. Jacob in his recently repaired MGBGT Jubilee, complete with replacement yellow wing and some scruffy Jubilee wheels on the front, but great to see the car back on the road. Peter brought along his Citroen Ami Super, which is currently for sale to fund his TR4 project. A very comfortable, dainty looking car, all ready for the next owner to put their mark on. There was a new face as well, Andrew, who arrived on the Sunbeam motorcycle he's just bought from Peter. He also has a Spitfire and GT6 and was a long term member of the TSSC until the early 2000s.

I think that's covered everyone, apologies if you were missed. Let's see if we can get some more cars for when we next meet on the **6th August 2019**.

See you soon.

*Russell*

#### SURREY

Tel. 07900 657176

Dear all, summer well and truly here and I suppose the big news is that Bob and I went to Laon for the classic, very well assisted by Bern and Angie in the TSSC tent, many thanks.

The trip was an absolute joy and well worth doing next year. Pleasant journey, not too far and amazing scenery. We took the Vitesse which did not miss a beat, managed to get about 28 to the gallon also.

They arrange a hundred mile drive around the French countryside with stops and refreshments. Only one mishap which was the brown PI which I hope is now okay. I also heard the Colin from Kent is in hospital and has written off Spitfire, we all wish him well.

Paul's GT6 is finally finished and looks the part, goes well and is quite some achievement, a few teething bits but will hopefully be in competition with the TR.

Few events coming up, quite fancy Stratford upon Avon as a weekend away.

We had a good turn out last month but as the audience reading this are the same people you know that, keep it up.

Got my Spit booked in for a body make over, wings etc, so that should be fun, if expensive. Right cheers for now and enjoy all the beer festivals,

*Cliff*

#### EAST SUSSEX Tel. 01273 813691 e-mail: [chris-gordon@live.co.uk](mailto:chris-gordon@live.co.uk)

Hi All. An unusual report this month as I was not there, I was away on holiday, so the report is compiled from a few notes from Richard kindly jotted down, many thanks for your help Richard.

Apparently there was another very good turnout, about 16 members present with a good range of Triumphs in the car park, Heralds, Stag, Vitesse, Spitfires and a Bond so brilliant. So thank you all for attending, sorry I missed it.

It appears Geoff's wife Wendy has bought herself a Herald, so now a two Herald family. congratulations Wendy and many happy miles out and about.

Colin the Branch organiser from the Kent area, was involved in a road accident, in his MKIII Spitfire, apparently shortly after leaving home, he suffered brake failure and ended up in hospital battered and bruised for several days, back home now, not sure how bad the car is though, so wishing him a speedy

recovery.

Also pleased to hear Dave who I recently met at a show, came to the June meeting, also returned for this meeting, and he also has a very nice yellow TR6. pleased to see you again and hope you also become one of our regulars. Well a short report this month and hope to see you all at the next meeting which is **Wed 7th Aug.**  
Cheers

*lan*

### Forthcoming events

**Sunday Aug 4th Hooe car show**

**Saturday and Sunday Aug 10th and 11th**

**Frile Vintage Fair**

**Saturday Sunday and Monday Aug 24th 25th 26th**

**Hellingly Festival of transport**

**Monday 26th Aug Bexhill 100**

# THAMES

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

Greetings all. Hope you are all well. Things are busy at home meaning I missed the last meeting of June and the 1st meeting of July. Julie's Herald has suffered some light damage, when a car pulled out on them (their insurance is dealing with it and hopefully it will be sorted soon). My Vitesse is now sporting its new fuel pump, although the lever arm had to be changed for the original, all is running well. Both the Herald & Vitesse have run faultless on the trip to Cornwall and on to Cheddar Gorge (the reason we missed the July meeting and Clandon show).

**SOCIAL EVENINGS - 6th JUNE @ THE FAIRMILE INN COBHAM.** A lovely trip to the Fairmile in the Vitesse roof down enjoying the sunshine. To keep me company I have the pleasure of George, Martin & John. A full complement of Triumphs this evening. Martin's Spitfire 1500, George's Mk1 Vitesse, John's Mk1 Vitesse & my Mk2 Vitesse. Work on our Triumph's has been, Martin has fresh MOT's on his Spitfire & Mk2 2000 saloon. John's Vitesse now has a full set of wheel trims, new air filters and summer thermostat. George's Vitesse is playing up starting and running rich. Great evening spent with good friends.

**20th JUNE at THE GEORGE INN, WRAYSBURY.** Due to family illness I missed this evenings meeting, A big thank you to George for running the meeting. Keeping George company there was John P, Richard in his Vitesse, Tony H in his Stag, Graeme in his TR6, Eric W in his Spitfire Mk IV, Mike H in his VW golf GTI.

**SHOWS & EVENTS - 8TH JUNE. VICTORIA DAY ALDERSHOT.** It started off as a cloudy day as we made our way to meet at the carpark in Aldershot. Julie in her Herald 13/60 saloon, me in the Mk2 Vitesse convertible, and we met up with George in his Mk1 Vitesse convertible. George also sorted out the poor running of his Vitesse (the air filter was upside down! Blocking parts of the carbs). Back together it was running lovely. There was only a few classic's on show including a TR3. The Owners of the four Triumphs were asked to lead the parade around the town and to carry some VIP's. After a slow trip around the town behind a marching band and a horse and carriage carrying Queen Victoria (lookalike). All the streets were packed with families waving flags. Once we had dropped off our dignitaries, we returned to the car park show. Julie and I went off to see the town centre in the sunshine and had to rush back after heavy showers started as my roof was down and Julie's window were open. Thankfully George was on hand to close them before we got back, Thanks once again George.

**15th/16th JUNE. BROOKLANDS DOUBLE TWELVE** This is our 2nd visit to this show thanks to John P. The Saturday had five Triumphs on show outside the BP petrol Pagoda near the ERA Shed. These were John's Vitesse Mk1 convertible, George's Mk1 Vitesse convertible, Chris's Mk3 Spitfire convertible, Jason's Mk1 Vitesse estate & My Vitesse Mk2 convertible.

Saturday's events were held on the Mercedes Benz test track, with the pits on the Brookland finishing straight. With the racing and museum being open there was lots to see and do.

Sunday saw us on display at the same place with just four Triumph's on show, with Chris's Spitfire Mk3 & My Vitesse Mk2 returning from Saturday. The other two were Julie's Herald 13/60 saloon & Bob's Mk1 Vitesse convertible.

Sunday's events were Driving test on the Brooklands race track, Test hill Challenge and award ceremony. Other Triumphs there were a TR6 & 1500 Spitfire taking part in the events and on show a Mk1 Vitesse convertible and 2 TR3's. It was a fantastic show over the weekend and seeing the museum exhibits was a bonus.

**28TH/30TH JUNE. CORNWALL CAMPING WEEKEND. BUDE.** This was the first time using our newly purchased trailer tent, easier to tow (unbraked) and easier to put up. We started our trip by visiting my sister near Poole/ Bournemouth. This backfired as we got caught up in roads works on the A35, then on the M5. We got to the campsite and before setting up camp we met up with fellow campers heading off the pub for pre ordered food. Once fed and watered we returned to setup our weekend home. We did a supply run, then showered and relaxed with a beer or two with friends before sleeping under canvas.

Saturday morning, we enjoyed breakfast before joining the convoy to Tavistock where we spent the day venturing around the town. Back at the campsite that evening we all had a BBQ and dressed up our camping tables. Keeping warm around the large BBQ fire enjoying the friendly atmosphere, there was a quiz to complete and amazingly Julie & I were victorious and won a Cornish Pasty recipe tea towel. Best drink more beer to celebrate.

Sunday, we enjoyed the trip through the narrow lanes to find The Bush Inn at Crosstown, Morwenstow. A 13th Century country pub. The car park was reserved for Triumph's and we all had a lovely meal. Most of the Cornish campers had work the next day and those that travelled stayed on to enjoy the beautiful countryside and campsite. A big thank you to Cornwall Area for making us so welcome as always, a wonderful weekend.

### Our next meetings are: -

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

**3rd Thursday of the month at**

**The George Inn Wraysbury.**

**If in doubt or more info please call me on 07773623807**

### UPCOMING SHOWS

#### AUGUST

**4th Classic Motor Show Tilford (NEW)**

**10th Help for the Hero's Farnham Churt Motor Museum**

**11th Car Show & Auto Jumble Cranleigh**

**16th/18th Inter club Triumph weekend Stratford**

**17th Collectively car show Camberley**

**17th Car & Bike Show Caple, Dorking**

**24th/25th Egham Royal Show Egham**

**24th Classic Vehicle meet Queens Head Barns Green (NEW)**

**30th/1st Oxford camping weekend The Duke at Clifton**



## THAMES NORTH WALES . . . SOUTH WALES

### TSSC AREA NEWS

## Thames Continues

### SEPTEMBER

**1st All Triumph Day Duxford IWM**  
**1st Shere Hill Climb Shere nr Guildford**  
**15th Rural Life Centre Tilford**  
**28th Auto show Aldershot**

*Mickey & Julie*

**NORTH WALES** Tel. 01691 600215  
[www.wrexhammgandtriumph.co.uk](http://www.wrexhammgandtriumph.co.uk)  
 email: [helenahill@btinternet.com](mailto:helenahill@btinternet.com)

Hello, everyone. June started with Classics at the College on the 1st., the meeting point being Hope House in Morda, Oswestry. Joan came to our house in the morning in her day car to swap over to her Midget. We had decided to enter our Jaguar XK8, so Roger got behind the wheel, whilst Helena was navigator for Joan. A good run into Morda, where bacon butties, etc., were available. There was a really wonderful selection of different vehicles from all ages, and the route plans were superb. The weather kept very kind, and after the run we all gathered at Ellesmere College for lunch. Another good day in great company.

Tuesday 4th was our monthly meeting at The Trevor Arms, and for those of us going to Spain we attended a little bit earlier to go over the final details. M.G. Jon and Bev handed out the plaques for the Spanish trip, a big thank you to them for their work. After that the meeting got under way, with Pete going over the past events and future ones coming up. The raffle was, once again, very successful, with some really good prizes. It was nice to see Andy Fuller, who owns a Triumph Spitfire and a GT6, also another M.G. owner, John Smith, who has an MGTF. Welcome to them both. A smashing evening, lots of chat and laughter.

On Thursday 13th June we set off in our Stag to travel to Portsmouth, staying overnight to catch the ferry to Santander the next day, and joining the rest of our group who were already in Spain having gone a few days earlier for the Rioja extension. Before leaving Portsmouth we took advantage of the time we had on hand and went to see the Mary Rose:- what a marvellous exhibition, if you ever get the chance to go then do. We had a good journey on the ferry and to Ribadesella, and so nice to catch up with everyone. On Sunday we visited the Cueva Tito-Bustillo caves in Ribadesella, as Ilene had organised tickets for us all. Two groups set off on guided tours, and the caves were fascinating, now being one of the few left that you can go round. We were not allowed to take photographs of the cave paintings for obvious reasons, but Julia found postcards with them on, so we have got these as a reminder of this incredible place. The holiday was, as always, very good, the weather was quite

*m i x e d*, sometimes very hot and other times overcast, but a great time was

had by everyone. On one of our trips out we all went to a small fishing village, Tazonces, where the Mayor spotted our cars and asked if we would let him take some photos of us



all standing by the cars. We obliged, of course, and we don't know who felt the most honoured, him or our group! What a wonderful experience. The return journey home went well for everyone, in fact the cars behaved beautifully, which makes a welcome change.

Tuesday 25th was the OFFAL, this month organised by M.G. John and Chris, and although we did not go along Joan sent us the details. It was a wet and none too warm day, and twenty-three of our Chester & Wrexham friends, including eight intrepid travellers who had only returned from their adventures in Spain the day before, met for coffee at John and Chris's house. Chris kindly took people on a tour of her large and beautiful garden, in the rain, before everyone headed off on a short run to the lunch venue, this being the White Lion in Alvanley. Another good day, in spite of the weather.

So, we come to the end of another month. 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 along, it would be nice to see you.

### Forthcoming events:-

#### August

- 3rd August:- Oswestry Agricultural Show.**
- 3rd August:- Wauns Carnival, Bradley, Nr. Wrexham.**
- 3rd - 4th August:- Llangollen 60's Weekend.**
- 6th August:- Monthly meeting at the Trevor Arms, Marford.**
- 11th August:- Severn Hospice Run, Attingham Park.**
- 15th August:- Denbigh & Flint Show.**
- 18th August:- Market Drayton Festival of Transport.**
- 24th - 26th August:- Oulton Park Gold Cup.**
- 27th August:- OFFAL.**

#### September

- 1st September:- Midlands Breakfast Meet, British Ironworks, Oswestry.**
- 1st September:- Potteries and South Cheshire Charity Road Run.**
- 1st September:- Cholmondeley Castle.**
- 3rd September:- Monthly meeting at the Trevor Arms, Marford.**
- 22nd September:- West Cheshire Candles Show, Chester Lakes.**
- 22nd September:- Forden Vintage & Classic Bike Show.**
- 24th September:- OFFAL.**
- 29th September:- Walled Towns Run - (£5.00 entry fee).**

Regards,

*Helena and Roger.*

**SOUTH WALES** Tel. 07802 204068  
[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)  
 e-mail: [alan.gourley@hotmail.co.uk](mailto:alan.gourley@hotmail.co.uk)

Berkeley Castle was our first run out and show on Sun 2nd June, a well attended show that

was unfortunately cut short by the start of the Great Welsh Monsoon season or British Summer as it is referred to in other parts of the country. Were we glad that we had invested in the inflatable event shelter! I wasn't the next day





**TSSC AREA NEWS**

attempting to dry it in my garden with funny looks from the neighbours who thought I had taken up hang gliding or ballooning when the wind caught it. Barry Festival of transport took place as usual on the extended set of Gavin and Stacey on Barry Island on Sun 9th June. We had 4 club cars out as well as a Bus which is Paul C's other ride when his fantastic red Herald Convertible is in dry dock.

The Monsoon season continued as Bern in the Standard Vanguard III and my Spit 1500 attended the Abertillery show on Sat 15th June. We arrived in a biblical rain storm with only our cars in the show parking area but as predicted by BBC's Derek the Weather the clouds parted and wall to wall sunshine saved the day and helped dry our cars out. The following day we also had two club cars at the Brynmawr Town Classic Car Show.



Well done to all those prepared to brave the rather unpredictable June weather events.

Everyone seemed to have gone on holiday as it was again left to Bern and myself to attend the Bristol Classic Car Show at Shepton Mallet on Sat 22nd June. Parked up in the classics display area Bern got a lot of attention and questions on restoring and owning his excellent example of a TR4A. As usual this is a well supported show with lots of excellent marques on show and all manner of jumble being purveyed some of it even relating to classic cars and all manner of genuine new old stock classic parts manufactured in the midlands of China available and guaranteed not to fit correctly or last long enough to make it home! Of course there was an abundance of good bits as well and thanks to those traders for keeping up the Standards and Triumphs as well. The traffic on the M4 going home was great fun as we crawled all the way from the M5 Bristol interchange to Newport. At least my theory was proved that the Spitfire wide radiator alone is enough to keep the 1500 engine cool even on a warm day in slow moving traffic as I have not refitted my electric fan yet. My Spit had hardly had time to cool down before we were making our way to the Dogs Trust Show at Pencoed near Bridgend which this year I managed to find without driving straight past the entrance and a six foot 'Dog Show' sign. We got set up in pride of place and drew a lot of interest from many different breeds of pooch looking for classic rubber to cock their leg against. Unfortunately the month long monsoon again caught up with us and the show was cut short with many of the show attendees getting very wet and their owners as well. We made it out of the field easily as the ground was surprisingly solid and headed our separate ways home in the rain. I heard the owner of an Irish Wolf Hound say "I'm bringing a big Ark if this keeps up not a big bark" "Don't give up the day job mate" I thought. Regardless of the Great Welsh Monsoon we had a great month out driving our Triumphs.



**UP COMING EVENTS**

**Porthcawl Lions Club Vintage Fair Sat 3rd August at Porthcawl Rugby Club**  
**Pontypridd Vintage Festival Sat 10th August at War**

**Memorial Park**  
**Skewen Motor Club Show Sun 11th August at Gnoll Country Park Neath**  
**Clevedon Flower Show Sun 25th August at Clevedon Sea Front**  
**Blaenavon Classic Transport Show Mon 26th August at Pontypool and Blaenavon Railway**

*Al*

**WESSEX**

**Tel. 01425 475376**

**www.triumphnewforestrun.co.uk**

**Email Trevor: trevorcarlyle@btinternet.com or Martin Berry: berry223@btinternet.com**

Cars on the Proms, Christchurch Quay. The day started a bit overcast and brightened to become a very pleasant day. Last time it was at Christchurch Quay, it was very impressive that they had about 320 cars. . . . well this time they surpassed themselves with over 430!! It is popular because you can "come & go" as you please, between 11 am – 5 pm and you do not need to pre-book, decide on the day. One little note of warning, the cut off date for entrants is August 1983! This date has been questioned by some and was set when the event started back at the beginning of the millennium, so I put it to the organisers, "why has the date not moved with the progress of time?" The answer is above, they already get more cars than they can cope with, so moving the cut off date would only compound the issue.

Mind you, it is quite nice when you see them turning away these more modern, flash, expensive cars with drivers who think that the rest of us should be humbled and impressed, there indignant faces are a picture! Anyway, I digress, we had a good turnout with at least twelve of us making the most of the sunshine and after a good look round, we adjourned to various hostilities for light refreshments.

Sandbanks Brewery had their open day, in conjunction with Bournemouth & District Car Club, a good opportunity to meet up with old friends from our motor sport days. Again, that was a "come & go" as you please, starting at 12 noon, right through to 8 pm. To be truthful, unless you are into real ales, or get into deep conversation, a couple of hours is long enough, but being really local, why not? Gets you and the car out and makes a break in the day.

Onto what is coming up:- **Breamore Classic, 11th August**, which is very popular, we have a joint stand with the TR club. Trevor will be wanting names, hopefully, you have already let him know by email, as we were not at the last meeting, due to being under canvas at Silverstone. **Swanage Railway, 6th – 8th September**, unfortunately this year it is the same weekend as **Beaulieu auto-jumble**, some will be able to do both, but some of us are committed to do the auto-jumble for the full three days!

**Next meeting will be at the Tyrrells Ford, Thursday 29th August.**

*Martin*

**IMPORTANT NOTE**

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



## WORCESTER . . . WEST YORKS

### TSSC AREA NEWS

#### WORCESTER

Tel. 07745 299457

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

Hi Folks. I trust we are all enjoying the fabulous weather commonly known as the British summer, it must be good as we have a bumper crop of strawberries and Wimbledon has gotten thru' the first week without a rain delay, so definitely Triumph weather.

Worcester members have been out and about in force so I do have a bit to say for once - no change there then I hear them cry!

First up was the second Footman James Coffee and Chrome, this did clash with the Classic Nostalgia at Shelsley Walsh but there was still an excellent turn out of cars and owners to enjoy the free bacon buttie that was on offer. As this event is a morning only meet we had plenty of time to hot foot it over to Grimley to watch the banger racing, we used to go a lot when I was a kid (yes, ok a fair few summers have passed by since then) and I'm pleased to report that it's lost none of it's unpredictable or manic nature. Each class raced three times and considering how small the oval is it's amazing there is so little contact between the cars when they are going full pelt. The obvious exception to this is the banger class where after the first session we thought there would be no further racing as the cars were so out of shape they couldn't possibly come back - how wrong we were! Most made it out to the second session and amazingly the third and final session where tactics played a major role. One of the cars had to be bump started by the recovery tractor and was so bashed up we thought there was no way he was going to be able to carry on - yep you've guessed it, he was the eventual winner.

All in all an enjoyable afternoon and one that will be repeated methinks.

A pub run was next up for the northern part of the group and we headed out to The Live and Let Live at Bringsty Common to see what was occurring. As it happened quite a lot, John Bentley joined us for the first time in about 2 years due to various jaunts out to family in New Zealand, Richard A brought one of his supper pals, and along with the usual suspects we made a jolly crowd, especially when the Morris Men pitched up! I think the only thing more English than Wimbledon and strawberries is a summers evening, a pint and Morris Men and when they asked if anyone wanted o go of course the answer was yes! There is a video somewhere of a certain AO waving hankies and bashing sticks but I think I've managed to suppress it for the time being with veiled (or not so veiled) threats, however I suspect it'll be on Facebook soon!

For the southern part of the group they headed down to Bourton on the Water to join in with Gloucester's fish 'n' chip evening, which as ever was hugely enjoyable and well attended - but no Morris Men!

The Wheels on Wednesday event, which is all of 6 miles from me, has been well attended and the reports are that a lot of stuff makes it to Spetchley to enjoy the various chuck wagons and Kopi Luwak coffee (look it up if you don't already know about it), however as is often the case the people who are closest never actually make it so it's still on my list to do this summer as the members who have made the effort say it's well worth it.

Another trip made by one of our band of merry men was over to Kineton, where on the first Thursday of the month classics take over the sports ground to enjoy a burger and pint whilst nosing around some exotica but also a lot of cars that were

definitely mainstream in their day but you never see outside a show. When was the last time you saw a base model Metro, parked next to a Vauxhall Nova, 1986?

Last but by no means least one of our tribe decided to stretch the legs of his TR6 and made it over to the 50th anniversary event in Osnabruck, Germany and enjoyed the weekend eating and drinking his way round Northern Germany whilst seeing the sights with other like-minded owners - Clive we're proud of you for keeping up the tradition!

That's it for now, hopefully you'll be enjoying the summer and if you see us on our travels - we'll be in a cafe, pub or ice cream parlour if there's one in your area - then say hello and see what else we have lined up.

TTFN

*Vicky*

#### WEST YORKS

Tel. 07944 909823

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

Hi All. The Dales run weekend went very well with sun all the time Friday after setting up most of us went to the George and Dragon for eats and a drink

Saturday morning we set off for a days run into the Forest of Bowland with a lunch stop at Slaidburn down by the river with very good views we all sat out in the sun with good food to eat it was a very good place to stop.

After lunch we set of back to camp up and down the hills with very good views again. When we arrived back at camp I had some very good feedback about the run. Saturday night we all went to the village hall for fun and games And a few drinks.

We had a star of the night in a 7 year old Rosie, after asking me if she could help me with the raffle next she just called out to come get your raffle tickets after that she split them up and folded up then she called out all the winning numbers out, very well done Rosie, then she was up to help with the horse racing game moving all horses up and down the track with Ann's two boys shaking the dices, well done all of you, my thanks go to Pete Davis for our bingo caller for the night, very well done all of you.

Sunday morning Rosie was at it again helping Richard up and down the village looking for clues for the Treasure hunt, the ones that did it very much liked the trip around the village. This year we had members from North and West Yorkshire /Manchester /Lancashire / and one very nice AO from Birmingham, Chris Allen and his wife in a very nice Triumph 2,500 with a caravan on tow, they loved all the weekend .

NEXT YEAR we can all do it again as it is all booked for the **12th 13th and 14th June 2020 at THE DENT WEEKEND** we would love to see you all and any one that would like to come SO PLEASE PUT IT IN YOUR DIARYS

Regards

*Alan*

### NOTE to ALL:

**If I don't reply to your email or you  
get an undelivered message then  
I Haven't received It!! Bernard, Ed.**

**Please Ring and check  
01858 434424**



## Leicestershire and Rutland Area

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### Saturday

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### Saturday night

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### Sunday

Coach trip to medieval market town for short treasure hunt and lunch or shopping. Back to site for park & pose car show. Raffle prizes.  
2 nights inclusive £35 per pitch.

Extra nights Thursday or Sunday £12. FULL BBQ £6.50  
(spuds, burgers, sausages, salad, chilli, cheese, trout etc.)

**All profits to be donated to charity.**

For more details & booking form contact:

Jan 07799804415 j.muschialli@ntlworld.com

Neil 07530307371 triumph20002500stag@gmail.com



## THE TRIUMPH SPORTS SIX CLUB

The Club for ALL Triumph Enthusiasts

## OXFORD AREA

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## FRI 30TH AUG - SUN 1ST SEPT

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**Saturday** - Cotswold Drive and Bourton on the Water  
Motor Museum Visit

**Sunday** - Local Car Show

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

For all enquiries contact Thomas Cope on  
07972039532 / imp064@yahoo.co.uk





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*ALL!*

INTER-CLUB

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16 - 18TH AUGUST 2019

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## **SUNDAY September 1st 2019**

**Club Entry Gates open 9 am – Close 12pm** (mid day) don't be late

**To gain event entry!!**, be at the IWM main car park between 9am and 12pm (mid day) when the club gates will close and be in a classic, **Or** present this advert **or ANY valid car club membership card. Payment By Cash Only Please.**

**Contact Pete Lewis 01582 750943**

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