

Tailored Parts for *Your Triumph!*



E-Mail: clubshop@tssc.org.uk and request a copy

Telephone Orders Mon to Thurs. 01858 434424

or order all products from the **TSSC Club Shop**

24 hours a day - 7 days a week - Online at

www.tssc.org.uk

THE COURIER NUMBER 507 SEPTEMBER 2022 TRIUMPH SPORTS SIX

THE COURIER

No. 507 SEPTEMBER 2022



4 Cs Finale

TSSC COUNCIL OF MANAGEMENT 2022

Chris Gunby - Chairman/Gen Sec



Tom Hartley - Director



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Jane Rowley - Director



Carl Swanson - Director



Neville Wright - Director



TSSC HQ TEL. 01858 434424 - 9 TO 5 MON TO THURS

Membership. Angie Hill - info@tssc.org.uk



Club Shop. Julian Rowell - clubshop@tssc.org.uk



Accounts. Trudi Prettyjohns - trudi@tssc.org.uk



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



TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

Trevor Collett. Martin Cox. Eddie Evans.

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Victor & Vivien Thompson. Peter Williams.



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



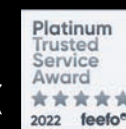
Insurance solutions for Triumph Sports Six Club members.



At Footman James we understand that every classic vehicle owner is different and with **FJ+** enthusiasts can build their policy from a range of cover options including **breakdown, agreed value, salvage retention and spare parts.**

Whether you prefer to transact on the phone or online*, FJ have you covered, including access to our online document portal, allowing you access to your policy documents digitally at all times.

Call our friendly UK team on
0333 207 6080
or visit footmanjames.co.uk



*Online transactions 18+ and does not include Multi-vehicle or Flex cover. All cover is subject to insurers terms and conditions, which are available upon request. Footman James is a trading name of Advisory Insurance Brokers Limited. Registered in England No. 4043759 Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD. Authorised and Regulated by the Financial Conduct Authority. FP.ADGE.2161.04.21

THE September 2022

COURIER

Price £3.50 Free to Club Members.

THIS ISSUE - 507

Regulars

4	HQ SERVICES
5	CoMMENT
6	EVENTS CALENDAR
7	NEWS REVIEW
66	TSSC OFFICERS
68	CLASSIFIEDS
72	AREA DIRECTORY
75	AREA NEWS

Registers

8	HERALD 948/1200/1250
12	HERALD 13/60
15	Jon Beeston Obituary
16	VITESSE 1600 MK1/MK2
20	SPITFIRE I/II/III
24	SPITFIRE IV/1500
26	The 4 Cs Trip Finale
28	GT6 I/II/III
32	SPECIALS
36	STAG
42	TR 4/4A/5/250/6
46	BOND EQUIPE
50	International Liaison Secretaries
54	Area Showtime
60	Giles' Gems

Cover Shot



THE 4CS FINALE
THIS ISSUE
PIC BY Paul Girling



Courier Copy/Area news

Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & jpeg files

NO Word/etc Document attachments please

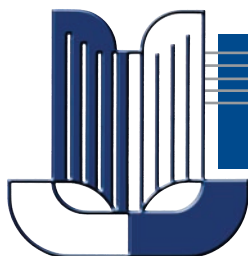
Courier Copy By 8th of Each Month

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

THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2022

Privacy Notice: The data controller of personal data of members of the Triumph Sports Six Club is Triumph Sports Six Club Limited. Such personal data is processed in accordance with the Club's Data Protection Policy which details how the Club uses personal data. This Policy is available on the Clubs website and a copy can be obtained from the Club's Headquarters.



TSSC HQ Services

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

TSSC Head Quarters is Open to Visitors
9am to 5pm - Monday to Thursday.

Head Quarters is Closed on Fridays

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00
Young Member (Age 17 to 25) £25.50

Direct Debit: Worldwide Membership &
Renewal (From UK Bank Account Only) £45.00
Young Member (Age 17 to 25) £22.50

Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

Please always Book an appointment in advance if requiring a Valuation at HQ.

Email Valuations

e-mail Form To: TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104
FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 01480 400763

CLASSICLINE INSURANCE

Tel: 01455 639 000

CLUB SHOP - Mail Order or Local Pick Up

TSSC HQ Team, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
e-mail: clubshop@tssc.org.uk
Shop Online: www.tssc.org.uk
Tel: 01858 434424 Fax: 01858 431936

TSSC ACCOUNTS

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

TSSC MUSEUM - Open Mon to Thurs

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk

TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk

COUNCIL OF MANAGEMENT **2022 meetings:**

24 September - AGM

23rd Oct and 15th Jan 2023

TSSC AGM **24 September**

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, Riverside Forge,
Water lane, North Witham, Lincs,
NG33 5LJ**

Tel. 07843 435190

or email: chairman@tssc.org.uk

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

Saddest News Ever

The event team for the TSSC had the saddest month we have ever had last month after discussions with the TR register and the MG car club.

The decision to cancel our joint international event to be held at the Stafford showground on the weekend of the 19th to the 21st August 2022 was made, this decision came from factual evidence and not hearsay.

The event had only sold 14% of tickets that it had the previous years and with gate data from years of previous events there was no way the event was going to cover costs but more importantly was going to give the three clubs a big financial hole to fill.

The Council of management is voted into place to make the best decisions for the future of the TSSC, we could not stand by and watch the clubs being exposed to such financial uncertainty. Although it was a very hard decision to make the Com know it was the right decision.

This year a lot of events have been cancelled, dates moved and generally had low attendances.

This is across the board not just with classic car events and could be for multiple reasons including the cost of living/fuel etc as well as lots of events been rescheduled due to Covid from the last two years.

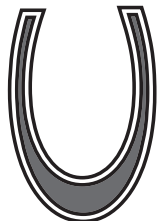
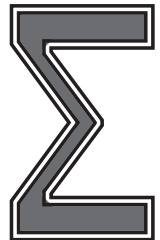
We all now need to learn from this experience and we want your feedback, you will all be receiving an event questionnaire that I would ask you to fill in and return, it will be available online and in a future Courier so that everyone can have their say.

Looking forward to next year our big event we will be celebrating 100 years of Triumph and MG at Silverstone with all our friends from the TR register and the MGCC as well as all the Standard and Triumph clubs that make up the Standard Triumph forum at Silverstone race track in Northamptonshire - date to be confirmed ASAP..... so

...Do More with Your Triumph! Please.....



CHRIS GUNBY
TSSC CHAIRMAN



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

September 2022

FRI SAT SUN 2 3 4 SEPTEMBER 2022

BOND EQUIPE WEEKEND

ROYAL AGRICULTURAL UNIVERSITY

AT CIRENCESTER

CONTACT. GUY SINGLETON 01672 514241

email. guy@bondequipe.org

SUN 4 SEPTEMBER 2022

TSSC DEVON AREA TOUR OF DEVON 2022

CONTACT sue@jassy.org.uk

SUN 4 SEPTEMBER 2022

TSSC HERTS & BEDS

DUXFORD ALL TRIUMPH & CLASSICS DAY

IWM DUXFORD - CB22 4QR

CONTACT PETER LEWIS. 01582 750943

EMAIL . peter.h.lewis@ntlworld.com

December 2022

SUN 4 DECEMBER 2022

TSSC CHRISTMAS OPEN DAY

TSSC HQ - 10AM TILL 4PM

LE16 9TF

SAT 10 DECEMBER.

TSSC CORNWALL

CHRISTMAS DINNER & DANCE

TREGENNA CASTLE HOTEL

ST IVES

CONTACT CAROL 07979 464643

OR 01726 824523 AFTER 6PM

EMAIL. carol.63@hotmail.co.uk

CLASSIC CAR SHOWS (CLUB INVITED)



November 2022

FRI 11 SAT 12 SUN 13 NOVEMBER

NEC CLASSIC MOTORSHOW

DISCOUNT TICKET CODE N22CC137

www.necclassicismotorshow.com/tickets

Insurance Valuations

Insurance Valuations can be done via E-mail.

Valuation Forms Available from here:

www.tssc.org.uk. Click on 'The Club' in Left hand Menu. then Scroll down to Club Document Downloads. Download TSSC Insurance Valuation Form, print off, fill it in, Scan or Take a Picture of it and email this to Bernard at: courier@tssc.org.uk with Minimum of 4 Pictures attached.

£20 Payment By BACS Transfer only please as This is much more Secure than Card details.

Sort code 53-81-46. Account number 87120461
Triumph Sports Six Club Ltd.

Please put Name & Membership Number on the payment for reference. Thank you.

Triumph Sports Six Club
VALUATION CERTIFICATE

TSSC INSURANCE PANEL

POLICYHOLDER'S DETAILS

Important: MUST BE COMPLETED (If Not a TSSC Insurance Company then this is not an Agreed Valuation)

Title (Mr/Ms/Mrs) and Full Name(s) Surname
 *Membership No.
 Address (including Post Code)
 Daytime Tel. No. Evening Tel. No.
 Fax No. Email:

VEHICLE DETAILS - MUST BE COMPLETED

Make & Model	Reg Number	Body Type	Engine Size (cc)	Year of Manufacture	Year of Registration	Recorded Mileage at Valuation	Date of purchase (Year)	Purchase Price
Overall Conditions - CONCOURS, A1/S - Serviceable, P - Project								
Body Paintwork	Chassis & Bodywork	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	L501 Rotten Valuation - Agree of Valuer Here		

This certificate will be filled in by a TSSC APPROVED VALUER ONLY

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

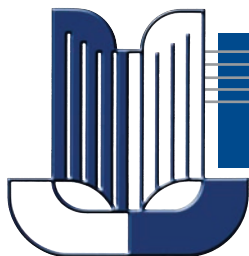
A1/S - SERVICEABLE: The vehicle must be in excellent condition with bodywork/chassis repair free from rust. The vehicle's components should be free from any major faults and should work efficiently.

P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

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

NOTE: This certificate will NOT be TSSC Backed unless Insurance is with a TSSC Insurance Panel Company

Provided the details and pictures submitted are in colour, a full set will be returned. If the Club Car has been lost or stolen related to the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club reserve the right to request more information on a general request.



TSSC ANNUAL GENERAL MEETING SATURDAY 24th Sept 2022

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **SATURDAY 24th Sept 2022 at TSSC HQ in Lubenham and on Zoom. See Flyer included with this Issue**

You Must bring your Current TSSC Membership Card with you in order to be admitted to the AGM.

Only members attending the AGM in person can cast a vote at the AGM.

Resolutions for Agenda

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two current TSSC members.

These should be forwarded to myself (TSSC Chairman) to be

received by **23rd September 2022**. Any item received after this date will be regarded as null and void.

Questions for the Agenda - Any questions also need to be with myself (TSSC Chairman) by **23rd September 2022** to be guaranteed an answer at the meeting. Any questions received after this date or raised on the day will be answered if possible, but it may be necessary to post the response in the Courier.

General Issues - General issues can, of course, be raised at any time through myself (TSSC Chairman), for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Road Show, to be held in the morning prior to the AGM; please see your Area Organiser.

Council of Management Elections - Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club can put themselves forward for election to the Club's Council of Management (Board of Directors).

The Council meets six times per year at HQ in Lubenham. Council members are also expected to attend other events/activities e.g. AGM, open days at HQ, shows to help on the Club stand and take responsibility for particular areas of Club Management e.g. HR, Business management, Finance, Tech Support etc.

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (contact details below).

The deadline for nominations is **23rd September 2022** by which time a signed nomination form and paragraph describing what you can bring to the Club needs to be submitted (the nomination form requires a proposer and seconder who are current Club members) Contact TSSC Chairman for a Form.

Any enquiries regarding any of the above should be addressed directly to me;

e-mail. chairman@tssc.org.uk

Chris Gunby - Riverside Forge, Water lane, North Witham,
Lincs, NG33 5LJ.



OFFER EXTENDED

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

The Last 2 - NEW Triumph Watling Towbars - Ever!

PTR27 x 2 2000/2500 SALOON £180.00

When they've Gone they've GONE



948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Flash Away!

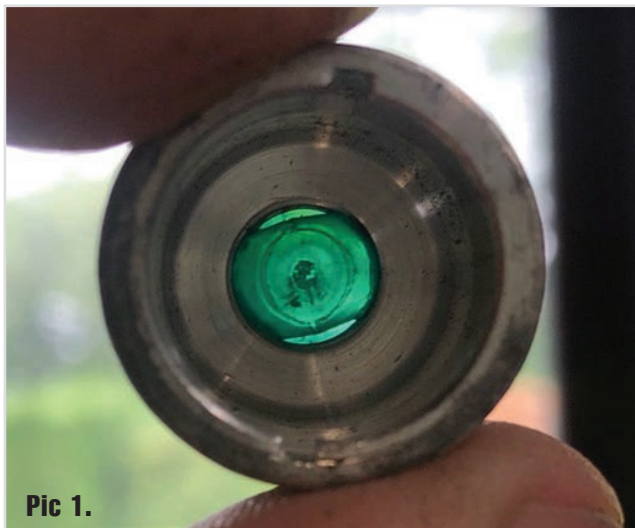
This month's article concerns flashers - no, not that sort.

Actually we do have a local flasher, a bit of a character who's been at it for years. He was going to retire but decided to stick it out for another while.

That's also the topic of this month's article - not knowing when to stop. Flashing, that is. Indicating. Direction indicators to most of us, unknown strange orange things to BMW drivers, and when you turn all four on at once they become known as 'park anywhere' lights.

On our cars we have a small plastic jewel that screws into an alloy bulb holder behind the dash ([pic 1](#)); it sits out on its' own to the right of the dash, is often scratched or broken, and usually becomes invisible during the normal course of driving. Yesterday, for example, I forgot twice to turn the indicators off; left turn cancels by itself but not right, and I usually found at the next junction that I was still indicating for the previous.

New jewels are still available to buy - in my case buy, salt away, and then forget exactly where - and they cost about £5 and were used on some MGs as well as other early Triumphs who, incidentally, also complain about them. Original part number is AJG5046, Stanpart number 508138 and for some reason my early Herald parts



Pic 1.

catalogue calls them 'amber'. They are, however, almost invisible in daylight and totally useless in a convertible in sunlight.

There are two possible solutions - if you know of more, let me know; having a club member drive behind you, flashing his lights to remind you to turn the indicators off, isn't always possible. The first option is to improve the visibility of the light itself. The orig-



Pic.2.

inal jewel is flat sided and fits into a corresponding almost rectangular hole in the wooden dashboard ([pic 2](#)). This severely limits any replacement, and if you want to keep the original look the

best option is to improve the bulb. The original is a screw-in bulb with a GLB987 or E10 fitting, and can be quite dim especially where the light is thrown out in all directions.



Pic.3.

Fitting an E10 capless led bulb, (pic 3) where the led module is fitted solely to the end and so throws light straight up into the green jewel is a massive improvement.

If you're not worried about modifying your dashboard slightly then converting the original jewel aperture to completely round gives a much greater scope for replacement units. I always wondered why the original jewel looked so cheap compared to the chrome bezels of the switches, and reckon personally that a nice chrome rim would fit in very well with the other dashboard decor.



Pic.4.

This jewelled indicator light with the chrome surround (pic 4), is very common, having been fitted to many vehicles of the period. Lucas part number is SPB355 and it will fit into a half-inch hole in the dashboard. Very nice, with the added bling of the chrome bezel, and the multifaceted jewel does throw the light around more than the original almost flat green jewel, but it's little better than the original unless the bulb too is uprated, and these take a smaller GLB233 9mm bulb, again available in LED.



Pic 5.

You can buy a complete stand-alone LED unit, again with a very nice chrome rim that matches the Herald very nicely (pic 5) but which has no separate bulb; again this fits into a 10mm hole; most of these small units are advertised at between 11mm and 16mm, but the stem thickness can be

much smaller than the actual head depending on the internal components. If you don't need a bulb holder, but just use an LED unit, then the resulting wiring takes up



Pic 6.

very little room in behind (pic 6). They cost about £6 or less.

This Arcoelectric version, C1090FEVAJ, is a monster but



Pic 7.

highly effective (pic 7). It requires a dashboard mounting hole of 3/4 inch but has the advantage of being very bright and very visible. If you don't mind a little bit of dashboard surgery, it looks the part and the chrome bezel really makes it fit in with the other switches. This is the period version, still available from many suppliers but there's a modern version with a flat-ended dome. Arcoelectric part number for that one is C1090FEFAI. It's too modern for me, I like the period dome. The added bonus of this size of lamp is that it will take the larger bulb, the screw-in E10, but I think it's too obtrusive.

If you don't want to drastically change the look of your warning light the other option is an audible warning. There are versions available which replicate the mechanical 'clicking' of early units, I've found one for about a tenner, but the easiest option of all is to simply fit a small 12v buzzer into the circuit ([pic 8](#)).

Maplins would have been a great source back in the day but all you really need is a 12v piezo-electric warning buzzer with two connections, about an inch in size and costing about a fiver. Splice it into the circuit near the warning bulb and hide it up behind the dashboard. If it's too loud, block off part of the speaker grille with tape. Very simple and very effective.

Some owners advocate fitting a buzzer across the terminals on the flasher unit itself inside the engine bay; however with our flasher unit being under the bonnet it may not be loud enough inside the car and if it's loud in the engine bay I don't really want pedestrians to overhear it!



Pic.8.



Pic.10

quite unobtrusive ([pic 10](#)).

However: there's nothing new under the sun, so why not just combine the two? Green



Pic.11



Pic.12

warning led with audible buzzer built-in, fits into the dashboard with some as small as 8mm - the flat sides of the original jewel are approximately 7mm so could they be shaved down still further? - but there are dozens of variations for sale online for less than a fiver and these will deliver an audible warning with each flash straight to the driver. Seems a good compromise, might be worth a try, even if only to avoid confusing modern drivers... but for me I think the preferred option is the audible buzzer behind the dash. I still like that chrome bezel LED, though...

Colin

INTELLIGENT TURN SIGNAL WARNING SYSTEM



Pic.9.

If you have money to spare read up on The Audicator ([pic 9](#)), a unit which steadily increases the audible warning as time progresses, from soft to deafening, and also resets on application of the brakes in case of a long wait, for example if turning across traffic. Not the cheapest, at around £50, and requires more wiring, but certainly effective and



Let our family take care of yours



We are delighted to offer the Triumph Sports Six Club these exclusive benefits:



- Trade Discount on all parts
- Exclusive digital newsletters
- Early bird clearance offers
- Special shipping offers

**To register for trade discount or any other enquiries
please email marketing@davidmanners.co.uk**

- Award-winning two-generation family company with family values
- Re-investing in turn-down parts with our own onsite engineering facility
 - Buy British - 99% of stock sourced in the UK



0121 544 4444

MARKETING@DAVIDMANNERS.CO.UK

991 WOLVERHAMPTON ROAD, OLDBURY, B69 4RJ

WWW.DAVIDMANNERS.CO.UK

PARTS FOR JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

Home Painting your Triumph - 4

So in last month's article we had got to the point where your Triumph was painted and looking great at first glance. However on close inspection and despite your best efforts to keep your painting area clean, you can see bits of dirt in the paint, there are few fisheyes here and there, some areas look a little dry in places, but in others the paints gone on a bit too heavy and you have a run. Don't despair; all of those things are largely correctable (if not too severe) or even if not completely fixable you can make it good enough so only you will know something isn't quite right.

What materials do you need?

- A Sanding Block
- A Bucket or Spray Bottle of water
- P2000 Wet & Dry
- DA Sander
- Interface Pad
- P3000 Abralon or Trizact foam discs
- Rotary Polisher
- Foam Polishing Pad
- Cutting Compounds
- Lots of Microfibre Cloths

When I do this process I like to do one panel at a time, this way the job of flatting and polishing a whole car will seem less daunting.

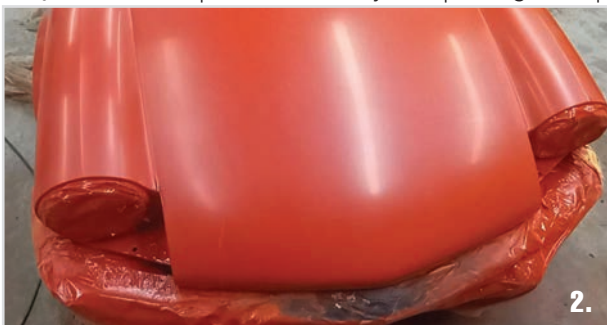
To start, take a close look at the panel you're going to work on, note all the areas where there are bits of dirt or maybe a fisheye, I would concentrate on just these areas at first. Grab yourself a sheet of P2000 wet and dry, then fold it around your sanding block. If using a bucket, dip the block and paper to get it nice and wet. An alternative to this approach is using a spray bottle, I prefer this method as it prevents picking up little bits of dirt or grit from the water in the bucket, which can then scratch your newly painted car. Keep sanding these small areas until the dirt or fisheye has disappeared, sand for a bit, wipe

dry and check your progress. If still visible sand a bit more, dry and re-check, this process is called 'denibbing'.

Unless you have managed to get a glass like finish straight from the gun (you might be lucky!), then with your P2000 wet and dry, now go over the whole panel until you have a uniform dull/matt finish. It's fine to go right up to the edges, but avoid flatting right on them as these



are the areas you could cut through. When you're happy with what you've done with the P2000, get your DA sander, interface pad and your P3000 Abralon/Trizact discs (Pic 1). These are used wet also, so spray some water on the panel and disc and systematically go over the whole panel, like when you're painting overlap



each pass by 50%, 3 or 4 passes should just about be enough, but do more if you feel it necessary. This process removes the scratches that the P2000 paper has made and will make polishing much easier. Again go right up to the edges but not on them. In the areas where you can't get the DA, just use the disc with your hand.

Once you've been over the whole panel with the P3000, then you're ready for polishing (Pic 2).



I have been using the 3M 'Perfect it' system which is a 3 stage process (Pic 3), start with the Green which is a fast/extreme cut. If the polishing head has been used before make sure it's clean and not clogged with old compound. The easiest way to clean them is to attach to your polisher, turn face up and turn on, then with a blower attachment on your airline blow against the rotation of the head across its width until all the old compound is gone. Repeat this process regularly as a clogged head will greatly reduce its cutting efficiency, as it will just skim across the top of the paint and do very little. You don't need a lot of this compound, so just drop a few small blobs on the panel, spread a little with the polishing head static, then start the polisher at around 1800-2000rpm, if you go much faster you run the risk of generating too much heat and burning the paint. Work systematically across the panel, keep the polisher moving and avoid being still in one place, as again you could burn the paint. Be careful when approaching edges as this is where you can ruin your paintwork, always make sure the rotation of the head is going off an edge and not onto it, this way you can go right up to it. You will probably have to do 3-4 passes of the panel to get the shine back.

To check your progress wipe off excess compound with a clean microfibre cloth, you can use a bit of degreaser here to clean off excess compound, inspect the paint and polish more if fine scratches are still visible or the panel is still a bit dull. In the areas where it's difficult to get the full size polisher, you can use a mini version of the same polishing head on a cordless drill, though dedicated mini polishers are also available.

Once you're done with the fast/extreme cut you can go for a medium/fine compound, in the 3M range this is the yellow top, this will remove most of the swirls created by the fast cut. It's the same process as before, don't overload with compound, work systematically across the panel and regularly wipe down the excess to check on progress.

The next step in the 3M range is the blue top, which is ultra fine compound/polish to add a high gloss. Use degreaser to clean off the excess compound from stage 1 & 2 before using.



3M do sell colour coded foam heads to match each stage (Pic 4), but I tend to use the



Medium Rupes Bigfoot heads (Pic 5) for the Green & Yellow stages, then the 3M blue head for the final stage. Due to the shape of the

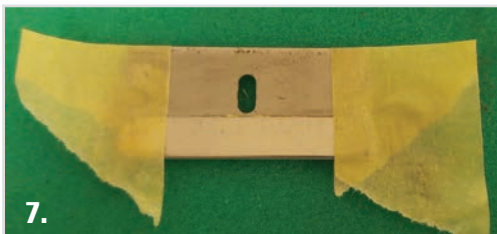


Rupes heads (Pic 6) they are so much better getting right up to edges or into tight spaces.

One thing we haven't spoken about are runs and sags. A painter once said to me that if you don't get a run, then you're not trying hard enough. I don't subscribe to this point of view (no prizes for knowing which song those lyrics come from!), but they do happen no matter how hard you try not to get them.

If you see a run appear as you paint, you can try and reduce it by half pulling the trigger on the spray gun to blow air only and push the run down the panel. If you're lucky it will spread and flatten or fall off a bottom edge. Normally you don't see them until applying the next coat or when you're having a look round after applying the final coat. If you spot one as you're about to apply your second or third coat, then allow a bit of extra time for it to flash off before adding the next coat.

So what to do about them?.....Get yourself a single sided razor blade (Pic 7), put a small piece of mask-



ing tape over each end, this will stop you digging a sharp corner into your new paint and provide a little air gap to stop you taking too much material off. You need to drag the blade down the run, scraping off small particles as you go, keep doing this until the run starts to disappear, the blade will start to scrape the paint either side of the run once

you are close. Once the run marks are no longer visible, run your hand over the area, you shouldn't be able to feel the run anymore. You know need to eradicate the scrape marks, so start with something like P1000/P1200 Wet & Dry, then P2000 and finally P3000 foam discs and polish as described above. If you'd prefer to watch a video of this being done, try here: <https://youtu.be/n3GVFpcC7Aw>



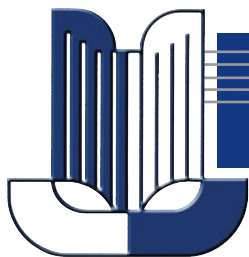
Pic 8 shows what it should be looking like during stage one of the polishing and Pic 9 after the full treatment.

I would avoid using any conventional polishes like Autoglym, Meguires etc. on your fresh paint for a couple of months. New paint, even though hardened its still releasing tiny amounts of gases for some time and using these polishes can lock them in and cause paint defects. Soapy washes and dry with a leather or microfibre cloth will be enough in the early days.

I do hope you have found these series of articles useful and maybe even given you the confidence to try painting your car yourself. It's difficult to include every aspect, so if you do have any questions on something I haven't covered or you want more detail in a particular area, please feel free to contact me.

Next month I will show you some progress on my Herald, unless you want to write something about your own 13/60 and I will include that instead!!

Darren



Jon Beeston 1946 -2022

Obituary - Clive Senior



Jon was an amazing man, with a strong current of Triumphs flowing through his life. He bought his first Vitesse in 1967/68, and owned a few over the years.

But he bought his beloved Vitesse 1600 convertible, Vicky, back in the mid 80's and soon after he joined the TSSC. Vicky was later stolen, going missing only to be found by a club member several years later on a street in London Jon bought her back from the insurance company, and cherished her ever since. Only a few weeks ago managed to get her to a local car show, his first since 2019.

Jon became very well known within the Club. He attended a vast number of events, both here in the UK, and in Europe. Not only that, he took on the job of AO for the Kent area, successfully running it for several years. During that period, he helped organised the wonderful New Year's Day meeting in Kent which brought out up to 100

cars despite the very cold weather.

However, Jon was a master of all mechanical things. He had worked within the garage industry, and in the 90's set up Timeless Classics. It was during this period he built a fantastic Herald 1200 for Ian Sutton, which went on to win the Concours Herald Class at Stafford, and the following year the Masterclass. That is some achievement! Not only could he build top end cars, he was a magician with all things mechanical.

I have memories of him tweaking my Toledo carbs just before a track event. He didn't even start the car, but while I cooked breakfast, he set them up and after the car drove like it had never done before. I am sure there was some witchcraft involved.

But Jon had a heart for his friends. He would always be willing to help with anything he could. Indeed, just a few years ago he popped down to assist me with some work where I was struggling, something I had not asked for or expected. He wanted to help. In more recent times, Jon enjoyed travelling with Vicky and friends. He undertook many trips to Europe, one with Adrian Smith which he regularly recounted. Tales of hot sunny weather one day, then freezing snow the next. The wonderful food, and the adventures they had. Jon has attended Classic Le Mans and the Spa Classic several times. On one such trip to Spa, Jon was driving my Spitfire at rather naughty speeds. Think very licence losing. However, he had a notoriously bad sense of direction, and forgot the turning back to the campsite. He wrenched the wheel right, and somehow managed to make the turn. He then looked at me (I was probably rather pale) and gave me one of his huge, cheeky grins! That was typical Jon. He loved life, he loved his cars but mostly he loved his friends. And his friends love him.

A lovely quote from another club member. ***"Jon will still be with us on our drives, it is just that we may not always notice he is there."***

Jon, I am proud to have been able to call you a friend.

You will be missed, but you will not be forgotten.





Vitesse 1600, Mk 1&2
DAVE RUMENS vitesse@tssc.org.uk

The Knowledge & Tools

Hello everybody, this month we have some valuable knowledge from Lloyd (Wagger on the forum) which could save you a lot of problems when modifying Standard Triumph's six cylinder engine. And as I have received several requests for information concerning the toolkit sold with the Herald/Vitesse I will be covering this after Lloyd's article. Firstly, over to Lloyd.

Thanks, Dave.

From my experience with modding engines since 1965, I thought it a good idea to 'Write it up'.

There is such a mismatch of parts being put together now and I doubt if any of us have an original engine that has never been stripped and re-built. The top end may have had different heads, valves, pushrods etc. However, some things do get overlooked.

I hate 'Interference' engines, but we all have to live with them in our 'Moderns'. If a cambelt or chain breaks, then we may get away with a broken rocker or a bent valve (or two).

If unlucky, a cracked or holed piston, broken conrod or twisted crankshaft.

Our Triumphs were designed for this not to happen. If the cam fails to rotate due to a broken chain or some other failure and the crankshaft continues, nothing collides. Good job because the valves are vertical and being struck by a rising piston would break a rocker arm if you're lucky, or hole a piston, break conrod, or damage the crankshaft more likely.

Many of us over the years have taken large amounts off cylinder heads, fitted high lift cams and domed pistons unwittingly maybe creating an 'Interference' engine. Therefore, here is the simplest way I know of checking for the risk of valves hitting pistons. If you have flat topped pistons, all

that you need to do is:- Place the cylinder head on a nice flat smooth surface, insert a rod (similar in diameter to the valve stems) down each valve guide until it contacts the hard surface and mark the rod at the top of the valve guide. Repeat with all other valve holes. Note the shortest distance (This is the worst case). Now check that all valves cannot attain this distance with the collett assembly taped into place without the spring fitted. Then there will be no interference.

I have neglected the gasket thickness here, but that will give a safety margin for carbon build up. If you have domed pistons then you will have to subtract the height of the dome from the shortest distance measured above. OK I know that I am fussy, but this could save many tears.

Thanks, Lloyd for the passing on more of the knowledge.

Factory Supplied in Car Toolkit



Pic.1.

Next, we move on to the subject of the Herald/Vitesse toolkit. The basic set of tools issued to UK cars apart from several small differences has not changed through the production of both the Herald and the Vitesse. In 1965 I purchased a 1960 one owner Herald with just 16,000 miles on the clock. Due to illness in the recent years the car had little use

by its elderly owner who had subsequently died. Because of this the car was very original in having its tool complete in the pouch. In the 1960's I had a number of Heralds and a Vitesse and found the tools to be largely the same.

The toolkit consists of a jack with handle and a red tool pouch (Sometimes blue) containing the tools (Picture 1). Within the tool pouch there are a multi-purpose tool, two spanners, a



Pic.2.

box spanner (Picture 2) and a small feeler



Pic.3.

gauge (Picture 3). In addition, a wheel trim (Pic-



Pic.4.

ture 4) removal tool (Picture 5) was added to the Vitesse and 13/60 Herald tool kits.



Pic.5.

Both the feeler gauge and the wheel trim removal tool varied in type/construction. The multi-purpose tool is used as a bar for the box spanner, removing the wheel hub caps and as a screwdriver.

The box spanner is used to fit/remove the spark plugs and fit/remove the wheel nuts. As Standard Triumph issued a number of different size spanners in their other toolkits I have given a close up of the two spanners in (Picture 6) so you can see the sizes issued to the Herald/Vitesse cars.

The jack was painted in black or grey and those issued to later cars in green. The green jack being the same as the early Toledo.

That's it for this month. **Safe Driving and...**
... **"Keep them running on all Six"**

Dave



Pic.6.

Addendum: Vitesse 6 Owners

Hi All,

Following on from having to cancel Stafford we have decided to celebrate all of this years anniversary cars at the **TSSC AGM on**

SATURDAY the 24th September.

We will be having an open day 10am - 4pm at HQ it will also be Angie Hill's retirement party and the AGM at 1.30pm

Chris Gunby



Insurance Top Tips

With Peter James Insurance

Insurance can be a bore; we understand that! It's what many refer to as a grudge payment – something that you must have, but don't enjoy purchasing.

So, in this article for the Triumph Sports Six Club we want to share some top tips on insurance and explain why the Club insurance scheme offers much more than what you might find on the open market, or online. We look at insurance as being as much about protecting and preserving your beloved Triumph and safeguarding your investment, as it is about fulfilling obligations.

Car insurance is more about humans!

One of the frustrations in recent years has been the rise of the automated call-centre. Where once you visited your friendly broker on the high street who knew all about you, just like your bank manager did, now its endless form filling on price comparison websites only to end up with an inbox full of spam. Worst of all, you never seem to speak to the same person twice, often they are based abroad on crackly phone lines, and they don't seem to know anything about your car. We know of one tale where a so-called specialist asked the owner of a Triumph Spitfire whether his was a classic car or bike!

All this is simply not acceptable when you need a policy to protect your cherished car that you've invested so much time, not to mention money, into.

At Peter James Insurance, we are best known for our classic vehicle insurance. We have a long established and well-respected track record in working with clubs, our customers know us and we know them and some of them have been with us for a very long time, insuring multiple vehicles. We are real people, in an office on Hagley Road in sunny Birmingham – simple as that!

If there is a big car show on, one of us are probably there and we are also supporters of the Federation of British Historic Vehicle Clubs, to make sure we can keep enjoying yesterday's vehicles on tomorrow's roads.

Peter James partners with the TSSC for several reasons. We believe that the club is the backbone of the car community, encouraging people to derive more enjoyment out of Triumph ownership, which is good for us because if you are using your car, you'll need our help!

But it's also good for you, the member, because not only does it ensure that you are deriving more benefits out of your membership of TSSC by

being able to access focused insurance cover, at club member rates, but it also means the Club is able to guide us on making sure that we are offering the right insurance products for Triumph owners that really hit the spot. After all, if you are happy, we are happy, because we get to keep you as a valued customer and get to know you and your Triumph.

Let's talk about money – agreed values.

So, first you need to ensure your cherished Triumph is correctly valued and this is where most mainstream insurers struggle to satisfy the needs of enthusiasts at the first hurdle. It's one of the most important reasons to use a classic or cherished car policy over something you'd just find online.

Firstly, all models of Triumph are wonderful, but no two are the same. Peter James Insurance understands that two examples of the same model could be worth very different amounts of money. This is also where our partnership with the Triumph Sports Six Club comes in as well. The club can provide an agreed valuation based on the condition of 8 key areas of the car, each being rated somewhere between concours and project. Valuations are only carried out by trained officers of the TSSC and we, Peter James, will work with the agreed value that the Club supply.

Some insurance specialists will also charge an administration fee of between £12 and £18 just to note this agreed value on your policy. Peter James Insurance does not charge for this service, and are happy to apply the agreed value to your policy at no additional cost.

The final bit of advice on car values is to review your agreed value regularly. Recent years have seen the market prices of classic cars skyrocket. Whilst the market values of standard cars will be increased to take account of this, if you have a special car on an agreed value – just make sure you review it regularly to be certain that it truly reflects the current market.

So, two great top tips there for insuring your Triumph with Peter James Insurance, make certain you have your Triumph properly valued when you take out your policy – and keep it up to date – and don't accept impersonal call centres with no specialist knowledge of the cars or appreciation for the passion you have for them. We look forward to chatting to you all about your Triumph at your next renewal!

If you'd like to chat to us about your Triumph, just call us on 0330 124 9542 or visit www.peterjamesinsurance.co.uk/tssc



PETER JAMES
INSURANCE



PROUD SUPPORTERS
OF THE TRIUMPH
SPORTS SIX CLUB

Classic Car Insurance from the experts at Peter James

Peter James Insurance can provide discounted insurance for The Triumph Sports Six Club members with a range of policy benefits. Speak to our team of experts today.

Policy benefits can include*:

- Up to 20% discount for club members
- Agreed Value
- Limited mileage discounts
- Salvage retention
- UK & European Breakdown Cover
- No call centre – just friendly, knowledgeable staff



0330 124 9542

peterjamesinsurance.co.uk

* Policy benefits, features and discounts offered may vary and are subject to underwriting criteria.

Peter James Insurance is a trading name of Peter D James Limited, registered in England No 5618022. Peter D James Limited is authorised and regulated by the Financial Conduct Authority (FCA) No: 452847. Registered address: 772 Hagley Road West, Oldbury, West Midlands, B68 0PJ.

Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Calling Early Spitfires

It's a shame Stafford had to be cancelled, I was quite looking forward to it. Instead, **TSSC HQ** are planning to have a celebration of all the anniversary cars - Spitfire, Courier van, Vitesse 1600 and Dolomite 18/50 - at the AGM this year on **SATURDAY 24th September**, to make it a bit more of an event than just the AGM. It is also going to be Angie's retirement party. Many of you will have spoken to Angie by phone, or dealt with her at HQ or events so if you'd like to help give her a good send-off I hope you'll try to get there.

ister rally with her this weekend. There has been a bit of battery shuffling going on among the cars for a while so it's probably about time to indent for a new one for at least one of them.

Thinking of the item on a recent "Salvage Hunters: Classic Cars" episode for the Morris Minor Post Office van where they went to Lincoln batteries to get a period appropriate battery I checked out their website – wow, they're really not in our budget for any of our cars!

It was interesting that looking around online for a suitable new battery for Sybil several companies seemed to offer batteries for all ages of cars, but I was a bit miffed that on several which promised to identify the correct battery needed by registration, when I put in 382 SYB or DBH 725F said they were invalid registrations – what a cheek!

Mind you, when we did find one which suggested specific battery options [*Suzie note: website was buycarparts.co.uk, a German company – no idea how good they are as a supplier, haven't*

actually used them apart from as a reference, but just nice to find a car factors actually including parts listings for our earlier cars.] it turned out it was a much smaller battery than she currently has in her.

Guy's theory has always been to use the most powerful one he can find that will fit all the cars so we went back to looking by dimensions /power etc.

The one thing that did seem to be difficult was to find a suitable battery



If you're able to get there please do, and particularly if you have an early Spitfire. We are hoping to be there with Sybil.

It's been rather a quiet time lately for our Spitfires. Guy has had Sybil out of the garage – but only to 'borrow' her battery for our 1924 Standard Kenilworth, Doris, as her battery was flat and we're going to the Standard Reg-

with the positive terminal on the right for our negative earth Sybil. The more usual 'positive left' batteries can lead to the battery clamp being a little too close for comfort to the terminals at times, (see photo of the battery currently in



Sybil) running the risk of heat/spark/fire should they touch, whereas by using a 'positive right' battery the terminals would be at the bulkhead side and, with the clamp well away from the terminals, should be safer.

Of course, if Guy were to restore her to positive earth, this would simplify matters as the more standard 'Positive left' battery would be fine.

We did eventually find a couple of options but, as I write this we haven't made a final decision so I'll update you on this next month.

At a recent Andover Area lunchtime pub meet at the Clatford Arms, one of our members drove up in his Spitfire 4 which only ever gets an outing when it is sunny and the hood is not needed. However, this time he arrived in a hybrid. Part convertible / part hardtop.

His project has been to modify an old metal hardtop bought for £40 on E-bay to have two removable panels. These are both small enough to fit in the boot. Even the rear window (Perspex) can be taken out if the weather is sunny. When everything is removed this gives almost complete open air motoring with a type of "roll over bar" left in place.

With the window and the two roof panels bolted back exactly where they came from, the car is snug, water-proof and ready for winter weather.



you in touch with Kevin for more practical and design details.

I've been contacted by **Alan Campbell** who had a Spitfire Mk2 for a long time, but sold it about 14 years ago. He has now decided he's ready for a Spitfire again and looking for a Mk3, in good condition - ie, he's not looking for a project. Should you have a Mk3 you may be thinking of selling it, and would like to discuss the matter with him, please let me know and I'll put you in touch. He's not in a major rush, finding the right car is more important than getting one immediately.



I was quite pleased recently to find my very own 'non-Triumph' oddity of the kind that I enjoy so much - some "nature's triumph" satsumas!

Should you fancy doing similar modifications I can put

Suzie

T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES

HERALD/VITESSE

Petrol tank	£240.00
Front lower valance 1200 O.E.	£240.00
Front lower valance 13/60 O.E.	£240.00
Front lower valance Vitesse O.E.	£240.00
Herald 13/60 front lamp panel 812140	£150.00
Herald 1200 front wings	£240.00
Herald 13/60 front wings	£180.00
Vitesse front wings	£210.00
Front wing 'D' plates 703627/8	£15.00
Windscreens drip channel	£24.00 pair
Herald/Vitesse door skins 901338/9	£150.00
Door Skin repair panels	£36.00
Tread plate repair panel	£15.00
Front Footwell	£120.00
Front floor mounting bracket fr 607548	£12.00
Front floor mounting bracket rear 607549/50	£12.00
Rear floor mounting bracket 607655	£15.00
B post mounting bracket 703625/6	£30.00
Stainless steel tread plate finisher	£48.00 pair
Herald 948/Vitesse rear centre valance	£120.00
Herald 1200/13.60 rear centre valance	£132.00
Inner front wheel arch 903075/6	£96.00
Rear outer wheel arch 802845/6	£96.00
Front/Rear wing arch repair panel	£36.00
Rear wing front repair panel	£24.00
All chassis outriggers/side rails/boot extn.	£30.00 each
Herald/Vitesse Body Mounting Kit	£36.00
Rear overriders 703708/9	£75.00
Bonnet corner mouldings 706161/2	£36.00 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£60.00
Boot hinges	£36.00 pair
Door to glass outer weather strip	£12.00
Front suspension shim 122022	£1.80
Caliper repair kit inc pistons type 12	£30.00
Caliper repair kit inc pistons type 14	£30.00
Caliper repair kit inc pistons type 16P/16PB	£36.00
Recon exchange caliper type 12	£60.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£72.00
Brake pads type 12	£19.50 set
Brake pads type 14	£12.00 set
Brake pads type 16P/16PB	£15.00 set
Her/Vit Recon steering racks RHD (exchange)	£96.00
Track rod ends	£9.60 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£24.00
Herald 3 Syncro (exchange gearbox)	£480.00
Vitesse (exchange gearbox)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£720.00
Herald recon exchange drive shaft assembly	£240.00
Herald/Vitesse non rotoflex drive shaft	£90.00
Universal joint grease nipple type	£9.60
Herald voltage regulator Unipart GEU 6603	£30.00

**MANY ITEMS STOCKED
FROM NUTS AND BOLTS
TO BODY SHELLS**

**CALL NOW
01952 619585**

Herald new alternative distributor (exchange)	£60.00
Vitesse distributor cap GDC109	£18.00
Vitesse HT lead set	£18.00
13/60 HT lead set	£12.00
Herald oil filter GFE 119/150	£6.00
Spark plugs 1200/12.50 (set of 4)	£12.00
Vitesse 2 Litre clutch kit	£96.00
Clutch slave cylinder 13/60	£36.00
Boot catch 611225	£24.50

TR7

Early type bonnet (single bulge) WKC170	£150.00
Doors FHC WKC5286 LH	£420.00
Door skins YKC74 LH	£150.00
LH rear wing Coupe, original	£420.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£96.00
Window regulators XKC325 L/H only	£36.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£60.00
Petrol tank retaining strap TKC131	£12.00
Petrol tank	£360.00
Petrol tank sender TKC3408	£42.00
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£12.00
Gearbox 4 speed (exchange)	£600.00
Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£12.00
Front suspension strut gaiter UKC4981	£12.00
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£60.00
Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£18.00 pair
Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
Brake discs TKC780	£18.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Recon exchange brake caliper	£48.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£420.00
Jackshaft 215207	£240.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£12.00
Clutch kit TR8 Q/H	£150.00

STAG

Front suspension leg insert	£36.00
Track rod end GSJ157	£12.00
Gearbox (exchange)/Reconditioned	£600.00
Recon exchange J Type overdrive	£600.00
Rear shock absorbers	£20.00
Service exchange drive shaft 311914	£250.00
Recon rear hub assy (exchange)	£150.00
Recon Brake Calipers (exchange)	£72.00
Caliper seal kit inc pistons	£36.00
Set brake pads	£15.00 set
Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£180.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£90.00
Stag Mk II Rostyle wheel trim	£120.00 set

TR6

Recon steering rack (exchange)	£96.00
Front trunnion 142377/8	£48.00
Top ball joint GSJ131	£12.00
New Brake servo	£120.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£72.00
Brake pads early/late type	£15.00
Gearbox (exchange)	£600.00
Recon drive shaft assy (exchange)	£250.00
Recon rear hub assy (exchange)	£150.00
HT lead set	£18.00

SPITFIRE MK I & II & III

Nearside/offside front wings	£120.00 each
Front wing 'D' plate 706311/2	£24.00 each
Front outer wheel arch 903137/8	£90.00
Front inner wheel arch 706548/9	£90.00
Bonnet hinge tubes 811679/811680	£82.00 each
Hinge tube pivot bracket	£18.00
Side light mounting panel 907157/8	£96.00
Door skins	£98600
Battery box 806707	£36.00
Rear valance lamp panel 569900	£150.00
Boot lid 575787	£420.00
Dash top cover 714482	£72.00
Chrome bonnet catch 607663	£60.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.60
Gearbox 3 Syncro (exchange)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£540.00
Recon exchange brake caliper type 12	£60.00
Recon exchange brake caliper type 14	£48.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£8.40

SPITFIRE MK IV & 1500

Front wings 909663/4 PAT	£96.00
Front wheel arch outer 909351/2	£90.00
Front wheel arch inner 909797/8	£90.00
Headlamp support panel assembly 818871/2	£80.00
Front quarter valance 815391/2	£135.00
Door skins	£96.00
Sills non original. 903097/8	£84.00
Sill reinforcement panel 806634/5	£12.00
Inner sill 806638/9	£36.00
Front sill end plate 706422/3	£12.00
Half floor (deep pressing) 908900	£220.00
'A' post lower filler panel 706288/9	£90.00
Bonnet hinge pivot box RK6362/3	£96.00
Chassis front gusset 218526/7	£24.00
Bonnet hinge tube L/H-R/H 91107/8	£96.00
Rear wing non O.E.	£240.00
Rear wing front repair panel	£42.00
Rear wing rear repair panel	£36.00
Rear lamp panel 716182	£300.00
Rear valance 908970	£144.00
Boot floor	£230.00
Boot lid 911327	£675.00
Rear inner wheel arch 725563/4	£240.00
Rear outer wheel arch 909661/2	£150.00
Windscreen aperture drip channels	£24.00 pair
Hard top rear screen seal 911040	£72.00
H/ top seal roof/ door glass 716183/4	£12.00
Exterior door handle (black) YKC2837 LH only	£85.00
Front outriggers 209398/9	£60.00
S/steel tread plate finishers	£36.00 pair
Radiator support cradle TKC 1761	£90.00
Oil filter GFE119/150	£560.00
Heater valve 724021	£24.00
Front wheel bearing kit GHK1021	£15.00
Front shock absorber GSA364	£24.00
Front suspension vertical link	£150.00
Front suspension top ball joint GSJ155	£9.60
Stub axle UKC697	£90.00
Recon steering rack exchange	£96.00
Track rod end GSJ158	£9.60
Steering joint 142140/FAM1718	£42.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox exchange	£480.00
Recon exchange D Type O/D Mk IV	£600.00
Recon exchange J Type O/D Mk IV	£720.00
Recon exchange J Type O/D 1500	£600.00
Recon Exchange Diff	£540.00
Recon Exchange Diff (NCW&P)	£600.00
Rear wheel bearing kit GHK1029	£15.00
Early/late rear drive shaft	£90.00
Recon exchange drive shaft assembly	£240.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
Brake disc 208715 Drilled/Grooved	£48.00 pair

Caliper repair kit inc pistons type 14	£30.00
Handbrake cable end fork 104749	£3.60
Rear brake lever 123135	£8.00
Brake shoe set GBS749	£12.00
Clutch slave cylinder GSY103	£36.00
New distributor 1500 (exchange)	£72.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£12.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£48.00
Universal joint with grease nipple	£9.60
Dash top cover 815281	£72.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£4.00
Inertia seat belts less warning light wire	£85.00 pair
Inertia seat belts less sensor OE	£95.00 pair
Inertia seat belts less warning light wire Red	£85.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,650.00
Front wings Mk II 908113/4 (Surface Rust)	£150.00
Front wings Mk I 907154/5	£120.00
R/H front overrider Mk I 710717	£72.00
Boot floor carpet Mk I/II 810841	£36.00
Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Manifold banjo bolt 145155	£12.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox (exchange)	£480.00
Recon exchange D Type O/D	£600.00
Clutch kit	£96.00
Front suspension vertical link	£150.00
Front shock absorbers	£24.00
Track rod ends	£9.60
Rotoflex coupling 152273	£45.00
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotoflex GBS750	£19.50
Brake shoe non rotoflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£18.00
HT lead set	£18.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing R/H only 570195/6	£480.00
Mk I front panel (nose cone) 903258	£150.00
Mk II headlamp panel 575894/ZKC1972	£96.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£180.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£15.00
Rear centre bumper (estate) plain 576530	£150.00

Rear centre bumper (estate) for insert 917813	£150.00
Rear quarter bumper (saloon) plain 910158 LH	£96.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£36.00
Interior door knob 615888	£1.80
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£24.00
Boot carpet 728551	£36.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
Brake shoes Mk I (axle set)	£48.00
Brake shoes Mk II (axle set) GBS803	£21.50
Rear wheel cylinder GWC1205	£18.00
2.5PI Rostyle Wheel trims	£120.00 set

DOLOMITE RANGE

Toledo Static Seat Belts O.E	£48.00 pair
Front underrider XKC 83/84	£48.00 pair
Rear lamp assembly 1300 F.W.D. 211874	£36.00
Dolomite Rear lamp assembly R/H TKC938	£72.00
Rear screen rubber 913937	£48.00
Dolomite 1300/1500 new exchange distributor	£72.00
Dolomite 1300/1500 recon exch distributor	£60.00
Dolomite Sprint recon exch distributor early/late	£180.00
Set of HT leads 1300/1500	£12.00
Set of Sprint H.T. leads	£60.00
Oil filter 1300/1500 GFE119/150	£6.00
Sprint gearbox (exchange)	£600.00
Sprint clutch kit	£96.00
Gearbox exchange 1300/1500/18/50	£480.00
Gearbox exchange 18/50 3 rail	£480.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£96.00
Front subframe mounting cup washer 138626	£12.00
Recon steering rack (exchange)	£96.00
Track rod end	£9.60
Lower steering column joint FAM1718	£36.00
Front/Rear shock absorber (Dolo)	£36.00
Toledo front shock/spring assembly	£60.00
Anti-roll bar mount bracket 154868	£8.40
Anti-roll bar mount bracket 153669	£15.00
Dolo recon exchange caliper	£72.00
Brake pads Dolo/Toledo	£24.00
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£18.00
Sprint wheel cylinder GWC1121	£18.00
Tank sender 1500HL/1850HL/Sprint 215652	£42.00

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX

Telephone 01952 619585 / 620434

OPEN MONDAY-FRIDAY 9 am till 4.00pm. No Saturdays at moment.
PRICES INCLUSIVE OF VAT, Carriage extra.

Overseas orders outside of the EEC are not subject to VAT.

Please quote original part number if available. It will help us to help you.

Complete range of overdrives built by ex-Laycock engineer. POA

TRADE ENQUIRIES WELCOME

Prices correct at time of going to press

At the time of going to press we can supply most gearboxes, steering rack and diffs for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.
Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.

Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



Overdrive Overload

Hi Steve,
Been reading your articles on the 1500 O/D issues over the last issues of The Courier and thought the following might be of interest...

I have a 1975 1500 which was fitted with a 'J' type O/D in around 1993 by the previous owner, the original car being non-O/D (A John Kipping conversion kit). I bought the car in 2017 and the owner said that

drain hole in the bellhousing whenever parked front facing downhill. A scroll-seal problem, common on earlier cars which can result in low oil levels.

The O/D solenoid was being fed around 6 volts rather than the 12v which it was supposed to. I noticed that the outer insulating tape around the wiring loom had split at the point where it passes through the bulkhead near the fuse box. The uppermost wire was very burnt/overheated causing the insulation to split. This turned out to be the ignition coil resistor wire. I was lucky that the wire did not cause a full electrical fire. When the conversion kit was fitted the power to the OD solenoid had been taken from the feed (resistor wire) at the coil so this wire carried the power to the 6v coil once the engine had started, but also

to the OD solenoid, overloading it. I cut the ends off the resistor wire and replaced it with a separate ballast resistor and plain wire to the ignition switch which means that there is no 'hot' resistor wire running through the loom and the new solenoid gets 12v by taking its feed 'ahead' of the ballast resistor. (a future project may be to in-

Good Solenoid



occasionally the O/D would stop working and attributed that to low oil level. I noticed the O/D dropping out, usually when hot; summer driving at 70mph on the motorway for 10-20 miles for example. Examination did not necessarily reveal a low oil level in the gearbox/OD, but I did find the following...

The body of the solenoid was cracked - had a split in it. I considered that water / damp ingress might have compromised it if not already, possibly in the future.

The car spilt oil through the

crease the number of fuses and use of relays to help the electrical systems more generally.)

Further to this, the gearbox has now been fitted with a lip seal conversion, courtesy of Mike Papworth, so it no longer loses oil and does not need to be parked facing uphill, something which was

not always possible/convenient. Since the filler plug is also the level plug topping up the gearbox/OD is a bit of a pain as the car needs to be level. It can't be on ramps or jacked-up unless



Scroll Vs Rubber Seal

by all four wheels, or done though the inside of the car. (I have a hole and blanking plug in the gearbox cover but that still needs removal of trim as that is the least difficult option for me).

I now have a reliable OD and don't leave the occasional oil slick behind after parking up.

Best regards,

Pete Lambourne

Thanks Pete, its all useful info and I'll carry out some checks as soon as I get the differential back in (I'm carrying out some checks and adjustments to eliminate the whine at 50+ mph!) that's another story....

More OD advice/experience below...

Steve ,

I read your article in the June edition. Pete Lewis the area guy for Herts and Beds is very knowledgeable. My overdrive kept on coming out so we decided to take a look . The solenoid after giving it a good clean out was ok and you could hear it rattle which Pete said it's ok . We put it back , road test and still the same, Pete then asked me to hold the gearstick over to the right hand side in 3rd and 4th after it fell out, when I did this it went back into overdrive!

We then moved the inhibitor switch over and hey presto it hasn't fallen out yet , 4/5 test runs .

Cheers

Paul

Again thanks for the info, something else for me to investigate....could it be that simple? Sometimes it is - but generally not for me!

Little Red

Hi,

I saw your details in The Courier and thought it best to email.

I bought my Spitfire (Little Red) in November and have been replacing some of the more temperamental original parts. It runs sweetly but I have a concern about my rear wheel. I know the rear axle is slightly odd on Spitfires and that they have an awkward camber anyway but my rear left seems to lean out at the top more than I would expect, and more than the driver's side.

Do you have any advice or suggestion as to the possible cause?

Many thanks,

Hi Gary,

The first thing I would check is the drive shaft length.

It's unlikely but the left hand rear could have a shorter drive shaft fitted if it has been replaced at anytime. This will effec-



tively pull the bottom of the wheel in towards the vehicle. There were two drive shaft lengths, I think the MKIV had a shaft that was 1" shorter than the 1500. If a MKIV shaft has been fitted by mistake this could be the problem. As I say its unlikely but worth a check - measure both sides from the UJ to the end of the 'cone'. The MKIV is approximately 18.5" and the 1500 is 19.5".....hopefully they will both be the same length! If they are I would then check the following;

- Is the differential 'squarely' and correctly bolted in the chassis - are the front bushes/rubber mounts the same thickness etc
- Is the vertical link bent?
- Has the vertical link been tightened up whilst the wheel/vehicle was raised off the ground - if so loosen off the vertical link bolts, lower to the ground and tighten them up again to the correct torque
- Is the spring sagging or bent?
- Is the damper sticking/binding?
- Are some of the spring buttons missing in the leaf spring?

Once you have investigated the above and hopefully found the problem let me know and we can then work out the fix....

PS If anyone can add any additional comments/checks to the above please let me know or if I'm 'talking rubbish' I would also like to know. As I have said in previous Couriers - I'm not an 'expert' just old enough to have come across some of these issues before.

Good luck Gary and let us know what you discover.

Steve
25





The Four Cs Challenge

By Paul & Christina Girling

www.paulstriumphherald.co.uk/four-cs

Part two

As you might have gathered from last month's instalment, I'm not going to go too deeply into the actual journey. It would take more pages than Bern has allowed and we already have a fairly in-depth blog online. Rather, I'll try and portray the feelings and emotions we went through during our four weeks of travelling around the UK coast.

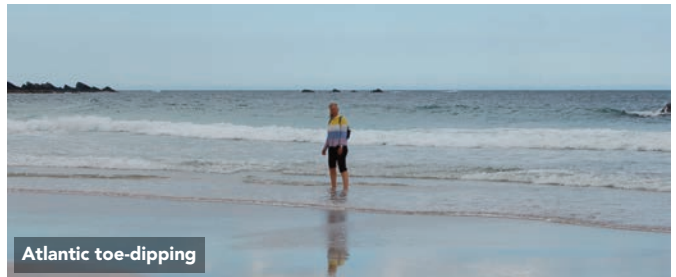
Our original plan was to visit various places of interest each day as we roughly followed the coast. This idea led to our worst moment on the second day. Just after going over the Queen Elizabeth bridge at Dartford we took a detour off the A2 to go through Gillingham to avoid going on the M2. This was a bad mistake as the road was full of potholes and played havoc with the Herald. Stopping at a lay-by for lunch, the rear wheels



Elie harbour



Command central - it's all in the planning



Atlantic toe-dipping

looked like an elephant had sat on the boot. My first thought was the rear spring had broken and the thought of failing so soon made us feel sick to the bottom of our stomachs.

To improve handling we

normally fill the car up to make it heavier but in an attempt to save the rear suspension we took all the tools out of the car and put them in the caravan. Our first priority at this point was getting to the campsite so



Just to show it wasn't always sunny



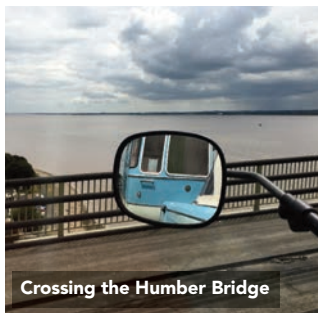
On top of the UK mainland - Dunnet Head

I could take a better look at the issue.

On getting to the campsite everything seemed to have resolved itself, but it did make us take stock of what we were doing and what was most important. The journey was to become a fully fledged challenge. While we still wanted to treat it as a holiday, our focus was now on looking after the car and trying to complete the trip. This would mean avoiding minor roads where possible, doing nothing that might jeopardise the health of the Herald. As it turned out we managed to stick within at least 10-20 miles of the coast but usually much closer than this, only going further inland to miss Exmoor, the Lake District and the North York Moors due to steep hills.

I suspect some of you will know that feeling that you get in the pit of your stomach and the slightly increased heart rate before heading off for a long trip in a Triumph. Even after four weeks of the trip I never got used to it. Will the car start? What problems will I come across during the day? Will she break down? What's that new noise I can hear? Is that burning smell coming from us? Combine this with the amount of concentration needed driving an old car, especially when you've got an old caravan tagged onto the back, and you might understand my levels of anxiety throughout the trip! It would have been so much easier with a modern car and caravan, but where's the fun in that?

We covered over 3,500 miles. Stayed on 16 different campsites, six driveways and had two nights of wild camping.



Crossing the Humber Bridge



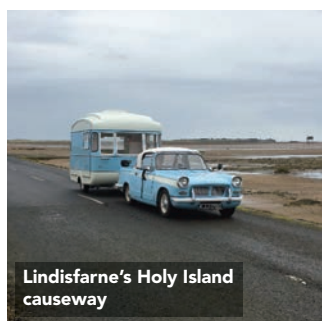
Obligatory snap at Skegness



A right good Triumph welcome from Di, Harry and Edward

We saw some amazing places and met some lovely people. And, in the process, have raised £1,500 for East Anglian Air Ambulance (so far). Our thanks for all the donations and offers of driveways, including those that we couldn't take up for various reasons.

Oh, and the Herald didn't miss a beat - you can do it in a Triumph!



Lindisfarne's Holy Island causeway



Back to Ness Point in Suffolk

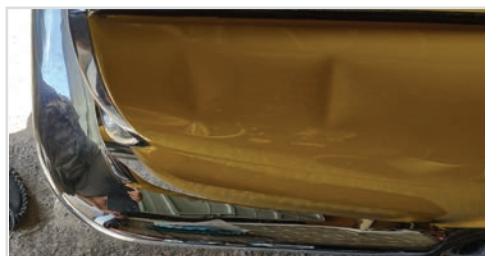


Mk1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

Every Little Helps But not this time!

I had a bit of an incident with my GT6 at a major Supermarket filling station in July, I'll not name them but the clue is in the title!

I was filling up the GT6 with fuel and the only pump available was on the opposite side to the filler cap, however, as the hoses are long and actually say they can be used on either side I went ahead to try and fill up with 99 Ron E5 Super Unleaded. As I stretched the hose across the car, there was a large bang, the diesel nozzle next to the Super Unleaded on the pump had come out of its holster and hit offside rear wing of my



Dented rear wing.



The offending pump and nozzle

car. On inspection it had created two nasty dents near the top of the wing.

I reported it to the filling station staff who con-

tacted the customer services manager from the store. She came out and said don't worry we'll put in a claim to get it fixed. She took my details and I went away convinced that the major Supermarket would pay for the damage. However, the following day I received a call from their head office stating that they were not liable as it would have been due to a previous customer not replacing the nozzle properly and therefore not their fault.

I was therefore left with a dented car and an expensive repair. I did call out a local paintless dent removal (PDR) company. I removed the interior trim and the rear light cluster and access to the inside of the dent was pretty good.



Trim removed for PDR access, I also removed the rear light cluster.

However the PDR guy did try and remove it but said it wasn't going to be possible as it was starting to crack the paint when he tried. So I'm now left with an expensive bodyshop repair and a re-spray of the wing.

I could in theory claim on my insurance, but I have an excess to pay and it would impact the premiums (even with protected NCB) on my GT6, my modern and as a named driver on my daughters car policy so 3 impacts that would be against my record for 3 years or so. Therefore it looks like I'll need to pay for the repairs myself.

Club Triumph and TR Drivers Club National Event at Gaydon

Back in July I attended the Club Triumph and TR Drivers Club National event at Gaydon. Even better the event also coincided with the excellent BL/BMC Day at the museum on the Sunday which had a huge attendance.

Both Club Triumph and the TRDC made the event entry free of charge to members who booked in advance including free entry to the British Motor Museum to encourage members to attend and just a charge for those who wished to camp.



Camping at Gaydon

There was a run out on the Saturday to the Cotswold Motor Museum at Bourton on the Water.



Prime position in Front of the Cotswold Motor Museum

With special parking reserved for 3 cars in front of the museum and my car was one of the chosen 3!



Club Triumph/TRDC National combined with the BL/BMC show

Other cars had to park a short walk away.



Syn City Rockers were the live enter- tainment with GT6 owner Mark Smith the guitarist on the left.

In the evening there was live music from the excellent Syn City Rockers (A Thin Lizzy and AC/DC covers band) which have GT6 owner Mark Smith as one of the lead guitarists.

On the Sunday there was a huge attendance at the BL/BMC show with Triumphs taking up a good 25% of the space.



My GT6 at the Show



Marks Smith's GT6 MK3 at Gaydon



TR Register Stand at Gaydon

I also took the free opportunity to look around the museum which does have a MK2 GT6 in the hall with archived exhibits.



GT6 MK 2 in the museum at Gaydon

Sir Jackie Stewart signed GT6 Picture

Neil Smith from Buckle, Moray in Scotland sent me a picture of his MK1 that he had recently had signed by Sir Jackie Stewart when he met him at Thirlestane Castle recently. Sir Jackie said **"Oh Very Nice"** when he signed the photo of Neil's car!.



Neil Smith's MK1 photo signed by Sir Jackie Stewart.

This was particularly interesting to me as I did some voluntary work in June working for Sir Jackie's charity **"Race Against Dementia"** at Goodwood Festival of Speed collecting donations. Sir Jackie was charging for autographs

there with the proceeds going to his charity, £100 for a signed poster or £250 for a signed miniature helmet. So Neil did well to get his autograph on the GT6 photo! I did get to see Sir Jackie but not to talk to as it was extremely busy when he visited the Race against dementia stand with long



Sir Jackie Stewart on his Race Against Dementia stand at Goodwood

queues for his autograph..

Sir Jackie started off the charity when his wife Lady Helen Stewart was diagnosed with Dementia. Lady Helen was Jackie's stopwatch: the love of his life and a razor-sharp mind that timed his laps to the millisecond. The woman who once kept Jackie at the top is now confronted by a disease currently with no cure. Her battle inspired Sir Jackie to create Race Against Dementia. Sir Jackie's charity is focussed on raising money to fund breakthrough and innovative dementia research. I felt very proud to be working for the great cause of the charity over the 4 days of the Festival of Speed.

From the Archives

With the sad news that the Stafford show had been cancelled here is a picture from 17 years ago showing what we missed.

Andy





RIMMER
BROS EST 1982

1982

40TH
ANNIVERSARY

2022



TR2-5 - TR6 - TR7 - TR8 - SPITFIRE - STAG
GT6 - 2000 - 2500 - 2.5Pi
DOLOMITE - SPRINT - HERALD - VITESSE

ALL THE **PARTS** YOU NEED

FROM THE SMALLEST
NUT & BOLT TO ENTIRE BODY
PANELS & EVERYTHING
IN-BETWEEN

QUALITY PARTS & ACCESSORIES

FAST & RELIABLE WORLDWIDE DELIVERY

EXTENSIVE WEBSITE

VAST STOCKS AT 100,000 SQ FT HQ

KNOWLEDGEABLE STAFF

FREE COMPREHENSIVE CATALOGUES

ASK US FOR A
FREE CATALOGUE

FOR ALL MODELS

PRICE MATCH

TRADE & WHOLESALE
ENQUIRIES WELCOME



WEB - www.rimmerbros.com

EMAIL - sales@rimmerbros.com

TEL - +44(0)1522 568000

SEE OUR
SOCIAL MEDIA



Rimmer Bros., Triumph House, Sleaford Road, Bracebridge Heath, Lincoln. LN4 2NA.

SPECIALS

ALL MODELS

TREVOR COLLETT specials@tssc.org.uk

Sheffield Born

This month I'm showing you two cars that are on the market as, or around the time, I write. The two cars, despite looking very different, do have a connection.

The first, UFK57K, is described in the catalogue as a 1971 Triumph Spitfire Kit Car. It was in the July auction of Letchworth Motor Auctions. The catalogue entry is quite brief:

"This vehicle began life as a yellow Spit-



new beige seats with matching violet piping, at a cost of £760, and yellow harnesses. Described as starting and running by the previous owner, we are unable to verify the exact mileage due to no MOT history on the vehicle or service history, but currently shows 14,227 miles - we assume since the rebuild - and comes with various invoices and bills for parts. Estimate £2,250 - £2,750."

fire; it was then converted into a "Caterham style" kit car and was used for hill climb events. Still registered as the original yellow Spitfire it retains the original engine, with twin carbs, and running gear. However, it now stands out in its metallic violet paint, brand

That doesn't tell us much... what further can I surmise, with just the World Wide Web to hand. It's interesting to me that the auction description states that this violet coloured, Lotus 7-styled car is still registered as a yellow Spitfire, as if this is a good thing. Checking DVLA online confirms this



is so, with a first registered date of October 1971. As I write, it is not

the car is now; it doesn't look much like a yellow Spitfire, does it? I'm not sure of the legal aspects of the clear error



taxed, but it has been recently, the last tax running out in April this year.

The description also mentions the car has no MOT history, and a check on the DVSA web site confirms this too. The MOT records on the internet go back to about 2006; so, on the face of it, this car has not been on the road, legally, until, presumably, its owner declared it MOT exempt following the rule change in 2018. This makes me a little suspicious. Was the car not used at all since 2006? Was it just used for hill climbs and events held entirely off public roads? Or has it been built since 2018 from a Spitfire that hadn't been on the road since at least 2006?

Of course, this potentially mysterious paperwork history doesn't mean the car cannot be legitimately roadworthy now. Following on from my article last month, if I was considering buying this car I would certainly insist it passed an MOT first.

There is also the issue of whether it legitimately qualifies for MOT exemption; as I said last month, it is my interpretation of the current rules that if the owner wishes to declare the car MOT exempt he or she needs to have evidence that the conversion from Spitfire to what the car is now was done more than 30 years ago.

I haven't yet got the question of what I haven't yet got the question of what with the registration document, something else I would advise any prospective buyer to sort out. So, what is it? With only the auction photos to go on, I would guess it is a **Locust**. I've written about the Triumph-based Locust kit car before, most recently in March 2019, it is one of the kits first made available back in the Eighties by **John Cowperthwaite of Sheffield**.

John Cowperthwaite was the man behind the Moss range of cars, which started with the Roadster and eventually included the **Malvern, the Mamba and the Monaco models**.

The Locust was not promoted as a Moss, it was sold under the company name JC Auto Patterns, and was not a kit in



Locust

the hitherto traditional sense. The potential Locust driver bought a set of patterns, which explained how to make the



body and how to attach it to the Triumph chassis. JC Auto Patterns only marketed the Locust plans for a short period, but rights passed on to various other companies, and further variants were created, moving away from Triumph mechanics to Ford parts.

I've no idea how many Triumph-based Locusts did get built, far less idea how many are on the road now, but I'm pretty sure it's few; I'd say the number of individual Triumph Locusts I've come across over the many years I've been interested in kit cars is less than ten, well less. I've included a picture of another Locust, RBY117F, and its engine bay, which is registered with DVLA as a Locust, and is taxed until October this year. I have to give photo credit to **Peter Wannop**; there is a website locust.org.uk that looks like it hasn't been updated for a while but is still a useful source of information on the history of Locust cars.

Going back to UFK57K, what would it be like to live with this car? Personally, I'd struggle with that colour! I suppose there is no legal requirement for a road car to have a windscreen or aero screens, but driving without either? A pair of goggles then. As I write, the auction date for the car is passed, but the auction house does not seem to publish results on its web site, so I don't know if the car sold or for how much. Perhaps a new owner will drag it around some car shows in the future, just look out for it by its registration,

as I don't expect it to stay violet.

One final point, do not confuse the Locust model with cars called Locost. Locost cars look very similar, but they evolved from the book written by **Ron Champion** called **"Build Your Own Sports Car For As Little As £250"**. Locost cars were not intended to be built on Herald/Spitfire chassis, or use Triumph mechanical parts, but in theory an enterprising

home builder could clothe a Triumph chassis in Locost body panels, though I've not come across one.

The second for sale car this month is the red TTE888H, and this is the seller's description:

"Rare JC Midge kit car, based on



Herald convertible. 1300cc engine. Needs recommissioning. Does run with fresh fuel. Seats need bolting down. Side screens appear to be off something else. Brake caliper seized. No battery. Nice easy project for summer. £3500."

I'm sure most of you know that the Midge was the first "build from



plans" car introduced by John Cowperthwaite under JC Auto Patterns; it was very successful and many hundreds, I reckon, Midge cars were built, with many still around on the road today.

TTE888H is, by coincidence, for sale in Yorkshire, I don't know how close to Sheffield. Checking its paperwork we can see that it is still described by DVSA as a Triumph Herald, its tax only expired on 31st July this year, and it also has no MOT history.

This, again, is a bit odd. If someone taxed it in July 2021 then he or she must have made a declaration that it was roadworthy, but why has it apparently never been MOT'd since electronic records began around 2006? Begs another legal question, to which I do not know the answer, if you own an old car that is free road tax and exempt from MOT but not in roadworthy condition (it could just be sitting in a barn or undergoing restoration) are you allowed to tax it?

Or should you SORN it?

Trevor

<https://www.instagram.com/heraldspecial/>

<https://www.facebook.com/trevor.collett.7140/>



Have you checked Yours?

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

GATES Ethanol Proof Fuel Hose

GBH14 1/4" Hose - *Fuel Pump to Carb to Carb*

GBH516 5/16" Hose - *Tank to Pipe to Pump*

£5.00 Per Half Metre P&P 0.5Kg

New Stainless Fuel Hose Clips

SSFCS Small 1/4" £1.00 Ea.

SSFCL Large 5/16" £1.00 Ea.





STAG

Ben Carney stag@tssc.org.uk

Stag Publications and other such articles....

Hello again, I hope you enjoyed the hot weather in July and drove your Stags many miles with the roof down?

It was with great sadness that I recently found out that an old Stag friend **Andy Simons** had passed away in June 2021. Andy had spent many hours, days, months and years researching and collating vast amounts of information about the Stag.

I had utilised Andy's site www.Stagbytriumph.co.uk many times in my role as Stag Secretary. I emailed Andy's wife Glynis Simons to give my condolences, and to say how many people valued and were so grateful for Andy's contribution for our knowledge of the Stag. Glynis had commented on the website that for Andy, the Stag website was 'a labour of love for him to be able to share his passion and knowledge with others', Glynis added that she was sure Andy would be delighted to know people are still able to access his work. Therefore, I am going to promote to you the fantastic Stag website and knowledge base www.Stagbytriumph.co.uk, created by Andy Simons, and ask you to share his work amongst other Stag owners.

The Triumph Stag Book Collection. (with a lot of help from Andy's website)

In my role as Club Archivist, I can be sometime found not looking at the cars at shows, but rummaging around at the bookstalls, looking at

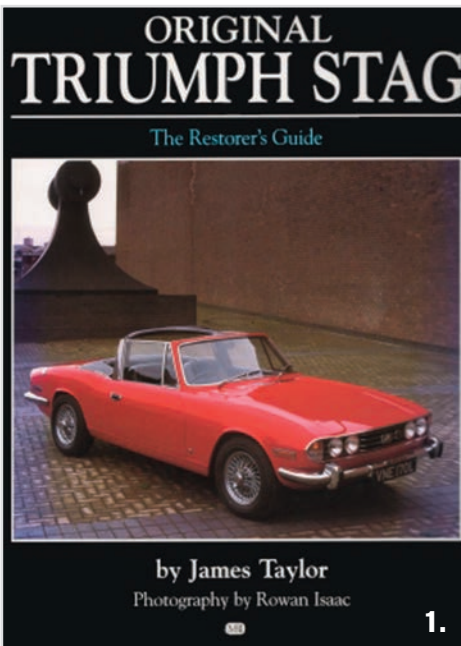
the printed material about various Triumph classics. Well, at a recent show I came across an old friend from the SOC, he was looking at a Stag Restoration Book (picture 1). 'That's your Stag', he commented, 'No, but the car was restored by the same chap who restored my Stag'.

I replied,

In fact the Stag on the cover of the book was one of the early Stags restored by the 'Stag restoration expert' who had undertaken the work on

my Stag (picture 2). I then recalled that the owner of this beautiful red Stag and myself had been asked to provide our cars for a wedding in Cheshire in 2009 (a SOC members daughters wedding). The Stag on the book cover was still immaculate many years after it had been restored.

I remember feeling very pleased that my Stag was from the same stable and would last a life-time!



On that way home from the wedding, I ran out of petrol, it rained heavily and the zip on my roof window broke! Hey ho!

Anyway, enough chatter, the bookstall had an excellent array of material for many Triumphs and obviously all the other classic marques. I made a list of the Stag books to check against the Clubs archive records. Some of the books are still in print and can be ordered from the Club shop, others are out of print, but available at shows and online sites. Here is a review of what I found.

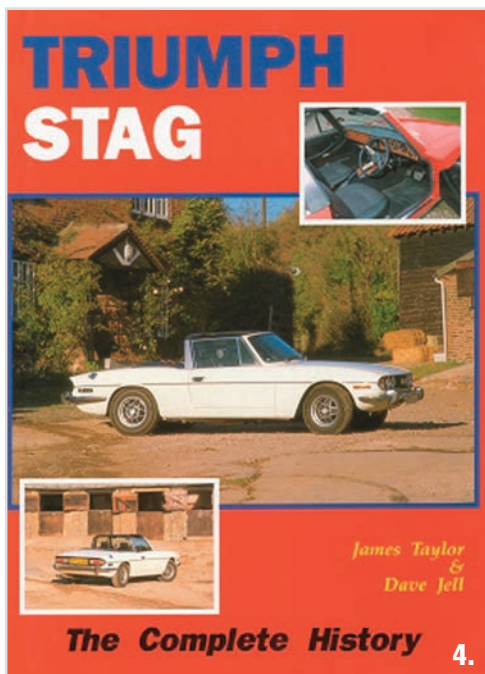
The author of the Restoration book in [Picture 1](#) is James Taylor, the publisher is MBI Publishing or (Bay View Books Limited) and it was published in 1999. It seems to be out of print, but is available as a used copy. It has 96 pages and is a hardback. The ISBN is 1 901432 24 6.



A second book by James Taylor ([picture 3](#)) is again out of print. It was published by the Haynes Publishing Group in 1983 as a hardback. Its ISBN is 0854293426.

Mr Taylor returned in 1993 with a further book in 1993 written with Dave Jell. ([picture 4](#)) that cover the 'Complete History' of the Stag. Again it is out of print, but was published by Windrow and Greene Automotive Ltd as a hardback. The ISBN being 1872004431.

The next book I found appears to still be in print. ([picture 5](#)) The Practical Classic and Car Restorer



'Triumph Stag Restoration'. Available from Kelsey Publishing Ltd in softback, it was first published in 1990. It covers issues including buying, bodywork restoration, engine rebuilds, gearbox and suspension overhaul, brakes, steering and hood



assembly, plus other aspects of car restoration.

The next book aims to cater for people looking to buy a Stag, The Essential Buyer's Guide (picture 6) by Norm Mort and Tony Fox is published by Veloce Publishing and was printed in 2009. The Amazon website claim the book looks at the Stag's history and evolution, it features and fit-



tings, the cars performance and problems. Also providing plenty of pictures of original cars and restored examples. The ISBN is 1845842707

There were a good few other Stag books available on various stalls around the show. Two books that proved interesting were both by an RM Clarke (who wrote many books on various marques) (pictures 7 and 8). These books were printed by Brooklands Books, and provided reprinted articles from the motoring press during the 1970' and 1980's. Again, there seem to be available as used copies.

I decided that, that was enough book hunting for one show and wandered off the view the cars. There were many beautiful examples on show, but of course I navigated back to the TSSC display, briefly stopping at the SOC stand.

I hope some of these books featured can help or even be an inspiration to you as you undertake restoration work. Obviously, as well as these books, there are many other publications and also there is a wealth of restoration expertise within the Club and many excellent restoration workshops that many of you engage to undertake restoration work. The combination of which, keeps our beautiful Stags on the road.

Well that's all for this month. Remember, please get in touch with your articles for publication in future issues.

Keep those V8's purring!

Ben

Have you
Filled in one of
these lately?

£20

For 2 Years
Peace of mind!
or £10.0 a Year!



POLICYHOLDER'S DETAILS

Insert Name of TSSC Insurance Company Here

Important: MUST BE COMPLETED (If Not a TSSC Insurance company then this is not an Agreed Valuation!)

Title (Mr/Mrs etc.) and first name(s) Surname
 * Membership No. /
 Address (Including Post Code) Post Code
 Daytime Tel. No. Evening Tel. No.
 Fax No. Email:
 * Must be completed with current TSSC membership number and expiry date to validate certificate.

VEHICLE DETAILS - MUST BE COMPLETED

Model & Mk	Reg Number	Body Type	Engine Size CC	Tick if 4x4 Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at Submission	Date of purchase (Year)	Purchase Price
Overall Conditions - CONOURS, A1+, A1/5 - Serviceable, P - Project									
Body	Paintwork	Chrome & Trim	Classics & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle Here	

CONOURS: This section to be filled in by a TSSC APPOINTED VALUER ONLY
 This condition will only apply to vehicles previously entered or being eligible for entry in Concours competition and evidence of entry may be required.

A1+ The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours.

A1/5 - SERVICEABLE The vehicle must be in excellent condition with bodywork/chassis mainly free from rust.

P - PROJECT The vehicle is usually in need of a full restoration of all its components.

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'
 This condition will only apply to vehicles previously entered or being eligible for entry in Concours competition and evidence of entry may be required.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Insurance Panel Company
 Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued for the members, or more realistic value will be set and you will be advised accordingly.
 In the event of a dispute, the Club valuer may request more information or a personal inspection.

What does Twenty pounds buy you nowadays?

A round of drinks down the pub with your friends? Steak and chips at the local? Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can "Value your car Yourself", then it IS NOT a TSSC "Backed"

Agreed Value policy.

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

For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers. You can of course supply a TSSC Valuation Form (Valid for 2 Years) and photographs by

Email or Post and we can value your pride and joy that way.

In all the years (30+), we have offered this service, when there has been a claim it has always been settled at the agreed value. With a TSSC backed agreed value you have the full backing of the TSSC as we are the ones who set the values.

So, don't delay, check your policy and see if you have an **TSSC SIGNED** agreed value form. (Remember **NO TSSC Backing** if not with a TSSC Insurance Panel Company)

If not request one from TSSC HQ on **01858 434424** email **info@tssc.org.uk** or Download and Print one from the Bottom of the **TSSC Website** The 'The Club' page.

www.tssc.org.uk/tssc/about.asp

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1/S	P - Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	4000	1500
	fhc & dhc	1959-61	948/4	12500	8000	5000	2000
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	1500
	fhc & dhc	1961-67	1147/4	14500	9500	6000	2000
	van & est	1961-67	1147/4	13500	7500	5500	2000
Herald 13/60	saloon	1967-71	1296/4	8500	6000	4500	1500
	dhc & est	1967-71	1296/4	14500	7500	5500	2000
Spitfire 4	sports	1962-64	1147/4	23000	18500	14000	4000
Spitfire II	sports	1965-67	1147/4	20000	17000	12000	4000
Spitfire III	sports	1967-70	1296/4	19000	15000	10000	2800
Spitfire IV	sports	1970-74	1296/4	12000	8000	4500	1500
Spitfire 1500	sports	1974-81	1493/4	15000	10000	6500	1500
GT6 MK1	fhc	1966-68	1998/6	25000	21000	15500	4500
GT6 Mk II	fhc	1968-70	1998/6	24000	19000	14000	4500
GT6 MkIII	fhc	1970-73	1998/6	21000	18000	13000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	19000	16000	12000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	2000
	dhc	1962-66	1596/6	12000	9000	7500	2000
Vitesse 2L Mk1 & Mk2	saloon	1966-71	1998/6	18000	12000	8500	2000
	dhc	1966-71	1998/6	22000	14500	10000	2500
Renown Roadster	saloon	1946-54	2088/4	13000	9500	7500	2000
	dhc	1946-49	2088/4	25500	20000	17000	8000
Mayflower	saloon	1950-53	1247/4	6000	4000	3000	1000
TR2	sports	1953-55	1991/4	35000	24500	15400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	4000
TR7	fhc	1976-82	1998/4	10000	7500	4000	1500
	dhc	1980-82	1998/4	12000	8500	5500	2000
TR8 (Factory/Grinall)	dhc	1980-81	3528/8	17000	10000	8000	3000
Stag	dhc	1970-77	2997/8	30000	20000	12000	3500
2000/2500S 2.5PI	sal/est	1963-77	1998/6	20000	12500	7000	2000
	sal/est	1968-77	2498/6	25000	15000	9000	2500
1300 & 1500 Toledo & Dolomite	saloon	1965-73	1296/4	5500	3000	2000	1000
Dolomite Sprint	saloon	1970-81	1493/4	6500	4500	3500	1000
	saloon	1973-81	1998/4	25000	14500	8000	2000
Acclaim	saloon	1981-84	1335/4	4500	3000	2000	1000
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	1000
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	5500	4500	1000
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	1000
	dhc	1968-70	1998/6	9000	6500	4500	1000

N.B. - Definitions (i.e. Concours, A1+, A1/S Serviceable, P Project/Rebuild, 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

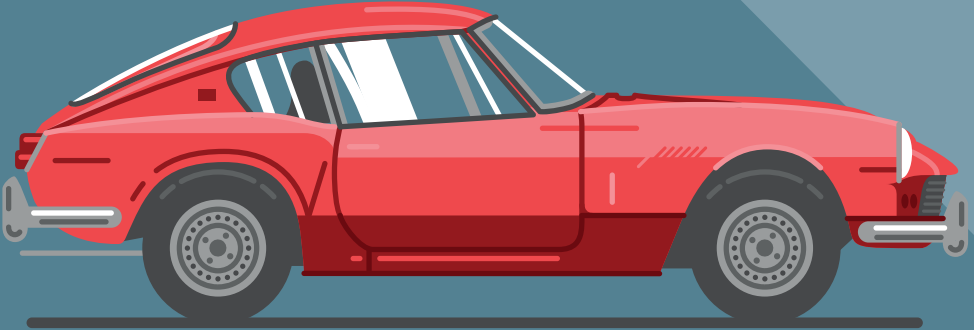
Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

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 01/01/2022

Insurance Partner



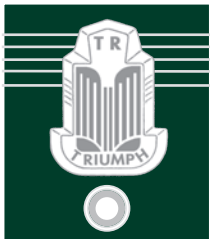
Triumph Insurance

Triumph Sports Six Club members can save money insuring with us

- + Agreed Value**
Guarantees the amount to be paid out for your vehicle in the case of a total loss claim
- ✓ Car Club Discount**
Enjoy a discount for being a TSSC member
- ✓ Unlimited Mileage**
This option is available on all TSSC club members Triumph cars
- ✓ Salvage Rights**
In the event of a total loss you will be able to retain the salvage of your Triumph
- ✓ Breakdown Cover**
Included on all our policies is UK and EU roadside assistance, including home start cover
- ✓ European Cover**
Up to 90 days of free EU cover available
- ✓ Multi-Vehicle Policies**
If we're already insuring a vehicle, then we can look to accommodate other vehicles you may have
- ✓ Plus more benefits**
Track day/rally cover, modification cover, misfuelling cover and more!

01455 639 000
classiclineinsurance.co.uk

classicline*
INSURANCE



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Trunnion Servicing

After fixing a broken vertical link on a fellow member's 13/60 I thought that I would check the notes that I keep about work and maintenance that I carry out on my TR4A to see when I had last maintained my 4A's trunnions.

I knew that I hadn't serviced them last year (2020), so it must have been the year before. Imagine my shock/horror when I found the last entry for trunnion service dated August 2018! I have serviced many other trunnions for other people since then and I am sure that I have done mine since then, but not according to my notes (perhaps I forgot to update my notes at the time, but I can't be sure). Anyway, the next day I drove my TR down to my unit, put it on my lift and used my recently fab-



My Car on the lift

wheel, then the brake caliper which I suspended from the top wishbone with a tie wrap to prevent



Wheels clear of the lift

ricated stand to lift the front wheels off the lift to start work.

I started with the N/S, removing the road



Tie Wrap supports Caliper

straining the brake line. With the tension taken off the front spring using a scissor jack I removed the wheel bearing grease cap, pulled out the hub retaining nut split pin, removed the nut and pulled the hub complete with brake disc off the



Scissor Jack relieves spring tension

stub axle and unbolted the top balljoint, which although looked a bit crusty, had no signs of wear and the rubber boot was in first class condition. The ten-year old Poly bushes in the top and bottom wishbones were also still as new! Next the steering stop bolt was removed along



Steering stop

with the steering arm (making sure that I didn't lose the 2 spacers) which then allowed me to screw out the vertical link from the brass trunnion. There was still some semi fluid grease (my preference as it is thicker than the recommended SAE90 oil, but doesn't go hard and block new grease from being pumped through the nipple if you are not carrying out a full ser-

vice) in the brass trunnion and no sign of any wear on the link or trunnion. I checked to see if the trun-



Trunnion pivots nicely

nion would pivot in the bottom wishbones and it did (so nothing seized there). The split pin was removed from the pivot bolt retaining nut, the nut removed and the pivot bolt was drawn out allowing the brass trunnion to be removed. The dust



Trunnion still retains lubrication

shields/end caps were then removed from the bush assemblies and the bushes were checked and found to be in perfect condition.

All the parts were cleaned. The trunnion was re installed with fresh grease and the nut tightened



to allow the trunnion to pivot, then a new split pin was inserted. I $\frac{3}{4}$ filled the brass trunnion with semi fluid grease and removed the oil nip-



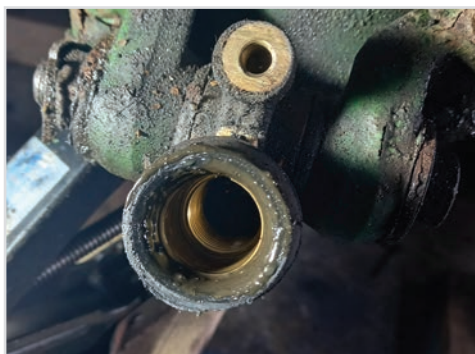
Trunnion re-fitted & Semi Fluid Grease added

ple from the vertical link so that with the seal fitted and the vertical link screwed in, excess grease was forced out through the nipple hole. I found that the brake caliper carrier fouled on the back of the trunnion and although at this point I was confident that the link was fully home (as it had screwed out without issue and as I had been the last person to assemble it prior to this service) I decided to take no chances and removed the carrier to ensure that the link was fully home and would turn full lock (this was the extreme movement of the rotation of the vertical link, the steering stop when installed would prevent this extreme movement). With this done



Oil nipple removed to allow semi fluid grease to flow through the trunnion

the steering stop was bolted onto the trunnion, the oil nipple re fitted and the brake caliper carrier, steering arm, dust shield and top balljoint all re installed using a coat of copper grease on the bolts and new nyloc nuts. Next, I cleaned the



Off side Trunnion still lubricated

wheel bearings and re greased them before re fitting the hub and disc assembly, again using a



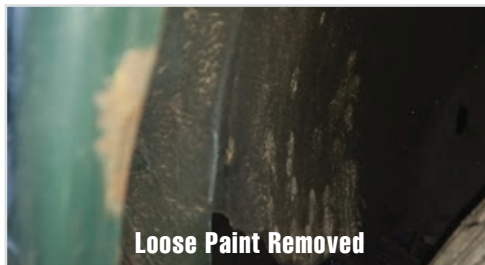
Trunnion pivot bolt required greasing

new split pin for the retaining nut. The grease cap was then fitted along with the brake caliper. Before fitting the roadwheel I gave the inside of the outer wing and the inner wing a good clean and a fresh coat of Waxoil underseal for future

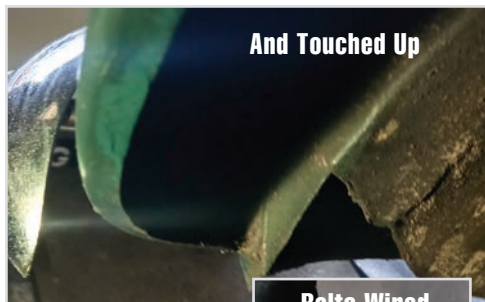


Looks like I caught this just in time!

protection. I also removed some flaking paint from the wheel arch lip and touched the areas up with some touch up paint.



Loose Paint Removed



And Touched Up

The above was then repeated on the O/S. No issues of wear were found in the top balljoint, vertical link or trunnion and bushes. So, for the cost of a handful of nyloc nuts, 4 split pins, a small amount of copper



Bolts Wired

grease, a few fluid ounces of semi fluid grease a small amount of grease and some Waxoil under-seal, the front suspension of my TR4A should be good until next years maintenance (I'll put a reminder in my Outlook calendar!).

Every 4 years or 1, my trunnions are done!

Bern

TR4A For sale

An email arrived from club member Marilyn, who has decided that her TR4A needs a new home. The following description is in the lady's own words. If anyone is interested contact me and I will put you in touch.



I previously contacted you when I was considering selling the classic TR I have as I'm not confident enough to drive it now. I have attached photos and would appreciate it if you know anyone that you think may be interested putting them in touch with me, the car has just been MOT d and has only done about 100mls in last 3 years. However, it has been run regularly and stored securely. My husband purchased it after it had been totally restored around 2004 after he passed away in 2014 ownership was transferred to me. It is Wedgewood Blue in colour with a Surrey top, but also has a navy-blue mohair soft top, the original seats have been replaced by sports type for comfort and style I have all documents from the original restoration and receipts for everything purchased for it ie. wire wheels, hood and parts. As I am on my own, I am a bit nervous of private sales as I have heard so many tales of people being conned, monetarily or even having their car driven away. So, if you do know of anyone genuinely interested but not a dealer, I would greatly appreciate you contacting me, many thanks.

Regards

Marilyn Sagggers.



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Equipe Weekend 22

It was a great shame that Stafford had to be cancelled, in due course we will no doubt hear more, but I understand that bookings were well down on last year and the Clubs could not take the risk of going ahead.

The cost of putting on these events is significant, and unlike Classic Car Shows where we are the 'exhibit' and the public pays to attend, for purely Club events the attendees need to cover the costs. Let's hope that next year is better with the 60th Anniversary of the Equipe – oh and the small matter of 100 years of Triumph, which I hope does not get too overshadowed by the Equipe anniversary!

Fortunately we have the **Equipe Weekend** to look forward to this summer, the plans for this are now in place. We will be starting at 2.30pm on **Friday 2nd September** with a boat trip on a



replica Thames Launch, from Lechlade and then going on to the RAU at Cirencester where we will be staying.

On Saturday we will be going to the Cotswold Motoring Museum at Bourton-on-the-Water in



the morning, followed by a Train Trip from Todington to Broadway and back in the afternoon, and then returning to the RAU for Dinner.

On Sunday we will once again be heading northwards to Moreton-in-Marsh where we will be visiting the Wellington Aviation Museum and then, depending on people's plans, perhaps stop at a pub for lunch before heading off for home.



Anyone is welcome to join us – with or without a Bond. If you wish to please let me know so we can try and get you booked in on the visits – surprises are also good!

I will, I am sure, be reporting on how the event goes next month. For next year I am proposing that we go north to Preston so we can call in on the cars' birthplace – is there anyone nearby who could help with organising this?



Car for Sale

This year I have not been able to use the Equipes as much as I would like, due to time constraints, hopefully I will be better organised next year – miracles might happen!

I have heard from **Mike Carter** that he is selling his red Convertible, no double to give him more time with the MK 1 Coupe which he resprayed ear-

lier this year (see May 2022 Courier). Mike's car is currently on ebay so may well have sold by the time this comes out.

The car was featured in the October 2019 Courier complete with the hard top which Mike had made.

Guy



MK1 Coupe

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

11-13 NOVEMBER 2022 | NEC BIRMINGHAM



With
discovery+

3000
CLASSIC
CARS

THE UK'S
LARGEST
INDOOR
AUTO
JUMBLE

300
CLASSIC
VEHICLE
CLUBS

TO BOOK TICKETS



SCAN ME

PLUS DRIVING EXPERIENCES, MOTORING CELEBRITIES, COMPETITION DISPLAYS AND MUCH, MUCH MORE!



EXCLUSIVE £4 DISCOUNT ON ADULT DAY TICKETS WITH YOUR CLUB CODE*: **N22CC137**

Headline Sponsor



Official Show Partners



Detailing Partner



Lubricant Partner



*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight on Thursday 10 November 2022. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information: www.necclassicismotorshow.com/tickets.



PART OF THE FAMILY

We arrange specialist car insurance
for your pride and joy

Up to 25% discount for club members
UK Based Call Centre • Multi-Vehicle Policies Available
Two Year Agreed Value Available • Limited Mileage Discount
And lots more!



Sharing your passion for over 35 years

01480 400 763



Trustpilot



January 2022



Headline Sponsor

Lancaster Insurance Services is a trading name of Insurance Factory Limited
who are authorised and regulated by the Financial Conduct Authority



INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE
international-liaison@tssc.org.uk

France, Italy & Le Mans

You may remember a while ago that we reported the sad news that Victor Thompson - our Country Contact for France - and his wife Vivienne, had suffered a fire that badly damaged their home and destroyed their Triumphs.

We are pleased to be able to tell you that Victor has now written to tell us that they have now found a house that they hope will be theirs by the time you read this.

Impressively, the house has an 80 square metre garage and separate workshop so hopefully they can begin to get things back to normal very soon.

Victor has also sent us this following report:

Hello from France,

Bonjour à tous de France

It's been great to see from the Courier how life is resuming for everyone. I thought I'd forward a few lines to let you know how things are developing here in France. Activities are becoming more plentiful both in terms of local classic car group activities and more formal activities.

For example reasonably close to me in the Val de Vienne is the Circuit Val de Vienne, a very impressive race circuit that does a range of activities from track days to full on race events and special events for example they recently held a Ferrari event for all enthusiasts for

charity which is a very successful annual event, and in September they hold a classic car racing event.

I recently was able to offer some assistance to members Chris and Rachael Stoddard who had planned an impressive motoring holiday involving some areas in my area of France. I'm sure it went well, but it is a standing offer to all planning to visit France. If you need any help or suggestions I'm always happy to assist if possible, though do bear in mind France is a very big country and I'm no expert.

We recently had a short break in Normandy shortly after the D Day anniversary. We stayed in Sainte Mere Eglise (first Town to be liberated). I've never seen so many French pretending to be American GI's. This is where American Airborne trooper John Steel's parachute got hung up on the church tower. A mannequin is hanging from a parachute on the church to

mark the event. I was very lucky to get a photograph near the Airborne museum of a Jeep with the Church in the background.

Whilst in Normandy, near Avranches I came across a very nice Dolomite Sprint, sadly I didn't get the chance to speak to the owner. Whilst there we managed to visit the new British D Day Memorial at Ver Sur Mer, this is a truly moving and respectful tribute to the memory of our Forces involved in the momentous





events of 1944. If you are planning to visit France, you can't do much better than come here, beautiful and steeped in history.

Closer to home I was put in touch with a fellow Triumph enthusiast **Paul Richfield** who is a little south of me in the Vienne. He has a Stag and I



was told he would appreciate a visit, so I made contact and called to see him. His is an interesting car, built for export, he still has the original registration plates, it was exported to the South of France.

He came across it forlorn, close to the coast, it belonged to a wealthy French classic car enthusiast who seemed to have lost interest in it.

He bought it as a rebuild project, though it did appear to be in a solid condition. He has mod-

ified the engine having fitted a weber carburettor, and electric water pump, with digital readout in the car and has rebuilt the engine to a very high standard indeed.

He started the engine for me and I have rarely heard a Stag engine sounding so sweet, a real credit to him.

It's left hand drive and although there are quite a few cosmetic things to finish on the whole a very nice example. Due to personal reasons he is thinking of selling the car, so if anyone would like details please let me know.

The weather has recently been very hot but is now a much more comfortable temperature for convertible motoring, hope you have a good summer and once again if I can help anyone visiting or considering moving to France please don't hesitate to contact me.

All the best

Victor Thompson,

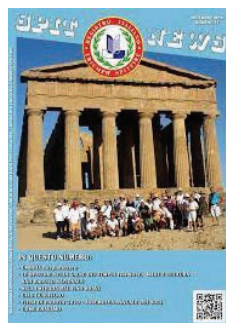
International Contact France
(Poitou Charentes)

Triumph Spitfire meetings in Italy

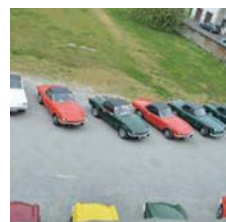
Pietro Noe, our Italian contact, kindly sent us this report:

Usually before the pandemic times our club, the **Registro Italiano Triumph Spitfire**, organised 7, sometimes 8, meetings every year. Now, after cruel and bad

Le Spitfire... dei Miracoli
2-3 APRILE RADUNO R.I.T.S. IN TOSCANA
RADUNO TURISTICO ORGANIZZATO IN PROVINCIA DI PISA



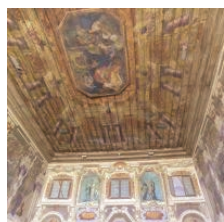
hours, luckily we are slowly coming back to past... We opened this season with Pisa and his famous tower (our guide



Lello Nasta), and on Saturday we visited Livorno, Romito, the old race cars circuit of Montenero and the pine forest of Calambrone. Sunday a tour along Lungarni and their historical walls, Cavalieri and Miracoli squares and the wonderful cathedral.

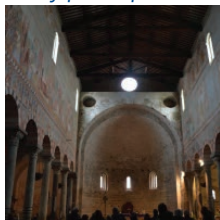
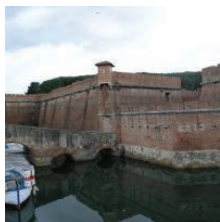
This was first days of April, then, 3 weeks after, we've made a round-up in Caravaggio: the sanctuary, the Visconti building in Brignano and Visconti Castle in Pagazzano. A visit to Crespi Village followed, and to Pandino Castle, everything really interesting and magnificently organized by Giovanna Riva, who gave to our reunion a great amount of cultural nurture and knowledge. But of amusement too, with the Spit game" (the name chosen for the meeting) moment with a test of skill and ability for every participant.

And we are arrived at the middle of May, the third appointment is in the Marche at Macerata with our hosts Enrico and Antonella Domizi, two real exquisite persons. Here we visited the medieval



village of S. Vittore Terme and his abbey on Saturday morning and in the afternoon the famous Frassassi's caves. Sunday instead we treated ourselves to the Paper and Watermark Museum in Fabriano, where it all began - the story of the invention of the paper - in 1264, and the town is for this reason regarded as unique in the world.

At the beginning of June we are headin' for Puglia! A very long trip for many of us, but it's worth the voyage, like in the past the Tremiti islands with a breathtaking landscapes and a nature of stunning beauty. Alessandro Morello welcomed us on



thursday and in four days we visited Gallipoli and her island, Lecce by night, Otranto with the majestic cathedral, an oil mill and the village of San Cataldo. A very wonderful the Puglia, land with glimpses of millenary history and and a really fantastic sea ready to enjoy...

The last round-up before this hot summer is a truly different thing, the organiser Carlo Penso - who has successfully made other meetings in Veneto and Trentino - has planned a great drive along with the D'Andraz castle, Auronzo di Cadore and the local Papa museum, Misurina lake with a sight to the famous Tre Cime di Lavaredo. More, the museum of orologeria at Prato Carnico, the Giau pass, Selva di Cadore with his Museo Cazzetta, Forno di Zoldo, Civiana di Cadore and the beautiful typical murales.

In September two other reunions for the crazy Spitfire fans, one in Campania and the other in Piemonte. A very busy year so far...

An amazingly busy report - thank you Pietro - and good to see Spitfires out and really being used to the full.

If you're heading out and about - alone or in a group - do please send us a few words and pictures to share with Courier readers at tssc.international@gmail.com and we'll do the rest!



Finally this month, **Stefan**, our Belgian Country Contact, sent us a few pictures from Le Mans, and

we couldn't resist including these ones!



Stay safe - and keep enjoying your Triumphs

Jess & John

PRACTICAL CLASSICS SEPT ISSUE ON SALE NOW!



This month, we hit the road in the classics owned by our parents and present a restored **Mk1 VW Golf**, a unique Triumph engined '**MGB GT6**' and essential guides to the **Volvo 300** and **Range Rover**. Plus, a road trip to Scotland in cheap classics and in-depth tips from the **PC workshop** including how to fix **Triumph trunnions** and the sliding doors on a **VW camper**.



ALSO AVAILABLE DIGITALLY

TOP TECH

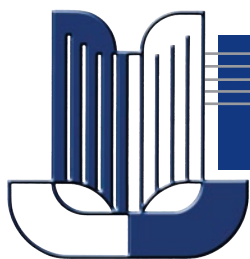


FEATURES



SAGAS





TRIUMPH
SPORTS SIX
CLUB

AREA SHOWTIME

e-mail: courier@tssc.org.uk

Le Mans Classic 2022

by Stefan Graham - TSSC Worcester Area

It seems like we've been waiting for such a long time, some more than others, to go and now it's all over and just the memories to keep and with real relief to some, of my voice loss.

We started by meeting at the Air Balloon with Andy itching to get going and thankfully everyone arrived early. We left a few minutes early and passed one of our group travelling westbound who was supposed to meet us at Cirencester Services along with a few more cars but couldn't get off the A419 westbound. We then headed out after the essential comfort breaks for the longer part down to Chieveley Services (A34) for another

comfort break and the handing out of the ticket packages and finally the last leg to Portsmouth, well Southsea in some of the rush hour traffic and the Beach Cafe for take-

away fish and chips (they were very nice). They didn't expect 29 people to suddenly turn up but were only too obliging. Good crossing and relatively smooth, although it seemed like an eternity going through passport control (twice in the UK and once in France!) arriving in Caen at 6.15/6.30 local time.

We made a stop in Falaise for coffee and something to eat. Richard of course had to make a mess. Unfortunately we then had to wait a while as Brian and Jo's lovely Spitfire had to be recovered. Luckily though there were spare seats in Jane's car so they were able to continue with the weekend. We then headed for southward only for the heavens to open on the outskirts of Le Mans, whereupon Richard did his impression of Mary Poppins and



his umbrella turned inside out. Oh the joy of travelling in an air conditioned Ford Focus (Thanks Costa). Once there though, it soon warmed up and it was warm work erecting the tents. Most people seemed to relax apart from Chef Andy and his crew as they prepared a lovely BBQ later which was enjoyed with salad, beer and wine.



Saturday and the forecast was for more sun and the high 80s, but the racing still continued although delays were inevitable with 'Little Le Mans' going out around 4. Lovely to see the youngsters in their little replicas keeping the interest alive in the next generation. Costa, Jo and Brian went to collect their hampers near the Aston Martin en-

Friday and a group went on the tram into Le Mans, which was mainly drink and food orientated (what a surprise!) – lovely 2 course lunch followed by another ice cream parlour and a wander around the old town and viewing the Cathedral. The weather was starting to warm up, low 80s and sunny. Chef Andy was busy again in the evening with Sarah, Vicky, Marcus, Jo and Tracey lending a hand (Sorry if I've missed anyone else who lent a hand).

Practice racing and club parades continued into the early hours with most of us going out of Tetre Rouge to have a look and take some photos/videos.

closure. We sat at a table to have our lunch, only to be interrupted by a French lady who got quite irate as we didn't understand her and she told us to squeeze up and then stomped off in a huff!

On Sunday, Costa and I went down into the Le Mans village to have look around the various



outlets and some of the paddocks. Again, the weather was warm (mid 80s) with a few clouds. I wasn't sure if I would be going again and I had exchanged too much Sterling into Euros so I thought I would have a little retail therapy rather than loosing out on the buy back at a much lower rate. Managed to find a few things I liked, and at the prices I liked before meeting Vicky and co. Explained I had got my mortgage through to buy these things. Vicky looked in the bag and commented. "Blimey, you have got a 2nd mortgage". Some of the prices were a bit silly but they know they have a captive market. Sunday evening saw several of the group head out to Le Mans, Mulsanne and Arnage for their evening meal whilst the rest of us indulged in something from the food truck in the TSSC enclosure and relaxing under the Coleman shelter.

Finally, and unfortunately, Monday arrived and the packing up process began with the intended 10 am start for the journey back to Caen. Again, the weather was lovely, sunny with a few clouds and the low 80s. At least it was dry to pack up tents. Phew, normally manage to have a wet tent when camping, either from rain in the night or tipping down when I'm packing up! We all managed to finish ahead of time so it gave us a little time to stop in Alecon at a Tarterie (Du Pain &

places that were open were very busy. We found a Boulangerie and baguettes were purchased and a grassy garden to sit and eat. From here, Costa and I took a rather scenic route, trying to follow the twins in their Spit6 although we lost them when they put the pedal to metal, going through some lovely villages before getting back on the proper route near St. Sylvain (I thought that was most appropriate). We were surrounded by fields of corn, sweetcorn and sunflowers which made the experience all the more enjoyable until we saw a holdup on the Caen ring road with a 30 minute delay.

Luckily we got through in time and headed for the ferry port only to be kept waiting to board (last but one car to be loaded despite arriving some 40 minutes before some others) – didn't seem to be any logic to the loading process!

Another good crossing although delayed by about an hour and after having something to eat found some of the others in the lounge engaged in a quiz. Team 37 won – namely, Sarah, Andy, Vicky and Marcus, followed up later by music Bingo which Marcus won – His prize – a lovely plastic tiara!

Got into Portsmouth around 9.45 pm only to find our route home closed, so a little diversion around Southampton, but we soon got going to find another road closure north of Swindon. However, this didn't bother Costa and we got to his around 1.30 am. I unloaded/loaded my car and set off, only having a stop at Strensham for essential comfort stops and finally arriving home at 3 am, by which time I am sure most of the group were probably tucked up in bed.

However, the overall feeling was a very enjoyable weekend with the weather being lovely and the company even better still. Secondly, in case you missed it, the weekend was about the racing of iconic classic cars, although, reading through, it seems more like a weekend of eating and drinking.

Well, we were all on holiday and enjoying ourselves.

Finally, I hope I haven't offended anyone with this article and accompanying pictures.

My sincere apologies if I have.

See you all soon.



Des Mains) – the choice being very extensive but I was unable to resist the Macaroon with raspberry and cream filling, like Richard above.]We stopped again in Falaise for Lunch, but being Monday the shops were closed and eating

Powderham Show 2022

by Sue Franklin Devon Area Organiser

It was good to be back at Powderham after a Covid-19 break of 2 years.

Despite a hike in entry and camping prices, we had entries for 41 cars on the TSSC Devon Area stand.

Of these, 29 exhibited on Saturday and 27 on Sunday.

This is the largest show in Devon and always busy for us as AOs showcasing the best of



the TSSC, fielding queries and meeting and greeting over the two days. North Devon AOs Darren and Andy came along to support and give us a little much needed respite.



We welcomed members from Wales, Bristol and Somerset, as well as our own Devon members and even managed to do a couple of insurance valuations over the weekend. Both days were spent talking non stop to members and prospective



members, and we were delighted to see some of these at our July Club Night, being our first back at the Star Inn at Liverton. Cars on show included a range of Heralds, Vitesses, Spitfires,

mainly 1500s, one GT6, 2 Acc-claims, one Dolomite Sprint, and for the first time as many as





five large saloons which are growing in popularity amongst our members.

For those with time to look around (!), there were loads of immaculate steam engines and commercial vehicles as well as many Car Club stands to see.

Ample catering on site, live music on Saturday night and a wonderful atmosphere.





Derek 'Giles Gems'

KEEPING IT 'EFFICIENT'

PART 1

This month History repeats itself with Derek looking at the cost of Fuel and the Introduction of Ethanol Petrol back in 2008!

Bern ed.

WITH UNLEADED NOW
OVER £1 A LITRE
I WOULD GUESS WE ARE
'ALL' LOOKING AT WAYS
OF CUTTING DOWN ON
RUNNING COSTS

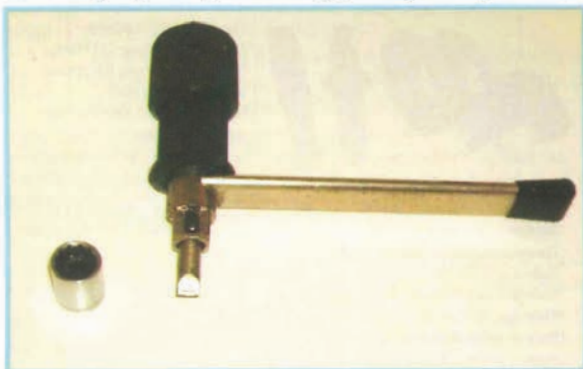
The most obvious is to use our cars less, but surely that defeats the object of enjoying what is after all, an escape from everyday life!! The less we use our cars the more they will fade into the background and eventually become a burden!

There is no 'all encompassing' solution to this **BUT** if we make sure our cars are as efficient as possible then we may be able to lessen the impact of our indulgence. I am advocating proactive/preventative maintenance! Assuming you do your own servicing, here are some tips to help keep

your car in good efficient working order. The areas to concentrate on are - **Driving style - Engine and cooling - Lubrication - Tyres - Ignition - Brakes - Fuel system!**

Now I can't change your driving style, so it is sufficient to say the smoother and less aggressive you are the less fuel you use!

So let's start with engine, just because it's a high mileage/tired engine does not mean it should be treated any different to one with less wear and tear! There are simple things that can be done to help, such as, correct tappet adjustment. Even a couple of thou difference will not only make for a quieter engine but should also add to the efficiency! With a cold engine, work to the rule of 9 (No 1 valve fully open-adjust No 8 and so on) and set them at 10 thou. This can be a fiddly job involving a spanner a screwdriver and a feeler gauge or if you are lucky you may have (photo 1) a



click-adjust which combines all 3 and is worth every penny, if you can get one!

Next make sure you have the correct thermostat (82dg) and it is working! If you run on unleaded the engine will run hotter anyway, so don't be tempted to use the 88dg Spitfire stat! At this stage I would also check the radiator cap and if in doubt fit a new 13lb one. It is also a good idea to flush out the system, including the heater!

Finally on the cooling side adjust the fan belt as this not only keeps the coolant circulating properly but also keeps the charging system up to scratch!

'Giles Gems'

Lubrication is next (see photo 2 for grades required) as this not only helps things run smoothly it also

change, just my preference! The gearbox and diff also require the correct oil (hypoy 80/90) to GL4 spec. Again keep them topped up so that you not only get full lubrication but also keep the components cool! This is the same oil (not grease) that is used in the all important front trunnions every 3000mls. The final major lubricant we use of course is lithium based grease. It is pumped into the steering rack and rear wheel bearings at the same 3000ml interval as we oil the trunnions. It is also used in the front wheel bearings, which are usually repacked only when new bearings are fitted. I would suggest it is better to check this every



helps control temperature! For the engine make sure you use the correct (20/50) grade and it is always up to the mark! Modern/Synthetic oils may be good for your Euro-box but classics require something more sympathetic! The brand of oil is up to you but I would recommend a well established name as these have all the right additives and cleaning agents. I must admit, that for over 40yrs, I have used Duckhams 20/50 with a twist, as I add a tin of STP at each (5000 mile) oil

10,000mls and top it up; grease contains water and so eventually breaks down. Better to get greasy than have a bearing failure!

Tyres can have a big bearing on efficiency, as of course, they work by creating friction between the road and the tread and friction is what we try to avoid elsewhere! The 13/60 was originally fitted with 5-20x13 cross ply tyres so the pressures indicated in the handbook (21F-24R) may not be relevant if you have radials fitted. It may be worth experimenting with pressures to find a setting that gives the best compromise between road feel and comfort. My car runs on 165/70x13's on 5J alloys inflated to 20lb front and 26lb for the rear, not much different I know but is comfortable and handles well! That's enough to be going on with for now. I will cover the rest next month!

Finally for those of you who went to the Shepton show, yes the Avon stand theme (R-uddy A-wful F-ebruary) did change, something to do with the squadron scrambling to take off!! Cheers for now,

Derek



clubshop@ www.tssc.org.uk
Tel. 01858 434424
e-mail: clubshop@tssc.org.uk
THE TSSC CLUB SHOP
E-MAIL
clubshop@tssc.org.uk

20%

OFF R.R.P.!
TSSC Members
Discount

★ **SECURE ONLINE ORDERING**
★ **ORDER CONFIRMATION**
VIA E-MAIL

Insurance Panel

Footman James
0333 207 6080
www.footmanjames.co.uk

Lancaster Insurance
01480 400763
www.lancasterinsurance.co.uk/tssc

Peter James
0330 124 9539
www.peterjamesinsurance.co.uk

Classicline Insurance
01455 639 000
www.classiclineinsurance.co.uk



FUEL & SERVICE

PART 2

FIRSTLY AN UPDATE ON THE INTRODUCTION OF BIO-ETHANOL IN UNLEADED PETROL.

According to the FBHVC (Federation of British Historic Vehicle Clubs) the introduction of a low percentage of bio-ethanol, should **NOT** have a detrimental effect on our cars! But their information is unfortunately not finite and therefore we should all still monitor what effects, if any, we notice.

On the other hand if you intend to run your newer/modern car on pure bio-fuel, be it a diesel or petrol engine model, the latest information suggests that cars manufactured as **LATE** as 2000 could have problems! Again not finite, but well worth bearing in mind should you choose to go down this route! The main thing to

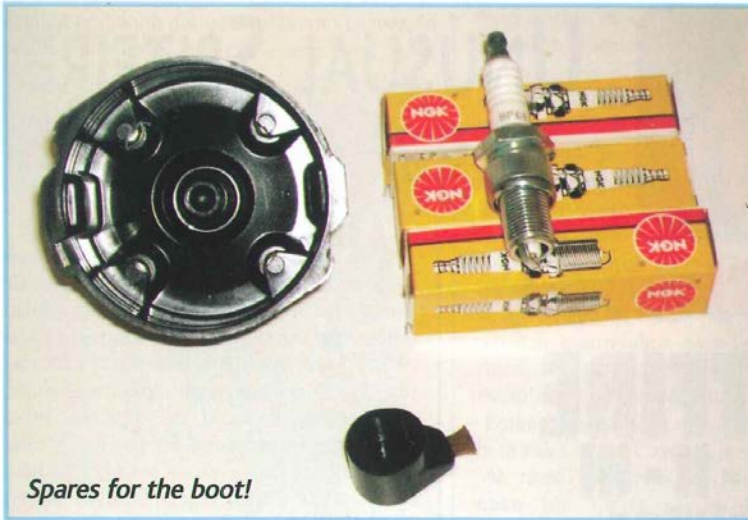
remember is the specification for classic cars, you should be looking for either ***E5 or E10*** blends!! The racing boys will have an even harder time if they want to use the higher grades, as it seems they will have to replace their tanks and all the rubber seals, but I guess that's another story!

I am sure more will emerge during the next few months, so keep your eye on the press and my rantings!

Back on the main drift of last month, we had reached the carburettor. At this stage you would expect me to talk about its adjustment and set up. At this moment just reconnect the fuel line prime the system and check for leaks, it is **NO** good adjusting the carb until the ignition is in tip top condition, which is where I am going now!

Our cars were fitted with a Lucas 25D4 distributor (common to other BL models) and parts are still quite readily available over the counter! So what do we need? A set of points*, condenser*, rotor arm* (preferably Lucas*) and a set of plugs should suffice at this stage. (Although if you want to go the whole hog you can also replace the distributor cap and plug leads!) There are other makes around, but with many horror stories of poor quality and failure, I feel they are not worth the risk! Plugs on the other hand are a more personal choice (I have used NGK for over 30yrs) so stick with what you know as long as they are the equivalent of Champion N-9Y. The Photo shows some items to carry as spares in the boot! Add to this points and condenser (I have electronic ignition so don't need them) and this should cover you for a breakdown!

Assuming there are no major problems with the timing (I will deal with this in final adjustments next time), start with the plugs set the gap to 25 thou and screw them into the head, hand tight + $^{\circ}$ turn. Also make sure the screw on top is tight, if it works loose it can cause a misfire! Replace the points and set the gap to 15 thou as described in the handbook. Now remove the old condenser and fit the new one in reverse order. This item usually either works or it doesn't, I have never known one to have an intermittent fault but who knows?? A new distributor cap would be of benefit (if you have one) if not make sure the internal segments (they can just be seen in the photo) that carry power to the plugs are clean and free from corrosion. These can be de-scaled with a thin blade screwdriver. Also



Spares for the boot!

something beside the road at night! Talking of leads, again if you have some new ones fit them now! At this stage the ignition system should be up to the job of firing the mixture correctly and making for a smooth running engine! As I said next time I will cover resetting the carb and also adjusting the timing for hopefully even more efficient running!

remember to make a note of where each lead goes as it easy to get them mixed up. **The correct firing order is 1-3-4-2** and the direction of rotation is **anti-clockwise!** You can mark the cap and leads with tipex if you wish as a guide, always handy if you have to do

sun is starting to shine (even though it did snow last week) so get those cars out of hibernation and enjoy the spring!

Cheers for now,

DEREK



Fuel Costs Rising!

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

Locking Petrol Caps Herald & Vitesse

This item has been requested from members for quite a while now and TEX have come up with a nice solution to stop your car being vandalised for petrol.

COMES COMPLETE WITH INSTRUCTIONS
AND FIXINGS

BLACK LOCKING FUEL CAP

£25.00 P&P 1.kg



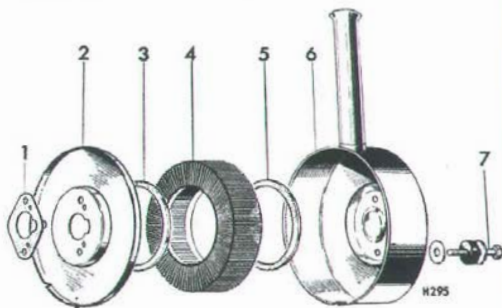


FUEL & SERVICE III

PART 3

FINALLY WE COME TO THE
PART WHERE YOU CAN
HOPEFULLY SEE THE FRUITS
OF YOUR DILIGENCE

There is one fuel associated item left to check, the air filter (*diagram 1*), which as the name suggests keeps the air entering the carb pure. Well relatively anyway. There were 2 types used on our cars, a wire element and a paper element, if you have the wire type then a good clean with some form of solvent and a re-oil will be all you need. The paper one on the other hand should be changed, but as a stopgap you can clean a lightly soiled one by soaking it in hot soapy water (washing up liquid is ideal) for half an hour and then drying it in a warm oven (no not whilst cooking the lunch) for another hour, get a new one soon though!



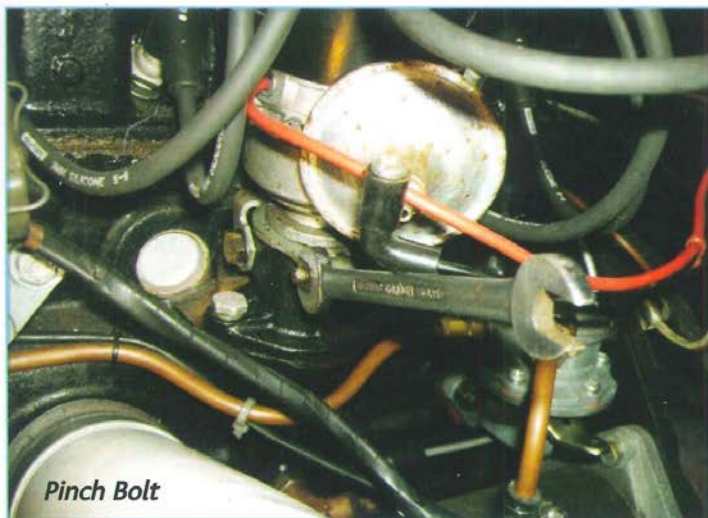
- 1 Gasket to carburettor
- 2 Closing plate
- 3 Gasket—element to plate
- 4 Element
- 5 Gasket—element to case
- 6 Case
- 7 Securing bolt

Diagram 1 13/60 air cleaner

Don't forget to top up/check the dashpot oil level.

With the system now up to scratch we need to think about the final set up. Warm up the engine in the normal way. Use screw 29 in 'diagram 2', to set the tick-over speed by ear to what you are happy with, (650-700rpm is recommended) but unless you have a rev counter, not easy to guess. Listen to the exhaust note at the tailpipe; it should be even with few or no missed beats. If it is uneven or splashy then the mixture will need adjusting. To do this, use a coin (5p) in the slot of the mixture screw, 45 in 'diagram 2', to adjust it. Turn it a small amount at a time anti-clockwise to weaken or clockwise to enrich the mix, until the exhaust beat is as even as possible. The tick-over speed may well need adjusting again but this can be left till later as there is one more adjustment to make first. The ignition has to be set and although my method may seem strange to you it has **ALWAYS** seen me in good stead. We need to disregard both centrifugal and vacuum timing which are built into the distributor and concentrate on so-called static timing.

First disconnect the vacuum advance pipe at the distributor and plug (photo) the open pipe end. Start the engine, let it warm up to normal temperature then adjust the tick-over to



Pinch Bolt

fast (about 1500rpm) this overcomes the centrifugal timing. Next slacken the pinch-bolt (photo) at the bottom of the distributor and carefully (don't touch

the distinct changes. When you are satisfied tighten the pinch-bolt (without moving the distributor at all) re-adjust the tick-over to normal (650/700rpm) and if necessary the mixture, then reconnect the vacuum pipe. To my mind this method takes into account any foibles associated with your particular engine.

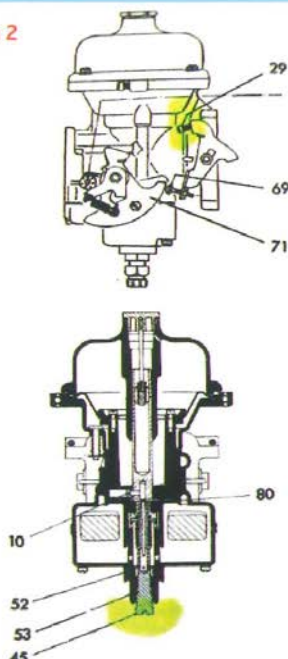
One final thing that may interest those of you who use an octane booster, a survey by '5th Gear' a while back found that most additives of this type **DON'T** do what it says on the tin and some even

made things **WORSE**. If you use something like this perhaps you should think again before pouring it in your tank. That's all for this month, hopefully I will get back to stories and pictures of cars next month.

Cheers for now

DEREK...

Diagram 2



the H/T leads) 'TURN' the distributor back and forth until you obtain the fastest 'EVEN' tick-over possible! Take your time over this and you will hear



**Available
Again!**

Tel. 01858 434424 web. www.tssc.org.uk
e-mail. clubshop@tssc.org.uk

**EXCLUSIVE
TO THE TSSC CLUB SHOP**

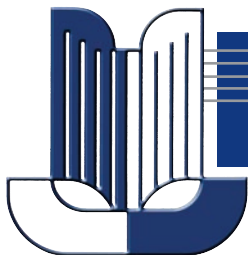
REAR BRAKE LENS SEATING GASKET

HERALD/VITESSE Rear Brake and Indicator Light Lens Seating Gasket (pair) in Laser Cut Foam

A direct replacement for your old crumbled, disintegrating old gasket Includes NEW Stainless Fittings

HVRL001. Herald & Vitesse
at **£15.00** inc VAT P&P 0.5Kg





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

HERALD 13/60

Darren Groves, Moorside Cottage, Ashwater, Beaworthy, Devon. EX21 5DD
Tel: 07806 351499 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
Tel: 01672 514241 e-mail: spitfires@cadley.org.

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
Tel: 01672 514241 e-mail: guy@bondequipe.org

SPECIALS

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

BIG SALOONS

Carl Swanson, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.
Tel: 07823 771811 e-mail: 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

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

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA.
Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Julian Rowell, 6 Stainmore Grove, Bingham, Nottingham, Notts. NG13 8SF.
Tel: 07833 469653 e-mail: acclaim@tssc.org.uk

STAG

Ben Carney, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Carney, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

David Chapman, Tel: 01684 592985 e-mail: amphicar@tssc.org.uk

INTERNATIONAL LIAISON SECRETARIES

Jess Smale & John Lay: 6 Derwent Close, Horndean, Waterlooville, Hants. PO8 0DH e-mail: international-liaison@tssc.org.uk. Tel: 0781 107 3138

YOUNG MEMBERS CO-ORDINATOR

Alyson Anderson, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ.
e-mail: youngmembers@tssc.org.uk

TRIUMPH/MG WEEKEND 22

Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. **TSSC HQ:** e-mail: 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

PUBLIC RELATIONS OFFICER

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



Available Again

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

NEW! Vertical Links & Stub Axles

GSJ267	RH Vertical link Vit/GT6/Bond 2 ltr	£138.00	P&P 2kg
GSJ264	LH Vertical link Vit/GT6/Bond 2 ltr	£138.00	P&P 2kg
132065	Stub Axle Vit/GT6/Bond 2 ltr	£30.00	P&P 0.5kg
GSJ265	RH Vertical link Her/Spit	£138.00	P&P 2kg
GSJ266	LH Vertical link Her/Spit	£138.00	P&P 2kg
UKC697	Stub Axle Her/Spit	£30.00	P&P 0.5kg



Trunnions & OE Bushes

140919	RH Lower Trunnion - All models	£30.00	P&P 0.5kg
140920	LH Lower Trunnion - All models	£30.00	P&P 0.5kg
RSTT1	Rubber Seal trunnion Top	£1.20	P&P 0.05kg
ESP140	Front Trunnion Bush Kit as OE	£5.00	P&P 0.05kg



New! Imperial Suspension Bolt Kits



USB1	HEX BOLT NUT & WASHER KIT 2.3KG	£27.00	P&P 2.3KG
USK1	IMPERIAL SET SCREW, NUT & WASHER GARAGE PACK (400 PIECES)	£18.00	P&P 2KG

THE **COURIER** **Classifieds**

Spitfire



1975 1500. Soft top, tonneau and hood cover. 54,000 miles. MOT 31.08.22. Sound running condition but needs cosmetic TLC. Nice sound system and original full maintenance manual. £4,500 **Catherine Casey (Northampton) 07891 490334.**

MKII. Virtually complete, very early Ex US car stripped. Now UK registered. Wish to sell whole car for resto or parts. Please ring if you are interested. Lots of new and repaired panels etc. £750 **Tony Northedge (Derby) 07855 504557.**



1980 1500. Full restoration inc new chassis. recently waxoiled. Stainless sports exhaust including manifold. New seat covers and foams. Headlight upgrade. Recent MOT. £6,500 ONO. **John Walker (Derbyshire) 07967 815427.**



1300 MKIV. Fully restored Spitfire, contact me for details. **Stephen Cochrane (Glasgow) 07728 798157.**

**YOU CAN NOW
PLACE YOUR FREE
ADVERT ONLINE AT
www.tssc.org.uk**

Vitesse



1970 MKII. Owned and garaged since 1975. Overdrive. Excellent condition, recent bare metal re-spray. Not used on road for a few years but still runs. £9,000. **Norman (Swanley, Kent) 07850 396240**



MKII CONVERTIBLE 1969. G registered, only 2 owners, mileage 105,000, with tonneau cover. New drive rubbers fitted. Body needs some TLC. £3,500. **Derek Needham (Leeds) 01423 734352 or 07778 023761.**



MK1 CONVERTIBLE. 1967 with overdrive in need of some TLC but with MOT to Jul 2023, owned for 30+ years. Spares and Hardtop included £5,000. **Andrew Murray (North Bucks) 07495 711668 pic.**

MK 2 1971 Rebuilt Carbs. Good Brakes. Good hood. Good Gearbox. New front seats. Average interior. Body average. Chrome wires. Reliable. £7,500. **Keith Power (Southport, Lancs.) 07594 604523**



HERALD/VITESSE CONVERTIBLE. 1969 Herald 13/60 converted to MK 1 Vitesse with 2 litre engine, manual o/d. New vinyl roof. Good bodywork. Seats need attention. 12 months MOT £6250 ONO. **Peter Sutton (Worcestershire) 07988 257908.**



1967 MK 1 2.0 Royal Blue/Shadow. Very early original car. Owned 16 yrs. Stainless Exhaust. Sweet engine, matching numbers. Offers over £12k. **Michael Lawrence (Malvern) 07534 384851.**

**ADVERT FORM IS
ON THE BACK OF
YOUR COURIER
ADDRESS LABEL!**

Herald



1200 SALOON 1963. Rare Colour. Built during the Great Freeze of 1962, registered in the Great Thaw '63! Lovely car in rare Renoir Blue. Very smart. Starts first time. £3,700 **Mark Bowden-Maunder (Steeple Aston, Oxfordshire) 01869 340517**



STAG in Good Condition. 'S Reg'. Russet Brown, in good running order and very good condition. All replaced parts are originals, recent fuel pump replacement. Full service history, Mot certificates and receipts for any parts or work that has been done. No Dealers or Cash Buyers. Bank Transfer Only. £11,000 ONO **Nicky Winborn (Bedfordshire) 07432 660051**



1975 STAG FOR RESTORATION.

Runs and drives. Not been on road 2004. Previous poor repair to rear wing. New battery. Good floor, doors, wings, boot and arches. £4,750. **John Walker (Derbyshire) 07967 815427.**



32 YEARS OWNERSHIP LOVELY 3.0 V8 STAG ready to enjoy. Ok

hands up, who wants to swan around looking like Sean Connery in Diamonds Are Forever? Well buy my yellow Triumph Stag & that dream could come true. £14,995. **David Cox (Lancaster) 07801 932648.**

2500

TRIUMPH 2500 ESTATE. Carmine Red, 1974 Reg, Triumph 2500 estate with overdrive and power steering. Lots of spares included in the sale. £5,500 ONO. **Peter Goodson (Halstead in Essex) 07967 649177.**

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!

Parts for Sale

MIKE PAPWORTH GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX.VEHICLE MOVEMENTS, PROJECTS CARS REQD. (Trade) Mike Papworth (Coventry) **07768 775170 or 02476 644499**

COURIER MAGS, 100,s going back decades all in perfect condition free to any member that can collect only due to weight, Northampton area. £0 **Alan Lucking (Northampton) 01604 719435.**

DOLOMITE 1850/TR ENGINE. Standard pistons, standard engine bearings, complete with carbs, alternator and clutch. No time wasters. Collection only. £350 ONO. **Peter Goodson. (Halstead, Essex) 07967 649177.**

COURIER & TURNING CIRCLE MAGAZINES back to day one of the Club (a complete set). Free to a good home, but collection only from near Horncastle, Lincs. Free **Jonty Wild (Tetford) 07941 247129.**

SPITFIRE MKIV SPARES. Garage Clear out. SPITTY MK 4 CYLINDER HEAD. Stored for 25 years. Complete but dirty. Needs a complete rebuild. Make me an offer! Collect only from West Kent. **Del Holman (West Kent) 01732 743747.**

13/60 CYLINDER HEAD. With Valves, Springs, Rocker shaft & Cover. £45. **Richard Wheatley (Dorset) 01935 891591.**

WINDSTOP to fit TR4a.. should also fit TR5 and 6. In as New condition. Moss price over £300!! £145. **Paul Richardson (Milton Keynes) 07860 414840.**

30 YEARS OF SPARES. Mainly Spitfire all models, but also GT6 and some other Triumph bits. Too much to list. Message if you're after something and if i have it i will message back. **Mathew Roberts (Downham Market) 07474 336158.**

SPITFIRE 1500 SPARES Hard top, Green, lining ripped other wise fine £50.00 Spitfire 1500 front bumper, fair. £20.00. Spitfire 1500 pair seats, check finish, new foams. £100 Spitfire 1500 seat runners excellent £30.00. **Paul Watson (Caerphilly) 01495 222937.**

2 Ltr BELLHOUSING. Vitesse/GT6 Stanpart 305476 Bell Housing. Used but A1. Buyer Courier or collect Morpeth NE61. £45. **Joe Grundy (Morpeth, Northumberland) 07831 097659**

STANPART GEARLEVER GAITER. Stanpart 611353 Gear lever gaiter.

Believed to be N.O.S. Black. Will post at cost or Collect Morpeth. £10. **Joe Grundy (Morpeth, Northumberland) 07831 097659**

SPIN OFF ADAPTER KIT. Triumph 6 Cylinder Spin off adapter kit including O Rings, Bolt & Filter. New Unused Boxed! Buyer courier or collect Morpeth NE61. £60. **Joe Grundy (Morpeth, Northumberland) 07831 097659**

GIRLING CLUTCH SLAVE 313340. Professionally rebuilt with Stainless Sleeve (better than after market cylinder) 7/8". Triumph 514356 for Bit 1600 some TR3/4/7/8. £45. **Nick Fane (Malvern) 01684 566601**

**You Can Now
PLACE YOUR FREE
ADVERT ONLINE AT
www.tssc.org.uk**

Car Wanted Parts Wanted

LOOKING FOR A 948 OR 1200 HERALD COUPE. Any condition considered. Craig (United Kingdom) 07852 455242.

HORN PUSH WANTED Original (not reproduction) horn push wanted to fit original steering wheel for 1967 Triumph Vitesse Mark 1. **Michael Kaye** (London) +447956 386009.

REAR SEAT PAN REPAIR PANEL for

both or either left and right hand sides. Part numbers 806692RH and 806692LH. Would also consider an unwanted rear tub with rust free rear seat pan. **Attwood (Guildford)** 07703 314997.

Triumph Trade Services



clubshop@ www.tssc.org.uk
Tel. 01858 434424
 e-mail: clubshop@tssc.org.uk
THE TSSC CLUB SHOP
 E-MAIL
clubshop@tssc.org.uk

20%

**OFF R.R.P.!
 TSSC Members
 Discount**

★ SECURE ONLINE ORDERING
 ★ ORDER CONFIRMATION
 VIA E-MAIL

Telephone
01592 722999

See Our NEW Facebook page



Scotlands Largest MG & Triumph Dealer
 From a Bolt to a Bodysell

We have a massive range of New and
 Second hand Stock for all Classics

Keeping MG & Triumphs Alive since 1983!!!

www.chicdoig.co.uk

Loanhead Farm Bankfoot, Perth. PH1 4EE

Classic Colours!



DIY Painting made Easy!

ANY Classic (or Modern) Colour

now available in cellulose

Colour Matching service for existing paintwork

www.paintyourclassic.com

Tel. 01858 434424



Insurance Panel

Footman James
 0333 207 6080
www.footmanjames.co.uk

Lancaster Insurance
 01480 400763
www.lancasterinsurance.co.uk/tssc

Peter James
 0330 124 9539
www.peterjamesinsurance.co.uk

Classicline Insurance
 01455 639 000
www.classiclineinsurance.co.uk



September 2022

AREA NEWS

AREA Directory • News • Events

the TSSC Herts & Beds Area

DUXFORD



ALL TRIUMPH & CLASSICS DAY

IWM Duxford
Jct 10. M11
Sat Navs use
CB22 4QR

SUNDAY September 4th 2022



Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £20.00 each

Payment by cash only please (all will be sanitised)

Full site access till 6pm

TSSC Club Shop on site – TSSC Valuations

On site quotes from Peter James Insurance

Raffle & Refreshments Available

Covid rules of the Day will apply

Sorry, No Dogs, Stoves or BBQ's allowed

CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com



AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL

Dave Fray: 07557 659311

Harvester, Hillington Ind est. - GLASGOW. G52 4DR. **West Coast**

Hawes Inn - SOUTH QUEENSFERRY - EH30 9TA

East Coast

1ST THURS. 7.30PM

2ND MON 7.30

SCOT N. EAST

Danny Stroud: 07823 539047

Various - see report in Area news

LAST THURS. EVES.

NORTHERN AREAS

CHESHIRE

Henry Jones: 07779 878125

Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ

1ST THURS. 8.30PM

CUMBRIA

Roy Ross: 01229 316501 **Tony Holliday:** 01946 830663

Advertised in Cumbria News & Website

LAST SUN. 12 NOON

MANCHESTER

TBC.

New AO/s Wanted Contact Nigel Hill 07976 163006

NORTH EAST

Geoff Dent: 07773 440201 **Deryck Beadling:** 07939 068976

MES Training - Blackmoor Court - DURHAM. DH1 5ES

1ST SUN. 10.30AM.

LIVERPOOL

Mark & Tracey Lamb: 07975 591421

Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.

1ST TUES. 8PM.

LANCASHIRE

Kevin Makin: 07946 045869. **Dennis Petty:** 07951 727747

Hoghton Arms, Blackburn Rd, WITHNELL. PR6 8BL.

LAST TUES. 8PM

WIRRAL

Richard Lloyd: 0151 625 3172 **Dave Evennett:** 07796 631336

The Red Fox, Liverpool Rd, Thornton Hough. WIRRAL. CH64 7TL

2ND TUES. EVES.

NORTH YORKS

Keith Warren: 07534 820155

Hare and Hounds 8 Silver Street. RICCALL. YO19 6PA.

The Motorist Sherburn - ELMET. LS25 6JE.

4TH TUES. 7.30PM

2ND THURS. 6.30PM.

SOUTH YORKS

Richard Oakes: 07702 492349

Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.

1ST & 3RD TUES. 8PM

WEST YORKS

Alan Heaton: 07944 909823

New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.

2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY

New AO/s Wanted Contact Nigel Hill 07976 163006

DERWENT VALLEY

Colin Wright: 01773 531580

Smalley common ex-servicemens club, STANLEY COMMON DE7 6FY.

Roaming Meets.

1ST MON. 7PM.

CONTACT AO

LEICESTER & RUTLAND

David Smith: 07770 650802

Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.

1ST TUES 6.30PM

LINCOLNSHIRE

David Samways: 07709 565118

The Kings Head - 31 High Street, NAVENBY. Lincs. LNS 0EE.

2ND TUES. 8.00PM.

NOTTS

Nigel Hill: 07976 163006

Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.

3RD WED. 7.30PM

NORTHANTS

Nigel Hawes: 07879 491778

Overstone Manor - Sywell - NORTHANTS. NN6 0BB.

2ND WEDS. 8.30PM.

OXFORD

Thomas Cope: 07972 039532

Contact AO for venue meet ups.

3RD TUES. 7.30PM.

PETERBOROUGH

Charlie Noble: 01780 666045

The Gordon Arms, PETERBOROUGH. PEW2 7DH

2ND MON. 8PM

SHROPSHIRE

Bill Bate: 07887 605778 **David Embery:** 0770 1049881

Simon Morgan: 07786 806189 **Kevin Cain:** 07515 834594

CONTACT AO's FOR MEETING VENUE

3RD WED. 7.30PM

SOUTH STAFFS

New AO/s Wanted Contact Nigel Hill 07976 163006

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 George & Dragon - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 Drakes Drum Great Barr - BIRMINGHAM. B44 8TR	1ST TUES. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 The Pear Tree , Smithe Lane, SMITE, WORCS. WR3 8SY	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 Crown and Punchbowl , Barrington Green, HORNINGSEA, CB25 9JG Barrington Village Green , CB22 7RZ. (and at 12pm New Years Day)	1ST MON. 8PM 1ST FRI 6PM (Apr-Sep)
ESSEX	Mike Titchen: 07860 708356 Contact AO for Monthly Meeting Venue	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 Contact AO for Details.	
NORFOLK	Paul & Christina Girling: 07584 000442 The Ringland Swan , 1 The Street, RINGLAND, NORWICH. NR8 6AB	2ND MON. 8PM
SUFFOLK	Colin Wake: 01206 250360 Sorrel Horse - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 The Shire Horse - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 6PM.
SOUTH BUCKS	Daniel James: 07818 052276 The Harte & Magpies - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	New AO/s Wanted Contact Nigel Hill 07976 163006	
GATWICK	Tony Locker-Lampson: 07775 564427 The Red Lion , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 The Twesledown , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 The Raven PH , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 Various - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 The Pheasant - Goathurst Common - IDE HILL - TN14 6BU The Castle Inn - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 See our Facebook page and your emails for details. The Craven Arms Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 The Seven Stars - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 Wellhouse Inn - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Geoffrey Scarborough: 07833 944847 The Halfway House - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 07799 660212. Selsey Arms - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
THAMES	Mickey Hazell: 07773 623807 Fairmile Inn , Portsmouth Rd, - COBHAM. KT11 1BW George Inn - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SPII 7RN	2ND WEDS. LUNCH 12.30PM
AVON	David Dyer: 07860 878058 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY.	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU.	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>The Star Inn</i> - LIVERTON. TQ12 6EZ. <i>Ring A.O. Details</i>	3RD WED. 6.30PM 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Fromebridge Mill</i> - GLOUCESTER GL2 7PD..	3RD MON. 8PM
SOMERSET	Alan Desbois: 07778 923064 Denise Desbois: 07896 412957 <i>Contact AO's for meeting venue</i>	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	Craig Gingell: 07852 455242 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA.	1ST THURS. 7.30PM.
SOUTH WALES	Alan Gourley: 07802 204068 <i>The Lighthouse Inn</i> , Beach Rd, St Brides - NEWPORT NP10 8SH.	LAST WED. 7.15PM

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 <i>Nortel Social & Athletic Club</i> NEWTOWNABBEY BT37 0EB.	1ST WED. 7.30PM.
-------------------------	---	------------------



International Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
ISRAEL	Michael Kaye	m@mlk.co.uk
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NEW ZEALAND	John Etheridge	johnhtetheridge@aol.com
MALTA	John Pullicino	jpullicino58@gmail.com
SOUTH AFRICA	Karl Illenberger.	karl@kre.co.za
SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report Andover

Triumph Sports Six Area Liaison Officers

email nigel.hill@hotmail.co.uk. Tel. 07976 163006

After a long wait and some beer and food at Le Mans in July we would like to welcome our newest area organiser for Manchester so welcome to Geoff Booth, details of the Meeting is in the area organisers listings.

We are looking forward to Le Mans in 2023 this is a special celebration of 100 years anniversary dates will be confirmed later in the year and if you are interested in booking contact TSSC HQ as this will be booked up very quickly.

As you know the annual general meeting will be held on **SATURDAY 24th September** the Area Organisers meeting will begin at 10am til around midday. Then around 1pm the AGM will be happening. There is also the opportunity to connect on to zoom for these meetings if you are unable to get to Lubenham.

On this day we will have the opportunity to say thank you to our lovely Angie Hill membership secretary as she is retiring from TSSC HQ.

We know Angie will still be around for events and Club HQ open days but wishing her a long and happy retirement.

Myself and Nigel had a great open day at the club on the Saturday 20th of August as unfortunately Stafford was canceled but many turned up for the bbq and tours of Club HQ.

Great to see areas also camping up and down the country. Leave dates available for next June as we are joining the MG owners club at Silverstone for a full packed weekend and celebrating 100 years of Triumphs and MG.

Club HQ will be open again 11/12th of September for the village scarecrow festival. The club is at the **NEC 11-12-13th of November**, look in the courier or our website for special discount code to book your ticket for this show. We are there Friday, Saturday and Sunday pop along for refreshments and a natter on the weekend.

A quick mention regards keeping us and Bern up to date with your area details. And thank you to you all for your hard work you put in for the club we know times are changing but with your input and help the classic car world will hopefully continue for many years to come.

Thank you again everyone.



Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

A quiet month for car news, think everyone's has been enjoying the warm days (in between the less warm ones) and trying to use their cars rather than be stuck in a garage fettle them. Even Ed's cars are all behaving and enjoying the 'top down' weather.

A nice surprise for our August meeting being joined by two younger members, brothers, in their Spitfire. I have to apologise as I seem to have mislaid our meeting book with your names in it. Please do drop us a line, and we hope you'll be up to joining us 'ancient ones' another time. We had hoped to be able to sit outside but it was perhaps a little too warm for that. Hoping we do manage to do so before the end of the summer.

Bob has had another car change, staying with MGs for now but trading in his MGF for a 'proper' car, an MGB roadster. He did hint that one of these days he may well appear in a Triumph again but it's nice to know he still en-

Nigel & Di.

joys having a classic of some kind to get out and about in.

We have a busy month in September starting with the Bond Equipe weekend in the Cotswolds, then Beaulieu weekend (we're in a new place this time, still on red field in R088 and R089) so please come along to say hello if you're there.

Then at the end of the month we have a week on the canals. What are the chances of some pleasant end of summer days - or will the weather have turned by then?

Guy & Suzie

2nd - 4th September - Bond Equipe Weekend
10th - 11th September - Beaulieu International
Autojumble, SO42 7ZN

14th September at 12.00 - The Clatford Arms,
Goodworth Clatford, SP11 7RN

09th October - Bicester Scramble, OX27 8AL

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Avon Cheshire - Cornwall

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

Hello all. Our members have been as active as ever at this time of year. A number went to Classic Le Mans, some just for the event and others making a holiday of it. Members praised the organisation by the club, well done.

Powderham was visited by a few, weather was very hot, as always it was a very large show with many variants from transport over the years.

As I type this a number are returning from South Cerney and there are plenty more plans for the next few weeks.

If you are local why take not take an evening trip on the first Tuesday of the month and join our informal pub meet.

Discussions are in hand about a change of venue and when/if this happens details will be in the club mag.

Enjoy the rest of the summer season.

Dave

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

Like last year, Capesthorpe held an event in mid-July, and, like last year, the weather was scheduled to be quite warm. Last year, the queues were rather long, and so I anticipated similar delays. When I turned on to the A34 this year, there was no stream of classic cars driving north, and only a few cyclists going south, and no queues. The field still had a fair amount of space, so parking was easy (I observe the field isn't flat!) and there were some clouds in the sky so it didn't feel that hot. I came across a Herald Coupe, very recently acquired, and had a long conversation with its owner. Next to Hark in the field was a Mini pickup, and I was able to demonstrate how to remove the windscreen wipers (with some help from WD40). This brought back memories of Minis from my younger days, as the pickup had sliding windows and external door hinges, as well as a magic wand gear lever and drum brakes. The next two days are scheduled to be warmer so I shall be hiding in a shady spot.

A few days ago, I emailed an enquiry to the Club about Stafford. Back came the reply, the Stafford Show was cancelled. I emailed all the 'regulars' (some not that regular...) and sat down to contemplate. I think this news had prompted Mortons (Tatton) to ask me to apply to Tatton (same dates as Stafford). I had planned to attend Stafford both days, weather and other commitments permitting, but hadn't bought in advance.

M I had one request for permission of lack of attendance for our September meeting, then one other. I had selected the Flower Pot in Macclesfield as the destination, as it was

definitely open and doing business at 9pm the previous Thursday (unlike the Red Lion in Lower Withington last month). The official Mike Banks route is some 30 miles long, so I asked my management and she shortened the route to 20 miles. We drove round this revised route and both felt we hadn't enjoyed it - too much single track with no passing places, and a couple of really unpleasant junctions. So the route got revised again, down to 11 miles, with just a couple of interesting turns ('turn left along unmarked road' and 'slightly hidden turning on the right'), which I felt might tempt the people last month who were (apparently) put off by the 19 mile journey to the Red Lion in Lower Withington. So, five cars left the Crock and Peasant, the lead car (me) making frequent reference to the route (it seems I did not make any mistakes). At one point, a white Spitfire turned one way while the rest of us turned the other, so just four of us pulled up at the Flower Pot. Roger admitted to having a birthday (I try to avoid such things) and bought us all a drink.

We talked about LED bulbs, or more correctly electronic flasher units, the unit in question being one that apparently emits no noise. This was because of a problem with the 'self-cancelling' feature resulting in leaving the indicator on unintentionally. Then there was pop-riveting bits of the steering column together, I think. I've just checked one of the several spare steering columns from the Branch Office spares pile and none of the above makes sense. Discussion moved to clonking noises from the swing spring, dismantling and lubricating said spring, and so on. Another customer came and asked if we were responsible for the four Triumphs in the car park, then admitted to having a 13/60 himself. He was intrigued by both of our 13/60s having overdrive, and admitted to having a gearbox that jumped out of first gear. I tried to sell him my spare Toledo (aka Spitfire mk4) gearbox DG 6450 but he didn't take the bait. This started a discussion about the 'small saloon' Triumphs of the day, which included the FWD one. Roger had also come prepared with a Spitfire mk3 tonneau destined for John's mk3, but as John was not present it's down to me to make sure said tonneau gets to John.

My calendar has one event in **September - Bodrhyddan Hall on the 18th**. Only 66 miles from the Branch Office.

Our next meeting is on Thursday 1st September at the Cock and Pheasant. We're back to 'normal' so an 8:30 start and drinks taken in the conservatory at the C&P. One hopes for a trouble-free autumn and winter.

Henry

Cornwall

e-mail: carol.63@hotmail.co.uk

cornwalltriumphs@groups.io

Tel. 07979 464643

Hi All. What a busy month July has been, so good to be back on the show circuit again, meeting old and new friends of the Triumph world. A lot of events this month which included: Porthallow, Treswithen, Sticker, Wade-

Cornwall - Devon



bridge Wheels, Boconnoc, and St Buryan.
I attended two of these events Wheels and Boconnoc.

Wadebridge
Wheels was well
attended by Tri-
umphs from all
different clubs,
we must have
had about 100
with the rest of



the show
being
around
over
1000
cars and
motor-
bikes

were on their displays stands. A beautiful sunny day,
Wheels is a local charity event which they have benefitted
enormously this year an initial estimate is around £28,000.
So well done every one for attending.

My next one was Boconnoc Steam Rally this year being
held at The Port Elliot Estate at St Germans. Three incredible days, an-
other beautiful estate. This show has
become one of the leading events
of its kind in the south west with a
very picturesque setting and many
exhibits. Thirty friends attended
from Cornwall / Devon and Hamp-
shire and it was lovely to see you all,
sorry I did not say goodbye to you all, I had to leave early
on the Sunday due to being unwell !



A few events left for September, **Lanlivery Vintage Rally**
and **St Mawgan Steam and Vintage Rally** being the two
most popular, a few of us will be attending.

Another event which happens every **Friday is Pizza &
Pirelli, Car Meets, at The Breaded Brewery, TR8 4DZ 6pm**
- 10pm, **divers discount on takeaway Tea & Coffee.**

Perhaps we can arrange a night out and put on a show
of Triumphs.

We have an planned event for **Sunday October 16th**. This
event is to remember passed friends, raising a little money
on the way, this year for Mount Edgumbe Hospice. John
has planned a route which will take us on the Cornish lanes
and the coast roads, around 70miles stopping midway for
a pasty, and ending with a Cream Tea. I shall be updating
you more on this event via the groups email address.

**The Christmas dinner and dance has been booked at The
Tregenna Castle Hotel St Ives, Saturday 10th December**
7-7.15pm booking are now being taken via myself for the
meal. Malcolm has kindly paid a few deposits to the hotel
and those of you that said you will be attending, need to
pay Malcolm as soon as you can. If you would like to stay
the night, you will need to call the hotel direct quoting
Cornwall Triumphs there is a discount.

No more news for this month Take care everyone safe and
happy motoring

Carol

Devon

e-mail: sueandjohn@tssc-devon.org.uk

e-mail: nigelk57@gmail.com

www.tssc-devon.org.uk FB - TSSC DEVON

Tel. 01548 821348

SUNDAY 4 SEPTEMBER - We have to start with a re-
minder about the second running of the Triumph Tour of
Devon. Loads of Triumph owners have signified that they
are joining for the non competitive social drive which is
completely free. Organised once again by the wonderful
Jon Chartres. If you are interested, there is still time to let
me know at sue@jassy.org.uk. We will send you the routes
by email as soon as you register so you can choose what
you want to drive. If you cannot do the whole drive, do a
part or parts and maybe end at the finish point in the late
afternoon at Whitehouse Services at Okehampton.

WHAT WE HAVE DONE - It was fantastic to be back at
Powderham Show in July after a two year break. We had
so much help setting up and taking down, thank you all -
you know who you are. Al-
though missing Nigel who
was on duty at Newton
Abbott carnival, we were
helped out by Andy Luck-
hurst and Darren Groves
(North Devon AOs) over the
weekend. 29 cars were ex-
hibited on the Saturday and



a couple less on the Sunday. Scorching weather, and the
cars looked great. So many visitors to the stand, I lost my
voice by the end chatting to so many people. I know some
may say that was not a bad thing! It was lovely to meet Phil
& Gill for the first time with their beautiful big saloon, on
which I did a Club insurance valuation along with the Pur-
ple People Eater belonging to Angie from Bristol. Powder-
ham is a great showcase for the TSSC and we hope we
may have inspired some more Triumph owners to get their
cars on the road and join us.

July saw our return to the Star Inn
at Liverton for Club Night. A lovely
evening saw a total of 13 assorted
Triumphs out to play, as well as
Matt's immaculate Golf which,
along with Dad John's Stag, all
ready for wedding duties - congratu-
lations to the happy couple, the new Mr and Mrs Richard-
son. Some new faces too, Matt Feltham returning to the
fold after a few years, and also Lindsay & Dan whose Spit-
fire is 'almost there'. Good to see fellow AO Nigel back
with us after a long spell on the sidelines. Delighted to
learn from Dave of his new purchase which we look for-
ward to seeing soon, another GT6 joining the ranks of
Devon cars. On parade were 2 white Stags of Peter G and
John R, Dan's Pl estate, Allan & Jackie were first there with
the 2500 S, Phil's GT6, Julian's Bond, Dave's TR6, Bob's
Vitesse, my 13/60 convertible and Spitfires of Mike H,





Devon - Devon North Essex

Devon Continues

John L, Greame C and Rob L.

WHAT'S NEXT North Devon Area Club night is on Thursday 1 September at the Crealock Arms, Littleham near Bideford. EX39 5HN Andy and Darren, the North Devon Organisers are always very happy to see new faces at the pub. Why not go along and say Hi.

Sunday 4 September – Triumph Tour of Devon – see above.

Book NOW for our **September 10th Breakfast run from Totnes to the Hunters Lodge Inn at Cornworthy**. Remember – this is on a Saturday for a change! Meeting at the car park at the far end of Steamer Quay TQ9 7UH at 9 am for the drive to Cornworthy. Breakfast is booked for 10 am and we **NEED NAMES ON RECEIPT OF THE COURIER**. We have in mind after breakfast to drive down to Surfing Cow Ice Cream at Holbeton near Plymouth for a bit of naughty. Thanks to Peter Howell for organising breakfast and the run for us.

Wednesday 21 September is Devon Club Night back at the Star Inn at Liverton just off Drumbridges Roundabout (A38) TQ13 6EZ. Come along any time from 6.30pm Sidmouth Show, fully booked, is on Saturday 17th September, and the following day, Sunday 18th is the Coffee & Classics Meet at the Highwayman's Haunt, Chudleigh TQ13 0DE – free, no booking just turn up from 8am to midday.

TSSC NATIONAL AGM – will take place at Lubenham which is the HQ of the Club on Saturday 24th September. Complete with museum and a huge archive of Triumph material, as well as the original bar from the Herald pub which was close to the Triumph factory, it is well worth a visit. This too, for the first time, is on a Saturday. I understand that the display of Anniversary cars planned for the aborted Stafford Show, will be there.

Sunday 2 October We are organising a drive in the Mid Devon area, when we aim to start the run from Tesco's car park at Crediton. Watch our emails and Facebook TSSC Devon for more details.

As I write this we are in the middle of the heatwave. So perfect to get your Triumphs out and about and go topless if you dare.

QUICK DEVON DIARY

Thursday 1 Sept North Devon Club Night at the Crealock Arms, Littleham nr Bideford

Sunday 4 September Triumph Tour of Devon

Saturday 10 Sept Breakfast run to Cornworthy nr Totnes

Wednesday 21 Sept Devon Club Night at the STAR INN, LIVERTON TQ12 6EZ

Sue, John and Nigel

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Devon North

e-mail: darren.groves@gmail.com

e-mail: arluckhurst@googlemail.com

www.tssc-devon.org.uk

FB - [//www.facebook.com/groups/134271493433942](https://www.facebook.com/groups/134271493433942)

Tel. 07806 351499

or Tel. 07971 413045

This is the first North Devon update for a while, mainly due to the timings of the club meetings which have been too close to the Courier deadline.

We've had a few things going on recently – it's that time of year. We've also had a good turnout at our monthly club meetings.

In July the main event was Powderham, which was excellent. Due to Covid, it had been three years since the last show. For me, it was as if I had left the show one day in 2019 and then come back a day later in 2022! The layout was the same, there were lots of familiar faces and vehicles and the weather was glorious. The TSSC stand was full of cars on Saturday when I was there, and for the first time ever I had my TR4 on display. Sue and John looked after the stand for the whole weekend and it received a lot of visitors. The North Devon contingent was evenly split, with some of us going on Saturday and others (including Darren) on Sunday.

Other shows in July included Rosemoor which a number of North Devon members attended, and two great shows in Cornwall (Wadebridge and Boconnoc).

The August club meeting was pleasant weather-wise, and as a result I arrived to find everyone sat outside. Attendees included Darren, Malcolm and Mandy, Simon and Max, Alan and Janet, Mick and Sue, John and Kay, my son Matt and me. I've included some pictures of the cars from the July and August meetings.

The next big event that we are all looking forward to is the **Round Devon Run on Sunday 4th September**. If it's as good as last year, it should be a great event.

Next North Devon Club Meeting: Thursday 1st September from 6:30 PM at the Crealock Arms EX39 5HN

Andy

Essex

e-mail: miketitchen@aol.com

FB - [Triumph Sports Six Club Essex Area](https://www.facebook.com/groups/134271493433942)

Mike. 07860 708356

July was a busy month for Classic Car Shows in and around Essex. Robin took his Herald to Norwich air museum and parked it next to a Handley page dart Herald. A few of us went to Hoddesdon Town Show which is in the town centre high street, there were lots of interesting cars, a really good turnout.

Essex - Gatwick



We had our monthly meet at a new Car show in Epping, run by Epping Rotary Club, there were 6 of our Triumph's, Gail in her Herald 1250, Daryl in Lisa's Herald 1200 convertible, Brian & Jean in GT6 convertible, me & Sue in our GT6 mk2, Linda & Mick in their Spitfire & Melvin & Carol in the Spitfire mk2 so lots of us for the meeting which was planning ideas for 2023. Thank you all for your support at this meeting.

Steve and Janet went to Cressing Temple Barns Show. Melvin & ourselves went to Havering Mind Classic Car show, great show of cars, craft stalls, birds of prey, reptile stall with snakes and a funfair if you had any energy in the hot sun.

At the beginning of August was the usual Waltham Cross Car show, we met up as usual in Homebase car park at 8.30, Steve, Janet, Mick, Marian, myself and Jamie. We drove into the centre of the town and parked our cars up on display for everyone to see. We started by going to a local cafe to

We took a walk around the grounds including a walk around the lake where we saw people fishing. This is our favourite venue for a breakfast meet as it has a lovely setting, friendly people and really nice live music, different every time we come.

Mike

Gatwick

e-mail: rowfantgardencare@hotmail.co.uk

Tel. 07775 564427

Hi all, Hope you're well. As you will know by now, the devastating news that Stafford was cancelled!!! I only wish we'd been given more notice of the lack of members booking, I'm sure we members would of been straight on the phone & booking our tickets. My fear now is that we'll never see a large gathering of triumphs in one place again. The future for us members is bleak, if we can not support our club, the club will not survive, certainly not in it's present form. The club is there to help us enjoy our cars. What more can you ask.

Ok that's enough of the depressing stuff, let get back to what is working in the club.

Last months meeting, again we had a good turnout. Collin from the Kent area came along again, but this time in his Dolomite 135 & followed me into the car park. No sooner had we parked up when two gentlemen wondered over to check out the cars. They were particularly interested in Collin's 135, as was I. We had no idea, that there was a 135 ever made.

The 135 is the predecessor to the Sprint, very few were ever made & I think Collin said his is the only one on the road!

Our next outing was to Bletchingly Arm Classic Car meeting where we met a member sporting his LeMans T shirt. Glen was also there & we met up with some of the Surrey members including Jeremy & his amazing mk2 GT6 he's had an absolutely excellent paint job done on it, the panel gaps are perfect. I saw Clifford (Surrey AO) & asked if I could join them on their stand at Cranleigh Classic Car Show. Lucky someone had dropped out, so sorted.

Chris & I had done a small convoy there & on are return he made a video of me following

On our way back we stopped for a



have breakfast. This month so far has been fantastic, sunny and hot during the day so we were thankful to be in the shade. At the beginning quite a few people came up and asked us about our Triumph's, which we gladly talked to them about.

We have been attending both Hoddesdon & Waltham Cross shows as a club for many years and this has finally paid off with a photo on their Commemorative Certificate.

On the first Sunday of August a few of us attended Little Easton Manor to see a display of Classic & interesting cars, live music with lots of food to chose from. We had Brian, Jean, Stewart, Steve, Janet, Arnie, myself and Sue. I got talking to a guy who has bought a 1500 Spitfire and he had problems with his seatbelts so I kindly helped him to adjust them, hopefully he will join us in the future. At the show we saw lots of different cars that had not been there before, an early 1970's Maserati, an early Bentley and a Ford Capri.





Gatwick - Gloucester

Gatwick Continues

photo opportunity outside the Bell in Outwood. Unfortunately I could not stay for a pint, I had work to get back to

Over the last few days my two sons have started to show increasing interest in my spitfire, chance of a drive. Harvey had a go up & down the driveway! He couldn't stop grinning!

Followed by Curtis a week later, they both want to take her out on the open road, so I'm going to have to sort out some insurance!
IMG_6890.jpg

Finally we had the Area BBQ held by Maria & Peter at their house. We had a nice gathering of cars & people & we were joined by Club Triumph, Gatwick Area.

It was good to see the three early spitfires together again. Happy 60th Birthday Spitfires!

It was a shame we couldn't push Peter's mk1 out to the others, but we all came & visited her in her garage. Peter still has a few jobs to do on her, then she'll be ready for the road.

That's it for this month, there are still some shows to go to, so let me know what interests you?

Duxford Triumph & Classics is in a day or so 4th September & the Bletchingly morning meets is on the 1st & 3rd Saturday of every month. Always a good turnout!

This months area meet is on Tuesday 13th.

Happy motoring



probably spurred on by the

weather, in some cases a bit too hot but here we are into September and some long-awaited rain is certainly most welcome to bring some cooler temperatures!

So sadly, as we all know Stafford got cancelled due to dwindling ticket sales but all was not lost, a trip to Petruth Paddocks in Cheddar was arranged. Booking directly with the campsite enabled the area to pitch together as a group. The campsite was accepting people from around 12 noon on Friday 19th through to the Sunday. On the Saturday a lovely run out was arranged for a change of scenery. This would include a lunch stop. It was an enjoyable weekend, some lovely drives and scenery. Hopefully we will see a return to Stafford soon, it is concerning that the ticket sales numbers were extremely low across the car clubs and a lot of us ask the question why, but we all hope that things will pick up.

I also took a trip up to Club HQ to visit Chris Gunby for a few things and also to take an iPad Air 2. After having a chat with Chris at Le Mans about the Club in general, it was decided to have a system in place to sign up new members on the spot and to be able to take card payments for membership fees etc. This being one aspect of many new abilities to be done with a mobile computing device, I decided that I would refurbish and donate an iPad to the club complete with accessories. Hopefully it will make field work and signing up new members a lot easier as opposed to a paper-based system. I also plan to upgrade the Club network & Wi-Fi within the building so that internet access is available across the rooms and corridors. It's nice to support the club where possible and keep the spirit of our cars alive. It was also nice to have a chat with Julian, the chap in charge of the Club Shop. Whilst at HQ, Chris gave a tour of some of the prized possessions of the Club. Some extremely rare and one-off cars and some concourse cars.

My Vitesse continues to have work done, Gareth's Herald, Paul's Bond and it's also nice to see Brian's got his car back too from France and that's all up and running. Always interesting to know what other Club members are doing to their cars, whether it's an oil change or welding work...always deserves a mention!

Some important dates for your diaries and also events coming up:

Wednesday 7th September – Pub Run out to the Railway GL50 3PL

Sunday 18th September – Coffee and Classics at Gaydon – British Motor Heritage – organised by Footman James – Register on their website – they provide a free bacon roll & get a good gathering of classics.

Saturday 25th September – TSSC HQ AGM at Lubenham Leicestershire. There will be an open day, retirement 'do' for Angie, and celebration of all the Anniversary Cars this year – 1600 Vitesse, Mk1 Spitfire, Courier Van & Dolomite 1850.

Sunday 8th October is the re-scheduled Rotary in the Rissington's Charity Cotswolds Car Treasure Hunt - £20 per car to go to charity – you need to pay this in advance & book in with the Rotary Club See details attached. Andy Couchman is one of the organisers.

Classic Le Mans 23 – anybody who would like to go next year, Vicky is taking orders to get the ferries saved so we can travel in our normal 'Style' anybody needing

Tony

Gloucester

e-mail: j.rowley269@btinternet.com

Tel. 07802 171227

Hello all. I hope you've been staying nice and cool throughout the heatwaves we've been having. Scorching

Herts & Beds Isle of Wight - Leicester & Rutland



information please contact Jane or Vicky.

And on that note, there's just one thing more to say...Keep them running smooth on all 4, 6 or 8!

Costa

Herts & Beds

e-mail: peter.h.lewis@ntlworld.com

Tel. 01582 750943

Hi Folks, our Best area car night saw 35 members attend the Raven and Paul the Publican chose Mikes pretty Dolomite Sprint in its gentle shade of Yellow to be presented with the Kingfisher Shield. This is now getting filled up and we will soon need more plaques adding. Phill won it last year and he has an interest in the yellow Dolly so the TR lads keep it in the family...well sort of. Many thanks to all who made the effort we took a record Raffle it's amazing the support we get.

29 members ventured out to visit McAlpines Fawley Hill Railway the steepest steam hauled line in the UK and does it make the tank engine bark she has to work hard to lug all the passengers up the incline with our 13 cars on display they created some extra interest for visitors, this is only open by invite a few days a year you have to book well in advance but a brilliant day out, including the sooty smuts if you were in the open truck.

Writing this before the first of maybe many joint meetings at the pub with our local Jaguar members this is on Aug 8th we have 30 booked for a BBQ and Jags have 27 so the cook is going to be very busy there will be prizes for best of each but that's for next months mag.

Duxford is well under way and everything is in place for a fantastic day at the Museum, if you wish to arrive in a modern car then bring a car club membership card or a copy of the Courier advert and you can park up close to all the Triumphs for the same entry fee, its £20, cash only, each. Pay at the gate there is no pre booking, I do have enough volunteers now to run this safely.

Tewin classic is bookable for August 21st and Bucks Railway pre 78 classic is August 29th but will report on those next month.

So get driving, get the smiles, and enjoy the summer

Pete
and Team



Isle of Wight

e-mail: tssciow@hotmail.com

www.facebook.com/groups/78675055371248/

Tel. 07842 249591

What perfect classic car weather we've been enjoying. Our brunch runs have been successful; we had a picnic up at Culver whilst watching the Round The Island Yacht Race, we've been on drives out to various establishments to sample their breakfasts. Last month we met a lovely new member, Astrid and her gorgeous Herald.

The August meeting on Saturday 27th is a barbecue at Fort Victoria, we have booked an area, so just bring whatever you want to cook and drink and sit on, we will supply the rest.

If you would like to join us, get in contact, we have a Facebook page too, everyone is very welcome with or without your classic.

Happy motoring!

Elaine & Tracy

Leicester & Rutland

e-mail: davesmith.triumph@hotmail.co.uk

Tel. 07770 650802

Hi All. I have just got in from our Annual Area Sunshine Rally and what a weekend, made very special by the fantastic guests we had with us this year. I hope everyone enjoyed it as much as I did and I hope you all got home safely. I would just like to say a very big thank you to all who helped with putting it all together and to those who helped over the weekend, a special thank you to Jan and John who without them this event would not exist, a big thank you to the Disco diva's (Bex, Clare, Zenobia, Wendy and Andy) for Friday night's entertainment and thank you to my two glamorous assistants Saturday night Carol Vorderman (Andy) and Rachel Riley (Martin). I think Rachel / Martin's dress will give me nightmares for many years to come. But the biggest thank you has got to be to all of those who came to our weekend and entered into the spirit of the weekend and helped us to raise £300 for Sporting Bears in honour of Tony a member of the Leicester area who we sadly lost earlier this year. The "BEARS" as they are affectionately known are a group of classic and sports car enthusiasts with the primary aim to raise money for children's charities, a charity we know Tony supported for many years, THANK YOU.

By the time you are reading this many of the Leicester & Rutland Area will have attended the Stapleford Steam Rally August bank holiday weekend and will be looking forward to our **Weekend away in the Cotswolds Friday Night 16th through to Sunday 18th September**. We have booked out the whole hotel and it should be a cracking weekend.

Christmas Dinner is booked for Saturday 17th December with limited spaces so please book early.

Leicester & Rutland - M25 East

Leicester & Rutland Continues

If you are interested in any activity / outing, we are doing or wish to suggest something you would like to do then please get in touch, we are already planning for next year. Best regards

Dave.

!!Manchester Area News!!
Go to Page 95!!

M25 East

e-mail: herald1360@btinternet.com

www.facebook.com/groups/152603311545573/

Tel. 07938 526324

Hi Guys and Gals, here's Septembers write up. Only this month to go and that's it for outside shows this year - blimey where did that year go? Talking of time going quickly do you realise it was 10 years ago this month that we did our first event as the M25 East Area. I'm pleased to say that the majority of people out with us in those early days are still with us. And they said it wouldn't last ha ha. Well, we must be doing something right. We were even 'Area of the Year' in 2018! We've 80+ people on the Facebook page and a core of about 30 who regularly attend events. So, happy 10th Anniversary all you M25 Easters, here's to the next 10. So, what have we been up to I hear you ask...well, quite a bit.

8 of us enjoyed a scorching day at Cressing Temple Vintage Show and then we had an excellent 9 car turnout at Hyde Hall...apart from the usual crowd we had the pleasure of the company of Grant and Sandra in their beautiful TR8, Keith and Caroline out in their Spit - still looking good and Dave and Donna in their Herald, accompanied by son PJ and grandson. 2 big camping weekends took place recently, the first being the Northants Witches and Wizards Weekend. We managed to get 5 cars there and as always it was a blast with dressing up and silly games. I still can't get the image of Paul dressed as a cat



down. A big thanks to Nigel and Tracey and to Jane for putting on a stonking weekend.

We've just got back (as I write this) from this years Leicester and Rutland Sunshine Rally. Only 2 cars ventured up from our area, Us and Barry n Laura. The weekend started off in a bit of a panic for Barry and Laura when they



found one of their Dandy tyres was wrecked, just as they were leaving. After frantically phoning round to find new tyres and knocking the exhaust off yet again, oops! they finally made it, just in time to join us for dinner in the pub. The weekend officially started that evening with the quiz in the bar which this year was a music theme. We did ok, finishing joint winners, hurrah. Saturday was the 'scatter rally' which saw us visiting various beautiful villages in search of cryptic answers. One of them just happened to have a pub and was perfectly timed for lunch, bloody wasps !! After getting all the right answers (I'm sure we did) ha ha, we then headed back to base for the afternoons 'Show n Shine'.

Saturday night was BBQ night, laid on by our hosts and was lovely as usual with everyone fit to burst. This was swiftly followed by that evenings fun and games. We were all split into 4 teams and then had to answer various questions with our 3 'fools' running around trying to get in the right order. We only blooming won - thanks to our 3 'fools' Barry, Laura and Jacob. The prize was a case of beer, which was quickly shared and a couple of bottles of plonk, lovely Jubbly. Lastly it was raffle time and I don't know how but Donna cleaned up, she must have bought lots of tickets haha.

Sunday was an early start, with a drive into Melton Mowbray for their 'Pie Fest and Classic Car Show' at which we had a pitch all for ourselves right in the middle of town. Lots of cars to look at and lots of toot stalls. We were told by Dave (our quizmaster) to go to the 'Anne of Cleves Pub' for lunch. Well, we weren't disappointed, what a beautiful historic pub. It was owned once by Thomas Cromwell and then gifted to Anne of Cleves by Henry VIII as part of their divorce settlement. We sat in the garden for lunch, which was lovely and to cap it all we were entertained by various bands who were part of a folk festival.

Nearly everyone headed for home Sunday evening which just left a handful of us to sit and chat over some wine and nibbles while watching shooting stars and satellites pass over the clear night sky. A perfect end to a perfect weekend. Thanks go to all the Leicester & Rutland Area for putting on a fab event.

We should by now be sitting in the afterglow of a cracking weekend at Stafford but as you all know it was cancelled due to poor ticket sales. It seems a lot of shows this year have been struggling with numbers. Let's hope something can be sorted for next year.

There's a couple of events this month the first one being the big air show at Shuttlesworth. It's a bit of an unknown quantity as we've not been here before.

Should be good though as there's a lot of us going, includ-



out of my mind. A lot of cheating went on in the games, obviously by all the other areas, not us ha ha.

We couldn't have asked for better weather, a little too hot at times but thank god for the super soakers to cool us

Newbury - Norfolk



ing some other areas.
That'll do for now - be seeing you -

John.

We look forward to your report for the next Courier news.
In the meantime, happy travels!

Robin

Newbury

e-mail: dave.rumens@btinternet.com

Tel. 01635 868640

Newbury area on tour: the next venue for our tour of the area is The Carnarvon Arms (RG20 9LE) on Wednesday 10th August. The meeting on 27th July will be at The Craven Arms as usual.

It was a big turnout for July's tour meeting at The Robarge Inn, situated in the pretty village of Woolhampton. Some old friends were back, including Gail and Toby with their fabulous 1973 Spitfire. Robin arrived a little bit late, having taken his family to the West Berkshire Brewery to say farewell to his son's German exchange partner. Had he visited later in the year he could have attended the brewery's Oktoberfest event. Maybe this could be another TSSC tour venue. Does anybody have any Lederhosen? Prost!



The second meeting of the month was at our regular venue, the Craven Arms, where we held a very popular annual event, 'Cars in the Park'. It was our biggest turnout of the year with 17 people and a host of cars buffed and ready for inspection.

Each club member had to complete a judging slip with their top 3 cars. Even some passing pub guests, who stopped to admire the cars, joined in with the judging. Third place went to Peter and Karen for their TR7; second went to Tony and Tina for their TR3a; first place went to Nigel for his TR7. Well done Nigel for seeing off such strong competition. You deserved your certificate.



Sunday 7th August provided another opportunity to share our cars with the local community. The 29th Newbury Classic Car Show at Newbury Racecourse is an annual charity event which raises funds for Blood Cancer UK. There were fields of cars lined up in the summer sun, including a good number of Triumphs. We were delighted to meet and welcome a new member, Ben Ross who owns a Vitesse. Numbers certainly seem to be on the up!



It was sad to hear that the joint national event had to be cancelled. Ian was however quickly on the case and organised a mystery pub lunch which will ensure we have an opportunity to get together.

Many thanks to Ian for setting this up.

Norfolk

e-mail: paultsscnorfolk@gmail.com

Paul. 07584 000442

July was a busy month for runs and shows for Norfolk area with members attending the Charles Clarke Rally, RAF Honington Family Fun Day, the Sporting Car Club of Norfolk (SCCoN) event at Snetterton, the Stag Owners Club (SOC) Harry Webster Run and BBQ, TSSC Sunshine Rally in Rutland and the show at Helmingham Festival of Transport.

Our Meeting at the Swan was well attended again with some lovely Triumphs and a very nice MG (and the odd Alfa :-)) in the car park, where most of the time was spent. Plenty of new faces and a couple of visitors from the Cambridge area area too.



TSSC Norfolk members were extremely lucky to get the only non-RAF invitation to put on a display at RAF Honington's Family Fun Day on Thursday 28th July.

An event not open to the general public. As well as the Triumphs on show there was a Typhoon doing aerobatics, a parachute and Chinook helicopter display while on the ground there was an Apache helicopter to clamber over as well as a selection of game and food stalls.



A great day and a great example of one of the many benefits being a TSSC member can bring. Many thanks to Victoria and RAF Honington for such a memorable day and to Justine for organising the photos.



We had two members, Chris (blue TR7) and Dean (early red Spitty) attend the SSCoN run out from Snetterton. Both seemed to enjoy the well organised run. The run finished back at Snetterton where there were a few stalls, a band playing and an auto





Norfolk - North East Northern Ireland

Norfolk Continues

gymkhana.

From there two of us took up the second invite of the day from the SOC, missing their run in the morning but making it for the BBQ. This was followed by a very informative tour of our host Peter's sheds. These contained a wide selection of Triumphs in various states of being in need of repair. They included an almost full set of the Dolomite/Toledo range, Triumph 2000 MkIII prototype and two Stag prototypes. Peter also gave a fascinating talk on Harry Webster, Triumph's Chief Technical Director, responsible for the development of Triumphs through the 1960s and 1970s. A great day even though it decided to rain for the first time in months.

Finally while we were at the Sunshine Rally enjoying the hospitality of the TSSC Leicester and Rutland Area we had four members meeting up and conveying into the Helmingham Festival of Transport together, having a great time in the process. Here's hoping that this is something that will continue to grow, these events are much better attended with friends.

For September we have the **TSSC meet at Duxford and the AGM at head office**. Let me know if you'd like to convey to either of these two events. We're also looking at doing a run out to **Dunwich for fish and chips in October**. **Next meeting Monday September 12th at the Ringland Swan.**

All the best,

Paul & Christina

North East

e-mail: geoff.dent14@gmail.com

e-mail: deryck.beadling@yahoo.com

www://tsscnortheast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

The Summer is nearly over and the dark nights will soon be on us, but we still have a few events planned for this year.

September the 11th is Whitfield country show, a small show which which we attended pre lockdown, on display were a few classic cars, Steam / Stationary engines, Tractors, and Whippet Racing, a proper informal day, it's not too far to travel, close to Haydon Bridge, drop me a line if your interested. other events for September.

Hamsterley forest vintage and classic show on the 18th i

84



think you have to book in for this one

We also have to try and put a run together for the end of the month, but I will Email everyone with the details once we confirm a Route / destination

We had planned on having our AGM at September's meeting, but quite a few are away on that date, so we have decided to have it in **October instead**.

After our meeting in August, a few of us took a short drive to Fishburn Airfield for coffee and bacon butties, a nice little cafe overlooking the private airstrip, so we spent an hour chatting and watching the planes, somewhere different to go and not too far away.

A few will have traveled down to the Silverstone Classic this year, but not as many as previous years as they changed the dates and some of the regular attendees are away, more info on what they got up to in next month's report.

We have already sown the seeds for next year's foreign trip, as the Laon classic was planned for 2020 but we had to cancel due to covid, we now plan on attending this event in 2023. So time to decide who would like to attend and who will be traveling with who.

More talk about this event and others at our area meetings. See you in **September**

Geoff

Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

Once again, thankfully, there has been a lot going on within the club so I will have to hold over the Antrim area run with Peter (M) until next month. The beginning of July saw our ice cream run to the Rinkha at Islandmagee combined with a visit to the home of Brian (S) and family. Unfortunately, I was struck down with the dreaded lurg that day and so the route was forwarded to Alan (H), via Heather and Simon, who kindly took over the evening run. By all accounts there was a very good turnout of members who were well aware of the good ice cream available and then the treats at the home of the Spurlie family a short distance away up the hill at the Middle Road.

(Photo 1 here) I believe that there would have been more attending the run had we been aware that there was to be a fishing competition arranged in the harbour by Ernie (F) with a number of the members taking part. Perhaps I should explain - yes! Well, it would appear that Ernie, always flush with money, was pulling a handkerchief that brought a number of £20 notes out of his pocket when one "floated" down into Carrickfergus Harbour. Ernie, of course, being ecologically savvy didn't want any of the poor fish to suffer, nor the next day swimmers getting it, and so a period of



Northern Ireland



time was spent fishing, much to the amusement of the passing public.

It was eventually discovered that a weighted bucket and rope was the best method to be successful, as they were with the assistance of a member of the passing public. Fishing over and the group of cars were on their way to Islandmagee and the Rinkha. To add a little variety to the route the Marshallstown Road was used to get to the Killyglass and Bridgend Roads to Ballycarry to then drop down to use the appropriately named Island Road to the Rinkha. After all the excitement of the fishing demonstration Ernie decided that it was appropriate to buy the ice creams that evening which I believe took a little more than the initial £20 that caused all the problems!



A big thank you to Ernie for the ice cream and for Alan delivering everyone safely to the final venue the home of Brian (S), up the hill, as they say. This year Brian was at home so no need for a "Zoom" call to Enniskillen. Unfortunately, no



real progress on the Spitfire this time due to work commitments and the fact that Brian needs a few operations on his hips. Thankfully he has a date in late September for the left hip and the right will be done depending on his recovery progress. We wish him all the best for these operations and their success. Back to the real/main reason the club were there! It was of course to get up dates from Siobhan in relation to crafts and garden progress and most of all to sample the baking, including brownies, from Ciara. Pleased to report that, although I wasn't there, I was able at a later time to "sample" my own selection. Once again, a big thank you to the Spurlie family for hosting us, and those members who weren't there, you don't know what you have missed! As most of you know who have been members of the club for some time it has been the norm that we try to help each other out when in difficulty or some sort of assistance is needed.

Lately we have been reading about the "difficulties that Colin (L) has been having with his Herald in relation to the bonnet fit. To help him Desi (O'N) came over from Loughbrickland and with the aid of two hammers - one for bodywork and a big one for serious bodywork - sorted the bonnet gaps on the Herald. It seems Colin's body shop in Markethill weren't as gentle as they could have been and distorted it quite a bit, bending the top rear corners and the lower wings so it required a lot of bending and 'percussive maintenance'. In any case now 95% correct and Colin is happy with the final result. Desi arrived before seven and was only getting away at around eleven so it's "above and beyond"



as they say, but typical of club members in Northern Ireland. An enormous thank-you to Desi for all his work, patience and, of course, knowledge. One other matter that Colin was interested in was the combined Stafford show in late August this year. Unfortunately, it has been cancelled and so sadly he'll not be able to search for Stag bumper parts for Alan (H) nor a "few" other parts for himself - just in case he needs them. Need a wee break now as this is the fourth time that I have had to move around the conservatory due to the heat. Normally I do my "office work" in a small bedroom but here today with the heat varying between 30C and 90F, even with the blinds down. Just dawned on me it coming through the roof so might need to order tiles in the future!

Talking about matters dawning I've just remembered that it is a year since Robert (T) bought his lovely TR6 so we now have three on the road with the addition of Ian (M) and his blue one leaving me at the bottom of the heap. Our Sperrins run was on Sat 16th July with us meeting at Dunsilly, Antrim with a few pick me ups along the way. Thankfully we were blessed with good weather and the roof was down on the TR from the beginning. We had five crews from the off, Alan and Mauree, Valerie and Ernie, Heather and Colin with two cars from the Hogg family.

As the Barnish Road, near the Ramble Inn was available again, we used it to go cross county to the Castle Road at Antrim before joining the motorway for a short period so as to use the back roads through Staffordstown to the shore of Lough Neagh. Lovely run and views along the side of the lough as we then went through Toome to the Elk Inn to meet up with Mark (R) and the boys - how they have grown! Now moved to the dining room as I'm still sweltered, thankfully the cable stretched as I have no battery. On the way again to cross over the new A6 towards the Knockloughrim area before using more narrow side roads to Gulladuff. On our arrival we thought, initially, that it was a welcoming party as the streets were lined with people, young and old, in football gear. Sadly, it turned out that we had arrived just before the commencement of a funeral procession for a well-known local football player.



Squeezing through the crowds we were able to continue on our route up Gulladuff Hill to Drummuck and then to our first stop of the day at Maghera Garden centre for lunch as well as meeting up with Philip (A) and his very tidy Herald. I understand, from others, Ernie really enjoyed his soup, spoon and all! Shock after lunch as it had started to rain during the break so all the roofs were sadly up, thanks Alan. Taking the Ranaghan Road out of town we went up and over the Glenshane Pass to Benedy near Dungiven to take to the hills using the Moy-





Northern Ireland Notts - Peterborough

Northern Ireland Continues

damlaght Road. We made our way over the Sperrins having a clear view of White Mountain and Mullaghmore on our left, despite the rain, to Moneyneany then to take the Glendra Road to the Feeny area passing Altnahughish Reservoir and Banagher Glen along the way.



Not wishing to enter either Feeny or Park we took the Sperrin Road to drop down, believe it or not, to Sperrin passing Sawel mountain on our right and Mullaghneany on the left even in the mist. Taking the Glenelly Road, and a few minor ones, brought us to our next stop in Draperstown for a short break and a wee dander.



As we were running a little behind time, we took the direct route to Bellaghy through Tobermore, Maghera and Gulladuff for our evening meal at the Tap House. First time that I had been there and I must say, for once, we all enjoyed our meal according to all reports.

What have we to look forward to in the weeks ahead? **Wed Sept 7 th Area Meeting.** (Nortel 7.30 pm), **Sat Sept 10 th Area Run Mournes** (Alan F), **Sat Sept 24 th Area Run County Down/Armagh Area** (Colin L) and finally **Wed October 5 th Area Meeting.** (Nortel 7.30 pm). That's about it for this month and a big thank you in advance to Peter (M) and Alan (H) for looking after the events in August. Please come along and support the members who put in such an effort to make the area runs enjoyable.

Douglas.

Notts

e-mail: nigel.hill@hotmail.co.uk

Tel. 07976 163006

Our last meet up were at the horse and groom pub at Moorgreen, lovely to see folks at a different venue. Ian Smith and Roger Buck brought both of their Triumphs, Darren and Wendy in their Mercedes slk, Howard and Marion also Steve Taylor joined us for a drink and Brian and Trevor Enduling in some wonderful food that was being served.

Great catch up.

There was a mystery PI turned up came in the car park and turned around and drove off. So we were curious to know who this was joining us... then an hour later they reappeared again looking around so Nigel hobbled up the car park but because he still unable to walk great but unfortunately didn't catch up with them. Later the following day we had a call from James it was him and his lovely partner such a shame we didn't get to chat James.. myself and Nigel

managed to go to the kit car show at Newark show ground which surprisingly was extremely quiet as in hardly not a big turn out and very little stalls. We wondered whether this is now what is happening in the classic car world. At present we are all feeling the pinch of fuel prices and energy prices ever increasing. So what will become of the classic car world? Here's hoping it will change next year.

Unfortunately with Stafford having been cancelled myself and Nigel helped out at TSSC HQ. Nigel was bbq-ing. And myself and Trudi were making refreshments. A great day with quite a few turn outs of Triumphs. We also attended the cromford steam rally which was superb and great weather and plenty of interesting cars, buses and tractors plus steam engines large and small with also old fairground rides working by steam. One for us next year I think with camping. For those who perhaps don't know the **Annual General Meeting at TSSC HQ is on Saturday 24th September** if there any questions you need answering

Di & Nigel

Peterborough

www.tssc-peterborough.webs.com

Tel. 01780 666045

In August we again met-up at The Gordon Arms in Peterborough.

The meeting proper started at 7:30pm, with a pre-meeting meal starting at around 6pm. There were 8 of us eating, so the room booking fee was again waived.

Next meeting, will be on Monday the 12th of September 2022, again at The Gordon Arms :

Please remember to bring a raffle prize!

I've just finished replacing some if the trim in my Spitfire which was looking a bit tired - The armrest vinyl has a couple of splits etc. The old trim came off fairly easily because the glue was thoroughly dried-out. Cutting and gluing the replacement trim takes a little while to get right, but I'm pleased with the result. I've also replaced bonnet cones, front engine mounts and a split steering gaiter. There's always more to do of course.

Some of us met up at the Maxey car show on August the 18th (held at Willowbrook Farm). It was a hot day, and was well attended for a local show. Thanks to Willowbrook Farm for accommodating the show with only short notice. I'll be visiting their tea-room again soon.

We're looking at the feasibility of changing from the **2nd Monday of the month**, and plan to discuss this again at the September meeting, so if you aren't able to make Monday evenings then do please email me at tssc.peterboro@gmail.com to let me know what day(s) you can make.

Charlie.

Scotland Central Somerset



Scotland Central

e-mail: dave.fray25@gmail.com

Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCSomerset

The news of the cancellation of the TSSC Stafford event was described by one of our members as a pure shock and similar to the news he received in 1986 "The day that WHAM split up". Lets hope there not too many recriminations and we can look forward to a event in 2023.

On that front we are hoping to have a Scottish Version of the Triumph International, this will be held on the **20/21st May 2023 at the Doune Hill Climb circuit** which is just off the A84 North of Sterling in Central Scotland, TR Register, Triumph 2000/2500 Clubs are already confirmed, We will give you more details later but we are hoping for at least 100 Triumphs to mark the 100 anniversary of Triumph cars, the first being produced in 1923.

We must also offer congratulations to Ken and Alyson on there wedding which was held in Cyprus, they even managed to have a Triumph Spitfire as the wedding car! Hope to see you at next months meeting.



Dave

Somerset

e-mail: somersetssc@gmail.com

Tel. 07778 923064

This dry, warm, sunny spell seems to be going on and on and whilst it is not doing our gardens any good it is a great time to get out and about in our cars.

We have been using the Vitesse as much as possible over the past few weeks and it has not missed a beat which means all the mechanical work I did on the car during the winter lockdown of 2020/21 is paying off. The one thing that is not quite right is the engine which although it runs 100% OK, doesn't burn any oil, plug colour OK, oil pressure high as it has always been etc etc it has developed a knock when it is cold and it is gradually getting worse. When it is warm it is mostly OK but I can just hear the occasional knock at idle. I can't make it knock at all under load, up hills etc. So it looks like it is engine out this winter providing it doesn't get really bad before that. It is the last major mechanical part that I have not rebuilt on the car so it will be an opportunity to have a look and hopefully it won't need a full rebuild.

We had a few members at the Powderham show last month on the Devon Area stand. The weather was good and it seems like the show was a great success. The only problem they has was the 2 hour queue to get out of the event which was not a good end to the weekend. Perhaps this is something the organisers can improve on in the future. We could not get to the show this year ourselves due to prior commitments.



This weekend just gone we had seven members on our Somerset Area stand at the Steam and Vintage Show in Norton Fitzwarren. The event shelter was put up which was needed to keep us in the cool as the temperatures were in the mid-twenties. With the shade and a bit of a northerly breeze it was actually quite comfortable on both days.

The show is in the Steam Railways own fields and there were trains on the move a lot of the time. One of the highlights on Saturday was steam locomotive come through at speed. We were told it was running on the mainline and has to go at a certain speed. I think it was the first time I have seen a steam engine at speed since I was a child. The noise was wonderful. There were many huge traction engines which are always impressive and quite a few much smaller engines and steam powered vehicles. It is difficult to estimate but we think there were about 120-150 classic cars in the display field on Saturday and maybe up to 170 or more on the Sunday. So although the car display was not on the scale of some shows it was still an impressive and varied display. The public attendance was good but wasn't huge on Saturday but there were noticeably more on Sunday. I hope the railway made a hefty profit so they can continue with their work and keep these impressive trains running. On our stand we had quite a lot of visitors and hopefully a few potential new members. We had both previous and current members come along and say hello and a visitor from Mr Distributer Doctor himself asking about why his Stombergers were leaking on his Vitesse. A few people who where just interested in the cars wandered in and sat down and had a long chat. It was particularly good to hear from one gentleman who had owned Triumphs most of his life and also raced TVR's. At the show all the displayed cars are invited into the display ring which a few of us did on Saturday and Sunday. Unfortunately the commentators were not very good at reading out what we had put on our registration forms which was a shame. It only took us 30 minutes





Somerset - Southern

Somerset Continues

to get out of the venue at the end of Sunday so not too bad. So a big thanks to all the members who brought their cars to display on our stand. Scott and Janette in their Spitfire, Eric in his Spitfire, Dave in his Vitesse, Gary in his Vitesse, Steve in his Spitfire and Kevin in his GT6. Also thanks to the gentleman who I don't know the name of with his family who parked on our stand in his beautiful 2500TC. All in all it was a great show made even better when in great company.

On the same day as the Steam and Vintage Show Steve and Nikki Polden took part on the Devizes and District Motor club tour. I don't know any details but their total mileage for the day in their TR2 was nearly 300 miles.

As everyone will know by now, our regular meeting place The Knowle Inn near Bridgewater had a major fire in early August and is completely gutted. By the time you read this we will have had our August meeting at a nearby pub but as yet have not sorted out a new permanent home. Please keep watching your emails for news.

Now as it is blue sky and bright sunshine outside, where can I go in the Vitesse today?

Happy motoring



Alan & Denise.

Southern
Tel. 01252 722432

Hi all , Mike's carrier pigeon has landed. Whether I can decipher it is another thing altogether.

Sunday 19th June, off to a new show. The High Weald steam working weekend. A super show with thirty one steamers in attendance.

The show field lay on a considerable slope with no arenas such. In the centre were two large working saw benches , they were the only things roped off.

Along with tractors and the odd crawler and some heavy loads on trailers, this made up the centre field. Around this was a large circular ring which the steamers filled all day with various heavy loads, some being with double headers. All the other exhibits were parked up around the circular track. People just walked around as they pleased. No health and safety, just common sense, like the old days. Long may it last.

Sunday June 26th saw the return of the Deane Rally. A fairly small show, once again something for everyone. Good club attendance, Wendy in her Spitfire, Dave H in his Toledo, Dave B in his GT6 Barb and myself in the Stag. Mixed weather on the whole but quite windy.

Sunday July 3rd we arranged to meet Dave and Wendy in his Toledo at Petworth. Travelling on the A283 towards the

cross roads we spied Dave's yellow Toledo ready to pull out. How well timed was that . Onwards towards Bognor. Format the same as other years. A mainly sunny day but draughty. Rendeviwed with Dave and Wendy at the Seven stars and onwards to the Swanmore Village fete. Having parked up we were joined by Paul in his TR5 . A while later by Mark and Jackie in the Vitesse. Spent a pleasant afternoon looking around , like you do and scoping out the bar. The car show was well attended and was later joined by a lot of classic motorbikes.

Here we are again at the Spring Vehicle Meet at Newbury showground. Not very well attended this year. Cars started to move out very early and by three o'clock there were just a handful left and the traders were packing up as well.

Next year the show will return to its old slot of Easter Monday. We'll give it one more chance.

All the best .

Mike

It was the first time I had been out to the Flower Pots at Cheriton for quite a while and was in for a big surprise. New parking area taking over part of the field, new paving along the old parking area and most of all a new function room and toilets. The pub was very busy and it seems they have a new landlord but the same great beer.

Just the nine of us for the roaming meet which was actually very intimate as eight of us were huddled around one table. A really enjoyable evening, a shame more couldn't make it. As usual we had invited the local MG group to our regular meet at the Seven Stars. It's always a worry that they will turn

up with more cars than ourselves. NOT THIS TIME. Twenty eight Triumphs to eighteen MG's and one of them was a Chinese SUV. Big thanks to Nigel Ayre and his friends from the TSSC West Sussex group for their support. Sorry I wasn't there for very long as I had to take my eight year old grandson back to Andover. Thanks to all our group for making it a memorable evening.



Up and coming events

September

6th Regular meet, Seven Stars Petersfield. GU32 3PG

15th Roaming meet. The Golden lion, Winchester SO23 0JZ

18th Alton Classic car show

October

4th Regular meet, Seven Stars Petersfield. GU32 3PG

16th Sunday lunch meet. Fishers Pond SO50 7HG

November

1st regular meet, The Seven stars GU32 3PG

20th Sunday Lunch meet, The Fox, Bramdean. SO24 0LP.

That's all for now. Take care

Mark

North Staffs - Suffolk East Sussex



North Staffs

e-mail: triumphsportssixstaffs@gmail.com

<https://tsscnorthstaffs.home.blog/>

Tel. 07939 603061

As we enter September it always means we are coming to the end of most car events and shows, September can also provide some great weather for drives to the countryside, so I hope we can fit a few in before we enter the shorter days of autumn.

A couple of us were fortunate to get entry to the Alrewas show in July which had a good range of cars attending and one of the hotter days of summer.

The Audlem transport rally started with a rainy day and many of the good folk had thoughts of not going, fortunately by the time the cars arrived at Hankelow the gathering point for the parade, the bacon butties and teas purchased the sun broke through the clouds and the sunshine just got better as the day went on.

The drive down to Audlem and through the village was greeted with all the residents waving and cheering the cars as they made the way to the parking area, unfortunately very few Triumphs attended, remember to register for next year as its limited to around 260 cars.

Sandon Fete again had wonderful weather and some members joined the classic car section, unfortunately two days before I was taking my Stag for an MOT and on route hit a pot hole which knocked the anti roll bar link out which resulted in a failed test, so I was unable to take the car and I'm still waiting for the part.

I'm sure many of you are disappointed that the Triumph & MG show at Stafford was cancelled due to poor ticket sales, lets hope that some solutions can be found to get the show back on the road next year.

We have Tatton park Ipstones and Eccleshall show's still to come, so hope to see some of you there.

Next meeting September 27th

Dave

Suffolk

e-mail: suffolk@tssc.org.uk

Tel. 01206 250360

The August meeting saw a good number of us enjoying the sunshine in the rather parched Sorrel Horse car-park. It was great to see the Felixstowe crew back in attendance after Lindsay and Chris caught Covid on their Le Mans trip. The assumption was it must have been the ferry, but the after effects have been longer lasting for Chris who still has no sense of smell or taste, although that hasn't stopped him trying to acquire another car. A friend who has 3 Dolomite Sprints, is probably looking to move a couple of them on, one of which is a rolling restoration project that Chris helped him buy a few years ago. Nothing has happened with it and a call from his wife meant Chris was off up there

to have a look. At the time of writing, no deal is done yet.

Peter has been off to see Laura (Miss Weld) for some repairs to his wife's MGF. Just some welding needed to the sill and arch area behind the front wheel, but he's really pleased with the results. Good to know that Laura is still in business and willing to help us out with the small jobs as well as the larger projects.

Mike is making further progress with the Vitesse. He's had it running a few times now, but has been slightly nervous about moving it about, as the brakes aren't connected, so his current task is to make it stop. It's up on stands, which has enabled him to connect the handbrake. Once that's all complete, the next big job is to get it painted. He's also fixed the poor running of the 1500 Spitfire engine in his Herald estate. Plugs 1 and 2 were always sooty, and at idle, removing the plug leads made very little difference. Turns out the little bracket that pushes the jet down, when the choke is on, had fallen off, meaning gravity was pulling the choke on most of the time. Connecting it back and all is well. Thankfully a simple fix that had been hidden by the air filter for some time.

Pete has decided on a cover maker down at Woolverstone Marina to get a canvas made for his camping trailer. The trailer is 5ft x 4ft, making it small enough to tow behind his TR4, but expands to 7ft to allow for his lengthy frame for sleeping. The canvas is to connect to the fibreglass top which can be opened for camping, like a camper pop-top. The cover people hadn't done one before, but as they're used to doing custom covers for boats, I'm sure they're more than capable. It sounds great and I look forward to seeing it completed.

Mathew has the Stag running, an absolutely Herculean task considering he only picked it up in May. His progress can be seen in the "Krusty the Yellow Stag" on the forum, but with just a couple of fabrication parts left to do and a few electrical gremlins, he's almost ready to send it for MoT. Perhaps we'll get to see it the next time he comes to a meeting (work shifts permitting).

See you all in September.

Russell

East Sussex

e-mail: gwscaorborow@gmail.com

Tel. 07833 944847

August already and what glorious weather we have been having here in the South East. Wendy and I had been planning a "Treasure Hunt" drive for East Sussex TSSC members and a recce run for a possible route had been sorted and the directions / question sheet all prepared. Two days before the drive we retraced the route and found a Road Closed sign. Fortunately, it only meant a minor diversion to the route and the remainder of the route was clear. So, on Sunday 10th July eight vehicles assembled at the Halfway House Pub ready for the challenge; John & Janice, Richard & Kathryn, Ian & Chris, Bob & Chris, Pete, Keith & Kate, Andy & Lynn and Wendy and Geoff. Having been given a num-



East Sussex West Sussex

East Sussex Continues

bered golf ball (what was that for?), cars went off at two minute intervals armed with sheets giving route directions to follow along with questions to which they had to find the answers (no having to get out of the car to get the answer as some of us find it difficult to get out of the low Triumphs). Wendy and I headed straight for the final destination to ensure people arrived and were directed to the end point at the Horam Country Park Campsite. Andy & Lynn set up a gazebo for shade and question sheets were marked and the final placings determined. Richard & Kathryn were top scorers with 34 points out of 40 and bringing up the rear were good sports Keith & Katie, awarded the "Wooden Spanner" (crafted by Geoff with signwriting by Wendy). Andy & Lynn provided refreshments namely, strawberries and cream, prosecco with strawberries drinks followed by chocolate brownies. The catering was first class and we are thinking we should appoint them as official caterers for future events. There was a raffle (now the golf balls made sense) and a silly game to keep people amused to round off the day.

Sunday 17th saw quite a few of us at the Sheffield Park Bessamer Arms Restaurant for breakfast. This is usually a very well organised and tasty breakfast but a couple of members were disappointed because the black pudding was not ready at the start of the breakfast. The cook got on the case and soon everyone was happy again.

The guys who went to the Le Mans Classic all had a good time. I will definitely have to go next time so as to include some words for the monthly report.

The monthly meeting on Wednesday 3rd August was a lovely evening and 20 members spent it in the pub garden partaking of the excellent food and drinks and enjoying each other's company. We are getting a very sociable group of people coming along month after month and it is good to see so many "partners" joining in. Everyone is getting to know each other. This week we were joined by John Millidge from Club Triumph, who was in our area collecting some flags for the Stafford Show.

Sad news- The Stafford Weekend has been cancelled due to poor pre-sales and I was so looking forward to going for my first time. Ah well, there is always next year!

What's planned for September? Not a lot really! On **Sunday 11th there will be a breakfast meet at Carats Café in**

Shoreham. If anybody wants further info about events see me at the next meeting or drop me an email (email details can be found in the Courier) or make contact on my mobile no. 07833944847.

Geoff

West Sussex

e-mail: nigelayre@hotmail.co.uk

Tel. 01403 253034

Hello, hope you're all well. We had a good turnout of Triumphs at our sunny July meet and it was nice to see some new faces and cars. It was a total of 14 cars and in good variety as we had 6 Vitesses, 3



Heralds, 2 Spitfires, and a Bond Equipe, GT6 and Stag. Me and my dad Morgan have been up to Essex together in our Vitesses to be the wedding cars at my sister's wedding. It was a fun drive up to Harlow, especially going through the Dartford tunnel together as both our Vitesses are equipped with stainless steel wheelbarrow exhausts. It was great to see how much attention the triumphs got, they did look particularly good with the matching wedding ribbons. Big thank you to our area organiser Nigel, for providing us with the wedding ribbons last minute as our order never arrived.

Paula shared some photos to our area Facebook group showing off the new roof on her spitfire. It looks great and it's very impressive as she has made the roof herself. Paula enjoyed a first outing with the new roof to the manhood meet at east beach.

I treated my Vitesse to a new MOMO heritage steering wheel, I'm very happy with how it looks and feels. As it's a slightly smaller diameter steering wheel I was expecting the steering to become slightly heavier, but on removal of my old original steering wheel I found the steering wheel was fitted incorrectly with a spacer missing between the steering column causing the back of the steering wheel to grind against the steering column. With the new steering wheel and hub fitted the binding has been fixed and the steering feels spot on.

Myself, Alan, Morgan and Nigel went to the Torque Moto cafe classic car breakfast meet together which was good and defi-



Thames - North Wales



nately worth going to again. It was a nice drive to the cafe and the breakfast was very good and there was a nice variety of cars to look around.

We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of Triumphs between us. Many thanks,

George.

Thames

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Tel. 07773 623807

Hi All. Hope you all well & good, it has been great to see new & old members coming to the meetings at the George Inn & that we are moving back to the Fairmile Inn @ Cobham due to poor service at the Prince of Wales. Julies Herald has been Sold & the happy new owner Andy K, will love it as much as we did & remembers Trevor T with great affection.

SOCIAL MEETINGS

Prince of Wales Inn, Esher 2nd June

Its a pleasant trip in the Vitesse to the pub where i am joined by Chris C. We have a lovely meal & drink before headed home. We did hear later on that one member was at the George Inn by mistake.

7th July Another Glorious sunny day, so roof down in the Vitesse on route to the meeting where i am joined by George b, Marnel, Paul, Alan, Chris C, Mike H, & Philip, In the car park we have a good turn out of Triumph's, Belonging to, George B Mk1 2litre Vitesse convertible, Marnel Herald 1200 saloon, & Philip's 1200 Herald convertible, Chris & Mike were in their GTI's. We had our meeting in the beer garden & spent the evening chatting away.

George Inn, Wraysbury. 16th June Julie & I bathe in the sunshine heading to the meeting this evening, there we have the wonderful company of George B, Chris C, Graeme C, Bob R, a BIG warm welcome to Rob W, John F & Steve. We also had a great turnout of Triumphs in the car park those being :- George's Vitesse Mk1 convertible, Graeme's TR6, Bob's Herald 1200 estate, Rob's Mk1 2000 saloon, John's Mk2 2.5 tc saloon. & our Mk2 Vitesse convertible. Steve very kindly gave us some Vitesse bumper sections & a diff for Rob. We all had a lovely evening talking about all manner of things

21st July Julie's in the Vitesse with me tonight as we head to the meeting. There we are greeted by George B, John P, Chris C, Tony H, Bob R, Graeme C, Rob W & a big warm welcome back Andy & Paul. Triumph's in the car park were John P TR7 (for Sale) Bob's 1200 Herald estate, Graeme's TR6, Rob's Mk1 2000 saloon. Another great evening-

SHOWS & EVENTS

17th - 19th June 32nd Peak Run Derwent Valley.

With all our camping stuff loaded in the Mokka & Julie behind the wheel, I follow in the Vitesse with the trailer tent straight into heavy traffic on the M25 (Staines to the M40)

Keeping a worrying eye to the temperature gauge we soldier on in heavy traffic most of the trip there. Once at the camp site we set up our weekend home & greeting friends.

We head into Ashbourne to get food & alcohol stopping at the chippy to get supper. Which was eating in the sunshine on he campsite. Later we find the bar & enjoy an evening with friends.

Saturday morning we heading over to the Great British Car Journey museum, once parked up we spent the best part of the day going round this wonderful museum (well worth a visit if you are near by). On the way back we stopped in Ashbourne where there was a festival happening, looking around & buying a few things. Back to the camp site for a snooze we headed back to the bar for a fun filled night of silliness, games & drink. A Fantastic night.

Sunday we get our breakfast & drivers briefing, run directions. We start off & manage to catch the exhaust on the 1st speed hump, once it slipped back on we had great 73.7 mile peak run stopping for a bite to eat & refitting the exhaust only one more time. The run ended at Carsington Reservoir where we parked up to display our cars. After awards & raffle prizes were awarded. We headed back to the campsite & packed up before travelling home. We had a wonderful time & wish to thank all Derwent Valley TSSC involved.

24th July Runnymede car show It was a glorious sunny day & the trip in the Vitesse was great, once at the show, parked up i meet up with George B in his Mk1 2 litre Vitesse convertible. Of the 200 cars on display there were seven Triumphs there a Stag, A wonderful GT6 Mk3 in Wedgewood blue, a Spitfire 1500, a TR6, & a Hurricane. There was a small amount of auto jumble & refreshment.

Upcoming events & shows

SEPTEMBER

4th Shere hill Climb Shere nr Guilford

Our next meeting will be :-

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

3rd Thursday of the month at The George Inn

@ Wraysbury

Any enquires please call me on 07773623807.

Mickey & Julie

North Wales

e-mail: helenahill@btinternet.com

Tel. 01691 600215

Hello, folks. July started off with our first Border Classic Cars meeting taking place on Thursday 7th, and this was well attended. Julia reported on the recent events, i.e., Classics at the College, the Normandy trip, Denbigh Carnival and the Llangollen Transport Weekend at Glyndyfrdwy. At Llangollen apparently the weather did not bode well:- Glen and Barry had been caught in a downpour on the way there. The sun did outdo the clouds in the end, and all in all it was a good day with trips into Llangollen by train (subsidised for those displaying cars to £5.00, which is a fraction of the usual cost).



North Wales - South Wales

North Wales Continues

We now have a new flag with our group's name and logo, kindly donated by Jan and Geoff:- many thanks to them for their contribution. The flag looks very smart indeed, so it was decided to purchase another one:- there are sufficient funds in the bank account to cover this. The badges are selling well, and business cards and flyers with the new name and logo are already being given out to interested people. Another good evening.

Saturday 9th July was the Gredington Show, and there was a good turn-out for this. All that were going met at the Moreton Garden Centre ready to leave at 2.00 p.m. The last time we were there was in 2019, so it was nice to return. A proper country show, with the classic cars display, plus a lot more, i.e., dog show, stalls, etc. The weather was wonderful, and with the money that was spent on the day a total of £250 was raised for the charity CRY (Cardiac Risk In The Young). Once again, a great day in great company.

There was a clash of shows the next day, Sunday 10th, with Caerwys and Ellesmere Crement Gardens. Once again the weather was glorious. The members of our group who went to Caerwys took the new flag, and this was greatly admired by the North Wales Jaguar group, who were parked up next to us. There was a wonderful display of so many cars, all manner of makes, and motorcycles as well. This show has always been a good one, and still is. Lovely to see Sam there with his dad, also Cheryl and Dave Hudson. It's days like these that make things so worthwhile. A good group makes for good company! The Ellesmere Show at Crement Gardens was good, and again the weather was brilliant. Some of those "who shall not be named" had gone along, but it was apparent that those of our group who were there had the better ambience, with not one of them looking like a bulldog chewing a wasp.

Sunday 17th July was the Wem Vehicles of Interest, and what a good show it was, with such an assortment of cars and motorbikes, plus plenty of stalls, and a live band playing throughout the day. Our Border Classic Cars had a very decent turn-out, with parasols at the ready, as it was really hot! At the end of the day the Shawbury helicopter, which had been there on display, was getting prepared to take off, so the remaining ones of us on the field moved our cars out of the way, as the downdraft can be quite vicious. Another enjoyable day, in great company.

Sunday 24th was supposed to be a picnic run, but that was postponed because of the weather, so Helena and Roger, along with Julia, Alan, Glen and Barry decided to meet at the Trevor Arms for a meal, and it was very enjoyable. Good idea, we all had a lovely time.

Thursday 28th July was our monthly Lunch Run, organised by Gail and Tony. Everyone met at Woodworks Garden Centre in Mold for the usual teas, coffees, and the handing out of the route plans. There was a good turn-out, and we had a great run, although one or two of us did go wrong at one point (through no fault of Gail and Tony), but managed to



pick the route up again, and ended up where we were booked in for lunch, this being the Dinorben Arms at Bodfari. A great time in great company, with so much chat and laughter. Two of our group arrived late at the pub, having gone wrong big-time, but they got there, that's the main thing! When the puds were ordered, Susie said that she would order the one with a banana in, and she wanted a big one! Nice one, Susie, it caused one heck of a lot of comments and laughter.

The 31st of July was Audlem Festival of Transort, and this was attended by Jan and Geoff, also Dave and Mary. Geoff gave a report on the day:- a very good turn-out of all different vehicles leaving Hankelow Green travelling to Audlem, where everyone got parked up. Another nice thing was that the Canal Festival had been re-instated. A smashing day, weather being kind, and in good company, what else could you ask for?

That's all for now, so don't forget that our meetings are now held on the **first Thursday of the month at the Trevor Arms in Marford**. Looking forward to seeing you there.

Forthcoming events:-

September

1st September:- Monthly meeting at the Trevor Arms, Marford.

4th September:- Potteries Run.

25th September:- MGB60 - Gaydon, Warwickshire. Speak to Barry or Mike

for info., or visit www.mgb60.com

29th September:- Lunch Run.

October

6th October:- Monthly meeting at the Trevor Arms, Marford.

27th October:- Lunch Run.

Helena & Roger.

South Wales

e-mail: alan.gourley@hotmail.co.uk

www.triumphwales.moonfruit.com

Tel. 07802 204068

Our area members have been taking advantage of the good weather and getting out and about to as many runs and shows as we can. We started off July with the local Cardiff Bay show on Sunday 3rd which was held close to the National Assembly buildings very close to the BBC set for Casualty (easily confused). About 100 cars were on display and the club managed to get 7 cars and 8 members out on the day for what was a good show with the luxury of free entry to the Cardiff Food and Drink Festival of which much was well sampled by members on the day.

Sunday 13th July saw us make our way on a very sunny day to deepest and darkest Abergavenny for the Mon-



mouthshire Classic and Historic Vehicle show held at the Hogs Head. We had 9 cars attending which we squeezed into the 10 square foot of allotted display area for the club including our event shelter which provided welcome shade from the sun and allowed Sandra to provide very welcome Tea Coffee and the best Bacon rolls in Wales. Some great cars were on display including Bern's Standard Vanguard III and Dave's immaculate TR4.



On one of the hottest days of the year we all managed to survive with minimal heat exhaustion and sun stroke. Megan had the honour of ending the show by starting the 1926 diesel tractor owned by Farmer Giles with the traditional whack from a mallet, she missed twice and so did the tractor as it coughed into life, everyone cheered and went home.



We attended the Blaenavon Steam Museum Festival of Transport on Sunday 17th July where we also celebrated Meg's 18th Birthday with a rousing rendition of Happy Birthday and lots of cake which melted in the searing valleys heatwave. A good showing of 10 cars from the club gave us a good position in the limited display area and again Sandra was on hand with the best bacon and egg rolls in the valleys. The day came to an abrupt end when Bern received the news that a neighbour had managed to crash his ELECTRIC CAR into the side of Bern's garage and demolishing the car port where the Standard Vanguard had been parked 6 hours earlier. Fortunately no one was hurt although his TR4a took a hit on the rear wing as it was in the garage where the Hyundai Hybrid hit. Could have been so much worse. Electric cars a good idea? It's a Nah from me.



On Sunday 31st we assembled at Coldra Two Arches Café and headed north towards Malvern and the Welland Steam Rally which was the weekend meet for everything smoking, hissing and hard to steer in a straight line, our Triumphs fitted in perfectly. We soon found the area for Classic car parking and ducked under a few rope barriers to get there as the marshal's seemed to have their hands full with huge loads being trundled around by some of the 100 or so Traction Engines in attendance. I for one saw Steam engines doing things I have only seen in



very old photographs. The show was fantastic and we will certainly be attending next year in preference to anything organised by TS!..well maybe best not go there!! or maybe that's some very good advice.

Anyway a very good day was had by all and the heatwave is guaranteed to last well into February by the amount of coal burned in and around Malvern.

For the foreseeable future our meetings will be the **LAST WEDNESDAY** of each month due to the Lighthouse not being open on Tuesday evenings.

AL

Events upcoming for September
Sat 17th September Fonnon Castle Classic Car Show
 near Barry, Vale of Glamorgan
Sun 18th September Classic Meeting Hanley Farm near
 Chepstow

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Our trip to Old Sarum Aviation Museum went well, preceded by a two hour, fifty mile, picturesque run through the Wiltshire countryside and villages. We were fortunate, or was it lucky, that we did not encounter any major hold ups, also we were not impeded by cyclist and those we did meet were mainly family orientated, polite and considerate. The museum staff/volunteers could not of been more welcoming and treated us to a first class buffet on our arrival. Now the museum itself; there were volunteers at every turn, willing to answer any question you cared to put to them; also what was really good was that you were allowed to sit in the cockpits of nearly every exhibit, which gave you an insight of the cramped working conditions and how difficult it was to get out in an emergency; we struggled getting in/out and that was on terra firma!



Our last meeting was better attended, especially as the Le Mans contingent were back; my June email was apparently a bit ambiguous and some took it that the meeting had been cancelled. The conversation centred around the Le Mans trip and the prospects of going next year as it will be the 100th anniversary. The conversation got a bit carried away with the talk of buying Motorhomes, mainly because camping under canvas (alright, nylon!!) has lost some of its appeal from when we were younger. My brakes





Wessex - North Wiltshire Worcestershire

Wessex Continues

was thrown into the forum with many theories, as the symptoms were not that clear cut; it came down to replacing the Master Cylinder which was sticking through lack of use and to be fair, age; hopefully that has solved it, along with new flexi hoses.

Breamore, hopefully, we were 14 cars strong; will mention next month how it went. **Dorset Steam Fair, 25th - 29th August;** Rustic Fayre, Potterne Park, Verwood, 29th August, organised by the Rotary Club of Verwood; **Beaulieu Sept Auto-Jumble, 10th/11th Sept;** Swanage Railway, 9th - 11th Sept; **Classic Cars on the Proms, 4th Sept., 25th Sept.** As with any of the dates I supply, please check for yourselves before committing, as things do have a tendency to change at short notice. Where possible, we will try to keep you updated via email.

Ringwood A31 was closed twice in August for two nights on the trot for westbound traffic, with diversions from Cadnam. Also similar on the M3 with closures & diversions; August was not a good time to be travelling to the south, but then, when is nowadays? As I said before, I mention it only because this is the main artery to Bournemouth/Poole and the southwest and has a knock-on effect for the surrounding areas, so pick your times/route carefully; A35, Homsley Bridge, should now be completely open.

keep smiling,

Martin

North Wiltshire

e-mail: north.wiltshire.triumph@gmail.com

Tel.07852 455242

Apologies for missing the Area News Report in August. We have had good turnouts at The Foxham during the summer and it is nice to see so many members supporting the Area. In July we attended the Chippenham Lions Cherished Vehicle Show, and in August the Swindon & Cricklade Railway Family Festival. It's a shame the event at Stafford was canceled this year. Hopefully, next year will be better as we celebrate 100 years of Triumph motorcars.

If you haven't been to an Area Meeting for a while, please consider joining us on **Tuesday 13th September** from 7:30pm for a chat and a drink with like-minded Triumph enthusiasts. We have had a wide variety of cars in attendance in the pub car park from Herald, Vitesse, Spitfire, GT6 through to Stag and a few TRs. Whether you come in a Triumph or not, you will be sure of a warm welcome from our regular members.

Craig & Sarah

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Worcestershire

e-mail: vicky@richardddredge.com

Tel. 07745 299457

Hello again. Another month flies by and yet more lovely weather, intermingled with the occasional shower - well the gardens need it!

We had a reasonable turnout this month with 14 members and 7 Triumphs. Nice to see Frank in his lovely green Mark 2 Spitfire - welcome and hope to see you again. We sat outside initially before the weather decided to turn wet and all the convertibles had to have their roofs erected.

There was little news and believe it or not, Vicky didn't have much to say, that is about car club things! Although, talk did take place around events next year, primarily, Le Mans Classic, Laon and Spa Classic. I think Vicky might mention these again in the near future so keep your ears alive if you're interested.



She is also going to try to find out events, although these are not springing up quite as frequently as they did in the past. I've tried to put together a short list for September in the Worcestershire area but please check before you think about attending as some are still being cancelled quite late even though they are on the Classic Car Show Events list.

Roger is still organising his run outs on a Wednesday, not every week, generally starting at Holt Fleet, taking in a couple of refreshment stops, including a lunch stop. So if you're interested, contact Roger Greening.

Yet again, we managed to get away without having a raffle, so little sarcasm from Andy re the prizes! However, not for us all to miss out, he managed some at times during the evening, including towards me as I still haven't got my Spitfire finished and we have to expect Andy's comments otherwise the evening wouldn't be complete!!! I've managed to spray 2 wheels, got the lacquer and waiting for weather and time to do the others. I've also now got my service kit after some problem with bits missing - not the condenser and new points though which I didn't need, so again hoping I will be able to do that in the near future so I might get it on the road and come to the meeting in it soon - well let's say in 2022!

So that's all from me for this month and I hope to see you all at the next meeting on September 5th. Happy motoring, especially now as the price of fuel in dropping.

Dates for your diary.

PLEASE CHECK BEFORE ATTENDING!

4 Sept -- Himley Hall, Dudley

10 & 11 Sept -- Hampton Ferry, Evesham

11 Sept -- MAC Breakfast Club, Shelsley Walsh

17 & 18 Sept -- Stoke Prior Steam Event, Hanbury

18 Sept -- Coombe Abbey, Coventry

17 & 18 Sept -- Harvest Festival at Shelsley Walsh.

Stef.

North Yorkshire - Manchester



North Yorkshire

e-mail: warrentr6@yahoo.co.uk

Tel. 07534 820155

Hi to all our area members, we seem to be developing our North of York group meetings thanks to Gary and Sarah they have been busy looking at suitable venues and at the July's meeting had ten people I did not make it with having TS2 that week, so hope to continue if you have not yet attended or get the emails please drop me a line.

Our meetings at the Motorist and the Hare and Hounds have been steady throughout the year so far, we had a good day out at the Newby Hall classic car show last month with a really good show of cars I also went down to Gaydon for the Layland / BMC day a really good display, Richard had his TR8 at the show and spoke with one of the engineers that had a hand in developing his car.

Keith M has had a long trip around north coast of Scotland with his GT6 so getting plenty of use hope to get a short story about this adventure soon. We welcomed another new member Karl who has an imported TR6 which he hopes to convert to right hand drive also update his fuel system to EFI so will be pleased to see his progress. If you have anything I can report on please let me know?

Events we will be attending:

York Historic Car Show 18 September
North York's Steam Gala 22-25 September
Classic Motor Show 11-13 November



Keith

TSSC South Staffs Area New AO/s Wanted

Please Contact
Nigel Hill
Area Liaison Officer
for Details

We will offer all the help needed
to do this important Job

Tel. 07976 163006

STOP Press!!! TSSC Manchester Latest Area News

**Hi, my name is Jeff
Booth, I have been
bribed with cheap
French Beer into
arranging a meeting
for the Manchester
Members.**

**The meeting will be
on the**

**First Wednesday of
October, the 5th,**

**The venue will be
The Sheldon Arms,
Lord Sheldon Way,
Ashton under Lyne,
OL6 7UB**

**Any member
wishing to contact
me can do so on
Email,**

jeff.booth1@icloud.com

Jeff

2022 Tour of Devon

Sunday September 4th 2022



Organised by
Devon Area TSSC



A non competitive event that is run as a social get together.
Invites have been sent to all the local and national Triumph Clubs

Three start points all finishing in central Devon about 5pm
Each route will cover approximatly 230 miles

Start point 1 - 8am Tesco Lee Mill
Start point 2 - 8am M5 Services J30 Exeter
Start point 3 - 8am Torrington Old Bowling Green

Please register via email to sue@jassy.org.uk

Full details of the routes will be emailed in August





CORNWALL TRIUMPHS CHRISTMAS



DINNER AND DANCE



**Saturday 10th December at Tregenna Castle
Hotel
St Ives**

7pm - 7.30pm



Dinner and Dance £38 per person



Rooms from £105

Bookings now being taken via Carol Coventry A £15 non-refundable deposit for the meal is required.

Email: carol.63@hotmail.co.uk Tell: 07979464643 / 01726 824523 after 6pm

Please book your own room with the hotel direct on 01736 795254

We will be meeting at 12noon for lunch and a pint, TBA, followed by a stroll around St Ives for a bit of last-minute Christmas shopping or sampling some fine ales. Then it's back to the hotel to dress to impress! Party on and enjoy our Christmas Event.

11-13 NOVEMBER 2022 | NEC BIRMINGHAM



3000 CLASSIC CARS

**THE UK'S
LARGEST
INDOOR
AUTO
JUMBLE**

300 CLASSIC VEHICLE CLUBS



SCAN ME

PLUS DRIVING EXPERIENCES, MOTORING CELEBRITIES, COMPETITION DISPLAYS AND MUCH, MUCH MORE!



EXCLUSIVE £4 DISCOUNT ON ADULT DAY TICKETS WITH YOUR CLUB CODE*: N22CC137



LANCASTER
INSURANCE



SILVERSTONE
—AUCTIONS—



*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight on Thursday 10 November 2022. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information: www.necclassicismotorshow.com/tickets.