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THE COURIER NUMBER 495 SEPTEMBER 2021 TRIUMPH SPORTS SIX CLUB

THE

COURIER

No. 495 SEPTEMBER 2021



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Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Tom Hartley - Director



Jane Rowley - Director



Neville Wright - Director



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

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



Valuations. Bernard Robinson - courier@tssc.org.uk



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



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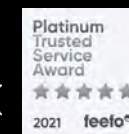
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THE September 2021

COURIER

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INDIAN SUMMER RUN ?
THORVETON NR EXETER
PICTURE PAUL BARLOW

Courier Copy/Area news



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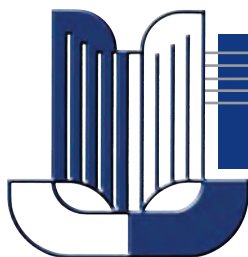
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THE GET OUT

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

TSSC MEMBERSHIP ENQUIRIES

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

INSURANCE VALUATION SERVICE -

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

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

COUNCIL OF MANAGEMENT 2021 meetings:

AGM Sept 12th

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

DO what we are good at!

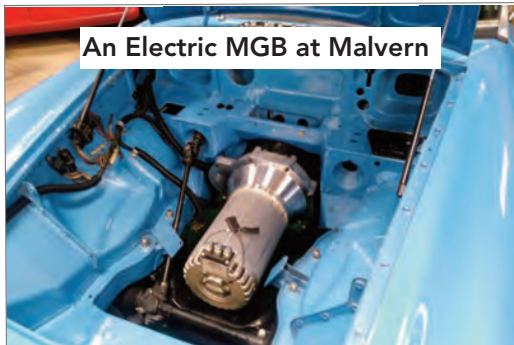
Hello and welcome to the September edition of The Courier.

I start with a 'Wow!' Reason? I'm writing just after the amazing Malvern TSSC / TR / MG car cub National event. I attended on Sunday and had a fantastic day, meeting up with old friends who I hadn't seen for a considerable time, and meeting new ones too. A shout here to the family from Harrogate in their superb MK2 Vitesse. They had endured a 5 hour journey from home to their tent site at Malvern. Camping Friday and Saturday night, I met them in the restaurant of the local Premier Inn to the show-ground, as they had treated themselves to a night in the hotel! Well deserved!! We had a good chat and became clear that we all had enjoyed the weekend, and re ignited the enjoyment of attending shows.

The planning and efforts that went into the event are just amazing. The whole of the TSSC Council of Management has played a part in the event, but special mention to Nigel Hill who had been leading the event which in 'normal times' is a massive task and responsibility, but throw in Covid 19 and all the rules and legislation on numbers and space were a constant moving target, becomes a monster task.

Thank you to everyone who assisted in the planning, running, on any level, to run the event Obviously all this planning would be without cause if it wasn't supported, so a thank you to all those attended the show to make it such a success, and the efforts involved in having such a impressive collection of Triumphs.

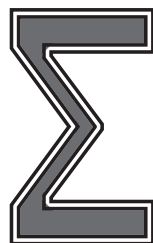
The TSSC is a club for all its members to enjoy. We are most fortunate to have great number of local meetings across the UK. If you haven't been to one, why not try it as something 'new' we all need to try and do to re engage and break-down those barriers Covid has introduced and some we have to live with. Have a chat to your local Area Organiser(contact details in the back of The Courier) With the last few shows of this very short show year in September, why not get out and try a TSSC event or check with your local AO as they would know the best local shows are, and



Do More with Your Triumph!



BY PAUL SWANSON
COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
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CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

Before Booking any of these Events it may be wise to check CURRENT Event Status with the Event Organisers

Sept 2021

FRI/SAT/SUN 3/4/5 SEPTEMBER 2021

**TSSC NORTHANTS CAMPING
WEEKEND HAWAIIAN STYLE**

TOP END FARM MK44 2BY

Contact Nigel

nigeljohnhawes@gmail.com

FRI/SAT/SUN 3/4/5 SEPTEMBER 2021

**TSSC YORKSHIRE DALES RUN
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CUMBRIA**

Contact Richard 0776 6354449

SUN 5 SEPTEMBER 2021

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with Minimum of 4 Pictures attached.

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Insert Name of TSSC Insurance Company Here

POLICYHOLDER'S DETAILS

Title (Mr/Ms etc) and last name(s) Surname
 *Membership No. / Membership Expiry Date
 Address (Including Post Code) Post Code
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 Fax No. Email:
 *Must be completed with correct TSSC membership number and expiry date to validate certificate.

VEHICLE DETAILS - MUST BE COMPLETED

Make & Model	Year	Body Style	Engine Size (cc)	Engine Type	Transmission	Colour	Registration	Current Mileage	Number of Owners	Current Valuation	Previous Valuation

Overall Conditions - CONOURS, A1+, A1/S - Serviceable, P - Project

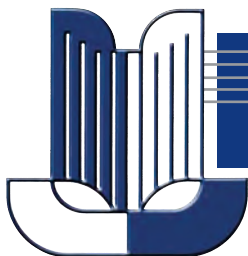
Body	Paintwork	Chassis & Frame	Engine & Gearbox	Interior	Exterior	Wheels & Tyres	Electrical	Other	Overall

This section to be filled in by a TSSC Official Only

CONOURS: The vehicle and its components must be in excellent condition with bodywork/finish mostly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

A1+ - SERVICEABLE: The vehicle must be in excellent condition with bodywork/finish mostly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

P - PROJECT: The vehicle is usually in need of a



NEWS REVIEW

Monthly News of a Triumph Nature

TSSC Annual General Meeting 2021

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday 12th Sept 2021 at TSSC HQ Lubenham & on Zoom.

Zoom Meeting ID:
982 135 9863

Password: 920939

AO's Seminar at 10.30am at HQ and on Zoom. AO's Only.

Zoom Meeting ID:
982 135 9863

Password: 920939

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

e-mail. chairman@tssc.org.uk

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

TSSC Herts & Beds Area Ray Peet



I'm sorry to say Ray Peet passed away Saturday 21st August morning in his sleep at the Moggerhanger Hospice. Attached Photo is how we like to remember him while he was on holiday with wife Jenny in July.

If I get any details about funeral etc I will let you know as I'm sure some would like to be there

But a Good friend has passed to the Happy Garage

Peter Lewis
Herts & Beds AO



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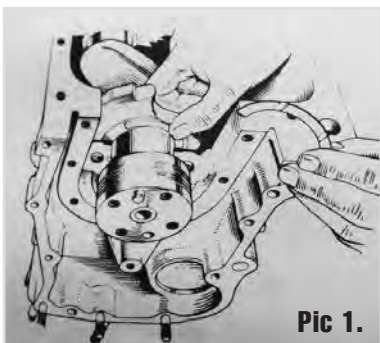
948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

In, out and all about...

Regular users of the TSSC forum will be used to me tying myself up in knots over various problems and as age progresses and the mind starts to wander I find myself becoming more and more confused over what used to be a simple undertaking. It happens to us all but seemingly more recently!

I've just replaced the crankshaft in my Herald 1200 engine and the next simple little job is fitting the thrust washers or thrust bearings. Heralds have two (pic 1), and they cushion and lubricate the fore and aft movement of the crank against the engine pushing back and the clutch pushing forwards. You can't just have metal to metal contact so these little half-moons slide into recesses on the rearmost bearing



Pic 1.

housing and will therefore wear, albeit slowly, as the engine rotates, but protecting against main component wear. They

come in a range of sizes to accommodate wear in older engines - if you want to find out if you need any, either get a friend to



Pic 2.

work the clutch pedal whilst you watch the front pulley on a stationary engine, or else just pull the pulley by hand. On some en-



Pic 3.

gines it can move in and out alarmingly - pic 2 is pushed in, pic 3 is pulled out. The thrust washers are designed to take up the slack - the recommended tolerance is 0.004 to 0.008 inch - and if two standard sizes still allow too much movement then try one of the next oversize, usually 5 thou, and fit the larger one to the rear or clutch side - the reason being that the rearmost washer takes more punishment from the clutch pushing forwards;

if this still leaves too much movement then fit a similar over-size to the front, and so on, but they must slide in freely with no force required and within the required tolerance. The worst case scenario is that you can't achieve the proper tolerances and so the crank may require grinding work. I was lucky in that both sides took standard, and there was no room to trial fit even the 5 thou oversize, so it was a simple replacement within the recommended tolerances. I checked the Haynes manual before fitting and it states: "with the oil grooves outwards away from the bearing". Looking at the washer you'll see one side with two oil

as to lubricate the moving crank, not the static bearing housing in the block.

This was cleared up by a check through the spares pile; you can indeed get washers with oilways on both sides. In this case, look for a

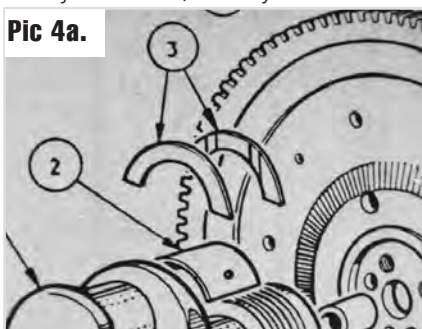


Pic 4.

grooves (although some brands have only one - pic 4) so these were fitted so as to allow oil access to the spinning sides of the crank. They're fitted with some assembly lube, rotated into place by rotating the crank in the direction of spin and allowing the washers to follow the crank. The lower bearing cap holds them in place and with new locking washers was torqued up to 55 ft/ lbs.

Back inside with a cup of coffee and a quick perusal of supplier's websites led me to this diagram, taken from the original Parts Manual, which clearly shows the thrust washers fitted but with the oil grooves pointing inwards (pic 4a). Had I misunderstood? Haynes says outwards, Lindsay Porter's Guide

to Restoration says outwards, and even the Autopress Manual shows them being fitted with the grooves clearly visible towards the rear, and of course it makes sense to have grooves so



Pic 4a.



Pic 5.

serial number or maker's mark stamped on, they won't want this to wear off so that side should face away from moving parts.

Further confusion reigned when the various manuals referred to the 'white metal' faces being outwards... and when you study the washers, they have one silver side and one copper side (pic 5). You could think that white metal sounds more silvery than copper, so should face outwards? Yet it has the serial number stamped on this side, where it would be worn off over



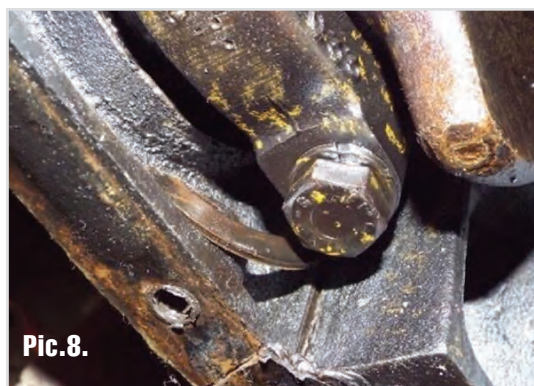
Pic 6.

time (pic 6). A quick search online reveals that white metal refers to the content of tin, copper and anti-

mony, so whilst it's called white metal, it doesn't necessarily mean that it's light in colour and can indeed be copper coloured; but if you have a set that is the same colour on both sides, use the oil grooves as reference, and make sure they face the moving crank. Things are confused even further when you



find thrust washers with two silver sides, and no oil grooves at all... so it takes a very close inspection to see that the steel backplate has been clamped around the white metal bearing, with what may be



an oil passage between - it's too worn to be certain (pic 7). I suspect that these are very early versions indeed and fortunately current versions are simpler. The forum gang all in agreement that regardless of colour the oil grooves face outwards into the crank, I nipped out late last night with a torch and a huge magnifying glass to confirm that, yes, I had fitted mine correctly.

So: my 1962 Herald Parts Manual is incorrect if it shows thrust washers with the oil grooves facing inwards - thanks to the forum regulars for the debate!

I was lucky with the engine on the bench, but I'm almost certain that if necessary they can be fitted in situ from below, by removing the sump and the rearmost bearing cap. Rotating the crank will usually rotate the washers out and they can be replaced in the same way; in fact I've heard of them rotating themselves out from a moving engine, which is possibly what happened to this other 1200 engine from which I removed the sump yesterday, only to find both thrust washers lying inside the block.(pic 8.) That explains the huge movement of the front pulley visible in the photos, and is the reason some owners fix theirs in place with various adaptations.

For now I'll just trust in good bearing caps, and hope that by the time you read this, the engine has started under its' own power for the first time since 2003.

Progress at last!!

Colin



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Chassis Painting & Reassembly

Hello all, August's report was all about repairing the chassis on my Herald, this month is about the prep, paint and rebuild. I had actually just finished the painting as I typed the end of last month's report, but I didn't think you could handle so much exciting news in one go, so I decided to keep it under wraps for a bit.

After doing all the welding I would have normally had the chassis shotblasted, but a lack of suitable transport and my two shot blasting options both with lengthy waiting times before they could help, I took the decision to prep completely by hand. Cleaning up a Herald chassis with a combination of wire wheels and 80 grit sanding papers is a long and boring job and not one I'll be contemplating again anytime soon, but after what seemed a lifetime I was finally happy that all dirt, grease, loose paint & rust had gone.

First thing was to sort the bits you can't see, so I used a cavity protection from Buzzweld, not a product or supplier I'd used before it seems to be very popular in classic circles these days, so worth a try, time will tell if it's effective. Next was a few tried and tested products for me, the areas where I had cleaned off surface rust with a wire wheel I treated with a product called Vactan, which is a rust stabiliser



that turns black where it's done its thing and leaves a primer type covering which can be over-painted with no further prep. Then two coats of Epoxy primer followed by two coats of high build primer (Pic 1). I've long been a fan of Epoxy primer over conventional etch primer, as its adhesion properties are excellent and it holds back the rust.

As a topcoat I thought I'd try a new (to me) product, I opted for Upol Raptor Bedliner. The thinking was, as it claims to cure to a finish around 10 times harder than any conventional 2K finish, it would offer excellent protection. Also it could be purchased in a clear and tintable option, so could, in theory, come in the same colour I'd chosen for the actual car, saving me the need to add a further top coat.

With my mind made up I ordered enough to do the chassis and some extra to do the underbody of the car. You can purchase a



specific adjustable Schultz type gun for this product which allows adjustment for a variety of finishes from smooth to textured, a regular Schultz gun if you're happy with a stonechip type finish, or you can add standard 2K thinners and use a HVLP spray gun with a 1.6-2.0mm nozzle. I opted for the latter option as it provides a smooth finish and as my primer gun was within the correct spec, so made sense to go this route.

Depending on where you order the product, you can have it pre-tinted or with a separate tint you add yourself. I chose the pre-tinted option (which meant I didn't use my regular paint supplier), whether this was the reason it seemed to go on almost transparent and the colour match was poor, I'm not sure, but the end result wasn't quite what I expected (Pic 2).

I didn't for one minute expect the match to exact, but it wasn't even close, so this left me with a bit of a dilemma. Do I accept that's just how it is or do something to correct it? I contacted the supplier to see if the colour match was how it should be, but got nothing back from them (lesson learned, stick to trusted suppliers even if they are not the cheapest). In the end I chose a bit of a halfway house, I decided to apply the correct base & clear coat to the areas that are on show with the bonnet up and



just leave the rest as it was (Pic 3 & 4).

On the plus side it has cured to what appears to be a very tough finish, so I'm confident it



will give good protection. The remainder of the product I will just use like a stonechip on the underbody and top coat as necessary.

With the chassis done it was on to all the steering and suspension parts. At this point I decided I'd had enough of using wire wheels, so I treated myself to a shotblasting cabinet (Pic 5), thanks to **Malcolm Huxtable** here who



gave some good advice on how to set up some effective extraction, which is essential if you want to see what you're actually doing.

After a couple of lengthy sessions I had all the front and rear suspension parts cleaned up (Pic



6), along with the diff casings and I even found a way of doing the rear spring even though it was too long to fit in the cabinet with the lid closed. Most of these were painted using a Direct to Metal paint called Monothane (Pics 7, 8 & 9), another product I've used lots over the years which provides a hard wearing and long lasting finish. I had some red heat resistant



7.



10.



11.



8.



9.



12.

enamel paint in stock, so I used this on the calipers and brake drums (Pic 10 & 11).

New springs and shocks (Pic 12) from the TSSC Club Shop almost completed what I needed to get the chassis rolling again (Pics 13 & 14), I say almost as I'm still waiting on 14

some front wheel bearings which seem to be in short supply at the moment.

I've had a little break from the Herald in the last week or so as I finally got round to refurbishing the wheels on my SLK (Pics 15, 16 & 17).



13.



14.

Here's an opportunity for you guys to send me something about your 13/60, rather than me waffling on about what I'm doing. That's all from me, so see you next month.

Darren



15.

I'm also about to start work on repairing a fellow Devon AO's MX5, so I can't promise much of an update next month.



16.



17.



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

Fuel for Thought

Hello folks, As the restriction have been largely removed our area Club meetings are slowly starting again, though in a number of cases the meeting venue has had to shut at short notice due to Covid close contact. That aside we are starting to get our cars up and running again after the layup caused by the Covid virus. As a result, I have received a number of emails from members fettling cars ready for the road. The first is from long-term member **John Cash**.

"Good morning Dave, As a firm believer in consulting the oracle when faced with a problem which defies logic, I find myself in need of now doing so - and as a TSSC member since 1986, I'm sure that the oracle in question is undoubtedly you.... A few

port of call. Recently I have been warning him that lack of use is not a good idea and, sure enough, when he came to bring it out of



Pic.1.

years ago I sold my Vitesse 6, [Pictures 1, 2 and 3](#) to a friend, who joined the club and takes good care of the car but when a problem arises, I am first



Pic.2.



Pic.3.

Covid hibernation a few weeks ago, after checking fluids & lubricants, it started immediately (electronic ignition) but was reluctant to move, due to the n/s/r brake being stuck on. I sorted this for him, replacing the flexible hose and wheel cylinder, bleeding and check-



ing over the rest of the braking system, before starting up again. Which it failed to do. The fuel pump is the standard AC unit with glass bowl, [Picture 4](#), on top, but I had also fitted

an in-line filter just short of the pump and hand-priming failed to produce any sign of fuel. To cut a long story short, I have replaced the complete fuel line with new copper pipe and ethanol-resistant hose from the tank through to the carbs, ensured that there is some new Shell V-power in the tank (It was very low on fuel) and have checked that there is no blockage apparent at the pick-up. I also discovered that the pump diaphragm had failed and have replaced that and the two valves with new parts. But will it pick up fuel? Will it b*****. Off the car, the pump is clearly in working order and it will lift fuel from a can. On the car, it won't. I've tried with and without the in-line filter in place, I've tried connecting the inlet side to a length of pipe into a can of petrol and nothing comes through, either by hand operating the pump or using the engine (button on the solenoid, ignition off). Obviously, I am having a very senior moment here and missing something obvious. But what?? Hoping you can put me out of my misery! Best wishes."

John Cash (86/15445).

Hello John, Sounds like you have air in the fuel line



and you need to get the fuel down to the pump. The fuel has to overcome the hook arrangement in the tank, if there is no fuel over and down the other side of the hook it won't flow forward down the fuel line. Also the pump when fitted to the car won't clear the air out of the line. Sometimes operating the pump cam lever by hand will suck the air and fuel through. Which you have tried without success. Next try to



force/pump fuel from a can down the fuel line back into the tank. Once the fuel is flowing below the height of the tank you should be alright. Getting the fuel to flow after a period of non-use can be a real pain due to the hook arrangement in the tank, [Pictures 5, 6 and 7](#). The hook arrangement is to do with the reserve fuel facility. I agree a real pain. Yes, I am also a long-term member. Thanks,

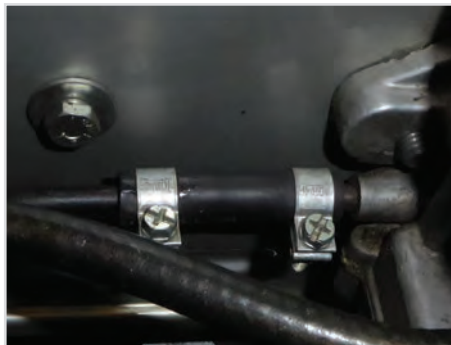
Dave.

The second email is from **Roy** concerning **E10** in fuel.

"Hi Dave, Sorry to trouble you again. Getting my Vitesse back on the road is progressing, but very slowly. I presume E10 petrol will not be suitable for our cars. Regards,

Roy

Hello Roy, If you can find any fuel that isn't



E10 then that would be good. But most of it is E10 or E5 now so we have to use it. **(Super Unleaded should remain E5 and is higher octane and the Government advice for us**

Ethanol Proof Fuel Hose

Pic.9.

GBH14 Hose 1/4"

GBH516 Hose 5/16"

Gates Barricade Hose - 1/4" & 5/16

£5.00 for Half Metre

SSFCL Fuel Clip Large 5/16"

SSFCS Fuel Clip Small 1/4"

Stainless Hose Clips £1.00 each



older car users is to use **Super Unleaded E5 - Ed.)** The main problem is that it can attack rubber fuel joiners, **Picture 8**, in the fuel line.

You can buy E5/10 proof rubber hose to replace the joiners. The TSSC Club Shop does sell it, **Picture 9**.

Thanks, Dave.

Both John and Roy raised some excellent points which could catch anyone of us out. The fuel pickup arrangement in the tank can be problematic at times, and the dreaded E10 could eat through your existing rubber fuel line joiners and maybe cause a fire.

So, thanks both for the emails.

Keep Running On All Six

Dave



Have you checked Yours?

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Mk 1/2/3

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

ANDY COOK gt6@tssc.org.uk

A Man of Leisure!

I recently actually retired from paid employment so the GT6 Register Secretary role, although unpaid and voluntary is my only job now! I've even updated my LinkedIn profile to show this!



My new LinkedIn profile

Window Winder Handle Replacement

One of the most fiddly jobs on a GT6 is replacing the window winder lever. Unless you've done it before or read the manual it's also not very obvious how to remove the handle or indeed how it is held in place. The handle has to be removed before the door card if you need to get to any of the lock of winder mechanisms, or if you are replacing the door cards.

Recently though for me it was just the winder handle that needed replacing as the knob broke off the existing one.

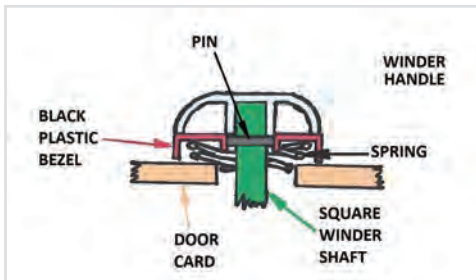
Picture 2 Broken handle, the knob broke off.

The handle is held in place by a short 1/8"



Broken handle, the knob broke off.

(3.2mm) diameter pin which secures the handle through a hole in the square winder shaft. However the pin is not immediately visible as it is hidden by the black plastic bezel.



Sectional diagram of the handle and pin arrangement



Window Winder shaft with hole for securing pin

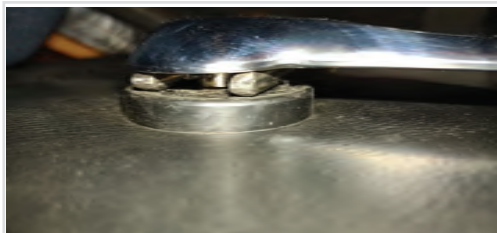


Bezel and Spring

To get to the pin that holds the handle on you have to push the bezel back which has a spring behind it. I've always struggled to do this using a couple of screwdrivers to edge the bezel back. However I recently saw that someone had made up a tool to do this, so I made one up myself out of an old pan handle.



Bezel push back tool made out of an old pan handle.



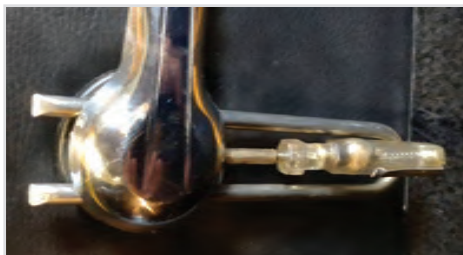
Push back Tool in use, exposing the securing pin

I also have an old electrical screw driver with a 1/8" diameter shaft that I cut the head off, this makes an excellent tool for pushing the pin out. It's also good for locating the handle on replacing it.



My modified screwdriver for extracting the pin and relocating the handle on replacement.

To remove the handle I press the pin out with my modified screwdriver, care is needed to catch the pin as it falls out as they are easily lost. However if you do lose the pin it's pretty easy to make a new one up with a 1/8" (3.2mm) diameter rod cut to approximately 9/16" (14.3mm) long.



Removing the pin using my modified screwdriver and bezel push back tool.

Replacement of the handle is really fiddly! I use my modified screwdriver to secure the handle through the hole in the square winder shaft whilst pushing back the bezel with my push back tool to provide access. I then pull the modified screw driver part way out so it's still



Replacing the pin.

puts

local sheet metal shop.

I had a few blanks cut from 4mm mild steel to the size of 170 mm x 76mm. These I had bent with a 90 Degree Bend so that all of these blanks had

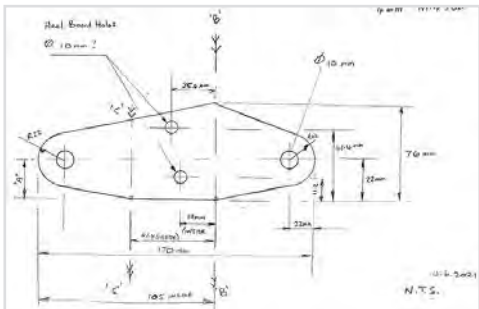


Handle back in pace.

Article from John Wanstall

Thank you to **John Wanstall** who sent through the Article below on manufacturing a non Rotoflex Radius Arm bracket that is currently made from "unobtainium" as far as the current Triumph Suppliers are concerned!

Triumph GT6 Mk 3 Non Rotoflex Heel Board to Radius Arm Bracket.



Because the Triumph GT6 Mk 3 Non Rotoflex Heel Board to Radius Arm Brackets are no longer available and I needed to replace the badly corroded existing near side bracket, I decided to make one myself.

First off I made a drawing of all of the dimensions from what remained of the original bracket as above. Then how to make this awkward shaped bracket in my meagre workshop? I soon decided to enlist the help of a friendly



an internal measurement of 105 mm.

The location of the holes is fairly critical and I began with the two Heel Board Holes and were marked out as in the sketch, ensuring the internal (inside of this bracket) measurements were used to mark out where to drill the 10 mm ?? holes for the bolts which I believe are 3/8 UNF.

Next I marked out just one the 10mm Radius Arm Bush holes again using the internal bend of this bracket which is the one on the so far other unused (inside) bent surface, and drilled out this one hole.

Then the internal width and its finished square-



ness of this bracket is also very important (it must end up being 41.4 mm as its internal dimension, (see Picture above as prior to this 2nd bend.)



Achieving the bend was by ensuring all was square in a vice as in the picture above using spacers of the internal dimension of 41.4 mm and a little bit of heat and some brute force, gradually moving the bracket out of the vice as the form took its shape, until it was possible to fully form the bracket into its finished 'U' Shape.

This bracket now needed the final 10mm hole to be drilled, which was done by clamping the bracket under the drill press and carefully spotting the hole through from the one which was produced in the earlier Radius Arm Bush drilling exercise.



All that remained was to cut it into its finished shape, which is detailed in the sketch previously using a 1mm slitting disc wheel and fitting this new bracket.



Graham Brown's Sapphire Blue MK3.

GT6s out and about

So, in the Style of Daffyd from Little Britain, my GT6 is now not "The only one in The Village"! Following a few emails asking me for advice on purchasing a GT6 over the last few months, Graham Brown who also lives in my town of Fleet in Hampshire has just brought the Rotoflex MK3 below. It looks to be a very sound unmodified example.

From the Archives

Another Picture from the **Sports Car Supplies**



Sports Car Supplies GT6 in the TSSC Race Series.

Facebook Page. The Sports Car Supplies Sponsored GT6 exiting a Hairpin being pursued by **John Davies** in his Vitesse "Old Blue" at Cadwell Park. This would have been in the TSSC Race Series, John reckons it would have been around 1996 or 1997.

Andy

SPECIALS

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Not Morgans

My Google search this month came up with two of our cars up for sale. There are some coincidences between the two: not only are they both Burlington SS, but they are both of the earlier body type, now often referred to as Mark 1s, we can tell that by the lack of doors.

Also, fairly unusual in cars for sale, the vendors provided quite detailed descriptions.

I have written before about the Burlington SS, but briefly: the SS was the first product of the fertile engineering mind of Haydn Davies, who went on to develop and market the popular (relative term) build-from-plans Burlington Arrow, and some other models, all Herald-based.

I have read that the Morgan car company was not happy with the existence of the SS, but I do not know if they took any action; something on my list for further research.

The first car this month, the green and white **RWK83H**, was up for auction in June by Car and Classic Auctions. Here is the catalogue description, mildly edited by me:

THE HISTORY

Built upon one of the last Herolds to come off the production



line - being a 1970-registered vehicle - this "Special" is in fact a 1970 Triumph Herald 13/60, which has been extensively re-bodied and fettled by Burlington to become the Morgan-look alike that you see here.

Clearly, this bodywork attracts plenty of attention, as during the vendor's ownership the car has drawn plenty of curious onlookers and crowds at various events and classic car shows, where the unusual bodywork conversion is a sure-fire conversation starter.

Having been owned by the vendor since 2015 and thoroughly enjoyed, a number of minor maintenance items have been addressed, along with a few considerate upgrades having been installed.

The odometer currently has a very low reading, however this is due to it being out-of-action for a long time, and the true mileage is unknown. The mileage shown on the odometer is actually 155, as it was only brought back into operation very recently due to a faulty connection problem.

THE PAPERWORK

Included with the car is a plethora of paperwork from throughout its history, including a brochure from Burlington detailing the conversion and the parts required, photographs of the bodywork being fitted, the V5 ownership document and numerous invoices from the current ownership period for various parts and work.

THE INTERIOR

Inside the cockpit, this Triumph special looks to be in excellent shape,



and while we already know the indicated mileage is not true, it wouldn't be too hard to believe it was, judging by the condition of this interior.

The bucket-style seats show very little in the way of the typical patina you'd see on an exposed vehicle such as this, while the steering wheel, shifter and carpets all look to be in very good condition too, with no notable marks or wear.

The major gauges are functional, with standard indicator, oil pressure, and high beam warning

lamps fitted, and the charging function is indicated via the ignition warning lamp in the normal way. The vendor notes



that the ammeter and radio system have never been connected during their ownership.

THE EXTERIOR

On the whole, it's fair to say that this Special is in fantastic condition externally, with the bodywork retaining a crisp colour and certainly showing no signs of any fading or notable impact damage.

Looking closer, the chrome window frame and details would benefit from a thorough polishing and show some signs of minor patina, while the front and rear bumpers look to be in very good condition with some light scratches in the surface, with the former also exhibiting some surface pitting and stone chips.

THE MECHANICALS

First off, the undersides and chassis of this car look almost



clean enough to eat your dinner off of. That's mightily impressive when you consider this is no "garage queen" as is genuinely driven, as all cars should be.

Inside the wheel arches, the fibreglass bodywork all looks to be in good shape with no noted cracks or spidering, while the suspension components also all appear in good nick, with only some minor surface bloom noted here-and-there.

Under the bonnet, the 1.3-litre engine looks to be in good order, with the block and ancillaries all presenting very well indeed.

There are no reported faults or issues with the vehicle.

If all that wasn't enough, despite being exempt on account of its age, the vendor still has the car MOT'd to ensure its condition remains top-notch, and we're happy to report the most recent MOT which took place on 29 September 2020 showed no issues, resulting in a first-time pass with no advisories.

THE APPEAL

Offering an enjoyable classic motoring experience with vintage looks, this Burlington-bodied Herald turns heads with ease, but offers the excellent fan-base and parts availability of the Triumph, which makes it a very attractive ownership prospect indeed.

In excellent condition throughout and evidently well-maintained, this unusual Triumph-based conversion is sure to draw a crowd wherever it goes, and would make for an excellent 'summer fun' car for any classic car enthusiast."

Apparently the car sold for £5,000, which to my mind is just about "right",

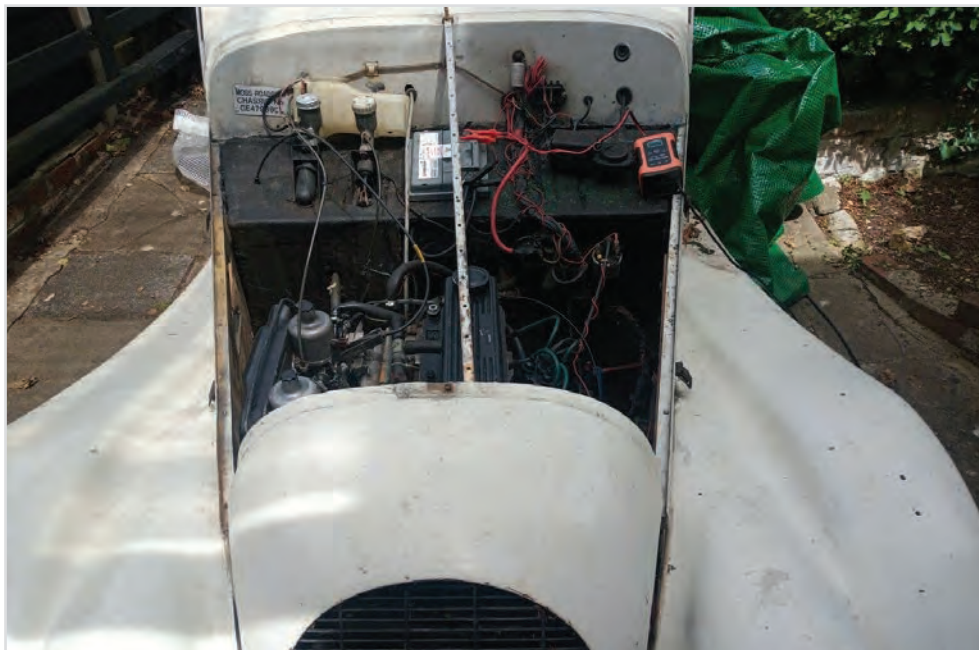
I'd say fair for both seller and buyer. I've selected just a few of the catalogue photos, there were a lot more.

The second car, the white **TOR129G** (though I notice it has a different reg in one of the photos) was sold on good old EBay in July, apparently for £1,270. Here is my edit of the seller's description:

"Here is the story behind this unusual classic kit car:

I bought it without any documentation in the 1990s and wondered what it was as there were several Morgan





look alike kit cars around at the time... around the 1970s. I bought the car intact, but with a seized engine (originally a Triumph Herald 12/50 unit). This I replaced with a Triumph 1500 twin SU carb 70 BHP unit.

After first re-commission I contacted the DVLA to register it and on the basis of the main components (chassis etc) gave me an age related registration number (non transferable). I thought the car was a Moss, based on its similarity to a Morgan and have the registration V5 accordingly classified.

In 2002 It passed the MOT (needed at the time, but not now) and I happily used the car for a summer or two, with the intention of getting the tonneau replaced and fitting a better gearbox. Any way, got caught up in another project at the time and the kit car languished in the drive, and the years rolled by

Last year I started re-commissioning it ready for the summer and that's when I did the cylinder head work, replacing the head, new head gasket, de-coke (remember this?) and fitting a slightly larger capacity radiator.

The car has been under cover for about 25 years unused and the bonnet rusted badly, so I bought sheet metal and new clips to replace it. I never got around to completing it, so these

are available for the new owner, and I have the two original hood / bonnet panels as a template. The engine now starts fine, with overhauled twin carbs, but tank fuel gone stale so needs total draining. I get it running from a gravity external mini - fuel tank.

Handling is enhanced by rear wheel spacer units and I never had the "tuck in" that the independent rear suspension was renowned for if hard pressed.

Revelation... after I rebuilt it and registered it as a Moss I queried the car's heritage with a magazine called the "Kit Car", in readers' letters and they published my letter together with car picture, and to my surprise they said the car was a Burlington SS Mk 1, not a Moss.

I never bothered to tell the DVLA, so the new owner can do this or not... anyway car will make a great project for an enthusiast and really attracts attention."

So there you have it, two examples of a quite rare Herald-based kit car finding new owners in the summer of 2021. I'll make just one comment, going just by the photos, I reckon the buyer of the £5,000 car did a better deal than did the buyer of the £1,270 car; though, with care and astute spending, it might be.

Trevor



STAG

PHIL WILLSON stag@tssc.org.uk

Oil Filter leaks

I recently had two blue Stags on my driveway, the extra one being a Delft Blue Mk2 belonging to an SOC friend. (Photo 1)

The car was here so that I could show the owner the correct way to do an oil change and to cure a small leak from the end of the canister under the bolt head. The problem stems from the fact that new oil filters (GFE147 – Photo 2) only come with the large O ring seal (part number 516885) that fits in the block for the canister to tighten against. This should always be changed, the old one being dug out first with a sharp pointed tool such as a bradawl.

However, there are two other seals that I am sure used to be supplied back in the good old days. These should also be replaced, especially the one under the bolt head (part number 144114). The other one goes under the internal spring and washer (part number 516883), see pictures 3 and 4.

The one on the end near the bolt head, 144114, is probably the more important and replacing this cured my friend's oil leak. Both seals are available from James Paddock and SOC Spares. Rimmer Bros, Robsport and LD Part only supply the 144114 seal (the more important one). The main central bolt must not be overtightened,



Pic 1. Sapphire and Delft Stags



Pic 2. Oil filter and base sealing ring.



Pic 3. Close up of rubber seals



Pic 4. Assembly order of filter and canister

the workshop manual recommending a torque of 20 lbft (27Nm)
Photo 1 reminded me of another occasion recently when I had member Glenn Howard's green TR4 on the drive for a full tune up. I was also visited by another member, Ken Walter, who brought his blue TR4A over for a valuation.

Quite a nice line up and both cars are worth

more than mine (although mine's nicer!). (Pic 5)
Blue, blue, my world is blue

On about the only good weekend we had in July, I was at a car show in Warlingham, Surrey. Just before the event the displaying group met up and we had 3 blue Stags in a row, as seen in [picture 6.\(Overpage\)](#) On the left is my Sapphire car (paint code 96), then a Delft blue car (136) and finally a Tahiti blue one (146). The difference can be quite subtle in some lights until you put cars next to each other.

Other blues are available: Royal blue (56), French blue (126) and Mallard (106).

Common, Aren't They?

Recently I revisited the 'How Many Left' website (howmanyleft.co.uk) and it showed a steady increase in the number of surviving Stags on the road. In the first quarter of 2021 there were 5913 licensed for UK roads and 2468 on SORN. The statistical data is direct from the DVLA.

SORN'd car numbers do not necessarily reflect actual surviving cars as some will have been dismantled or scrapped without the DVLA being informed. However, if just half of them do survive somewhere then that means that there are around 7000 Stags in the UK. Add to that the numbers that survive in mainland Europe, Australia, New Zealand, Canada and the USA then that means that around a third of all Stags built (nearly 26,000) are still around. For a car that had



Pic 5. TSSC line up on the drive

such a lousy reputation in its early days, the survival rate is phenomenal.

Digging deeper, I also looked at the engine sizes



Pic 6. The boys (or girls) in blue

of the cars on the road to get an idea of how many conversions have been done. The main range of interest is from 2900 to 2999cc where there are 5426 recorded. These will mostly be original Triumph 2997cc V8s but there will be a few Ford V6 engines in there as well.

230 are between 3500 and 4999cc, most of which will be Rover V8s. Others of interest are 8 said to be over 5 litres and there are 5 diesels recorded. Amazingly there is apparently one engine over 10 litres! I'd love to know what that is – if it's true.

At the lowlier end, there appear to be 34 from 2400 to 2499cc, which are probably mostly Triumph 2.5 engines, plus another 5 that are possibly Triumph 2000 lumps (1900 to 1999cc).

The number of registered cars has been steadily increasing year by year. 10 years earlier, in 2011, there were just 3461 roadworthy cars plus 3290 on SORN.

Job aborted

Last month I said that I hoped to cover the fitting of the large subframe mounts. The work was started but then to my frustration I found that my car had been reassembled incorrectly during its restoration in the 1990s. The bushes are supposed to go up through the hole in the end of the subframe arms, such that they drop out for replacement when unbolted - a half hour job each side. Mine have been bolted to the top of the arms before the subframe was fitted to the car so there is no chance that they will drop out for replacement. There is no room to get them out at present but I am working on an idea that may solve the problem.

That's it for now. I hope that you have been able to get your cars out to a few shows over the summer.

Phil



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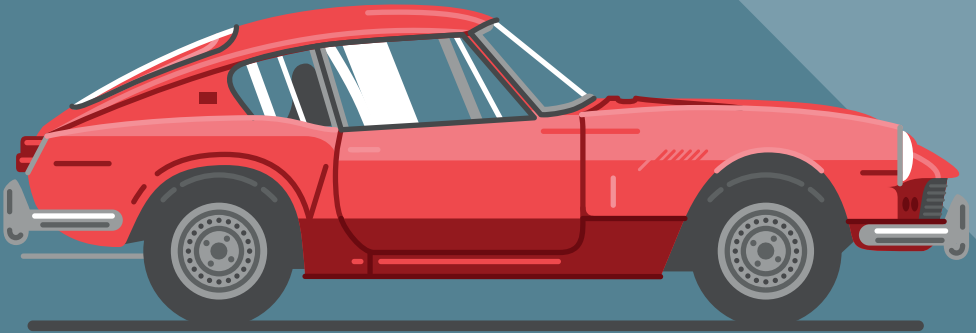
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Caliper repair kit inc pistons type 14	£22.50
Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£62.50
Brake pads type 12	£19.50 set
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Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
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Recon starter motor (exchange)	£120.00
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Clutch kit TR8 Q/H	£110.00

STAG

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Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£250.00
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Caliper seal kit inc pistons	£28.50
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Stag Mk II Rostyle wheel trim	£100.00 set

TR6

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Late type rear centre bumper O.E.	£245.00
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Sills non original 903097/8	£84.00
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Sill reinforcement panel 806634/5	£12.00
Inner sill 806638/9	£36.00
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Bonnet hinge pivot box RK/C362/3	£96.00
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GT6

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Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
Front suspension vertical link	£145.00
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HT lead set	£12.50
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Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£65.00
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Brake shoes Mk II (axle set) GBS803	£19.50
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A recent update on his car from Josef Gluyas reminded me that I hadn't shared his previously update with you which he sent to me after seeing the Selmar Alarm fitted to Clive Wakeman's Spitfire mentioned in the November 2020 Courier

"I spotted something familiar in your last article, my Spitfire must've had a Selmar alarm fitted at one point as there's a



some photos the car was just about to be prepped for paint. Well, it was painted, 5 times in total with the garage managing to make a mess of the finish, fail to match the paint when touching up the mistakes and so on. I finally got it back just after the



sticker on the driver's window. Any actual hardware is long gone though, but interesting to know the alarm probably dates near the beginning of the car's life. At least one owner must've been pretty security conscious as the same window has the reg etched in surrounded by a 'Unimark' sticker.

I think when I last sent you

first lockdown, found an extra rust hole on one of the 'repaired' inner sills and decided I'd have to learn to weld myself. Turns out the garage I used had added some slightly visually higher quality bodesges over the older bodesges...

So I've so far completely replaced the drivers a post, floor, inner sills, most of the heelboard, lower b post, heavily repaired the wheel arch and boot area. I'm now working towards fitting the



new rear wing and outer sill. Something of a nightmare given most of that work was supposed to have already been done, but it's giving me something to do while leaving the house isn't an option (And to be honest I'm enjoying myself if I don't think about the money and time wasted on not at all professional work)." It must have been soul destroying to realise what a mess the garage had made of his car but well done to Josef for just getting on with it and learning to weld himself in order to do the job properly. And now for his current update: *"My spit-fire is currently off in a queue for final panel fit up and paint. I ended up having to repair or replace pretty much every panel from the bulkhead back. Given I had no idea what I was doing, and was completely lacking in reference points*



due to the amount of previous bodge, the body went back together reasonably well I think!"

I hope this will help to encourage others to take on the job of working on their cars. It's not easy, but will bring a great deal of satisfaction, and keep more of our cars on the road.

I was saddened recently to receive a message from Friends of the Koala when I was renewing my sponsorship that Triumph the Koala was not well.

A few days later I received the sad news that he had died having been suffering for a time from cancer.

"We are deeply saddened to announce the passing of Triumph, the much-loved koala who was born with only 3 feet. Triumph first arrived at Friends of the

Koala in 2017 as an orphaned 10-month-old joey. Given his congenital birth defect he was unable to be released and was hand raised by IFAW sponsored Vet Nurse, Marley Christian.

Triumph rose to fame internationally after he became the first koala to receive a prosthetic foot. ... Triumph enjoyed a rich life at Friends of the Koala and was doted on daily by his human mum and volunteers. Most significantly, Triumph became a global ambassador for his threatened species and shined a light on the work of Friends of the Koala, inspiring many people across the world to take action in conserving koalas and their habitat. All funds raised from adopting Triumph will be put directly towards the care of our other patients who continue to flood our centre week after week." I will continue supporting Friends of the Koala, but it has been rather spe-



cial to have a Koala as one of my 'non-Triumph' Triumphs.

And finally, Guy spotted on Facebook a nice addition to said collection of 'non-Triumph' Triumphs recently with



the following from Mark Dixon, who commented, *"Struggling to find chassis and engine numbers ... think it's a one wheel drive though."*

Suzie

Poly-Bush Whacked

Hi all, It's been another busy month and yet again I'm running late. I missed last months deadline and hopefully have made this one by the skin of my teeth. It's great to receive your articles, particular when my work and social life is demanding more from me and I have less time at home to write about my own latest 'escapades' with my Spitfire. So please, please, please keep sending me your articles. My impression is readers love to hear about your own experiences, good and bad and recommendations and opinions. That said here are a couple of articles that have been received (with many thanks).

Poly-Bush-Whacked : Time expired?

Following on from Phil Willson's excellent article on polyurethane bushes (Courier 494) I thought you might be interested in my recent experience with similar bushes fitted over a longer term.

15 years ago I renewed all the OE rubber bushes, (fitted 7 years earlier at the restoration) on my Spitfire suspension for the polyurethane type (N.B. also applicable to GT6 and Herald). I did this because of the declining manufacturing quality of rubber and it was perceived as a useful upgrade. I did retain the rubber type bushes on the shock absorbers, as I did not want a harsher ride, and for everything

else I fitted the blue 'comfort' type and all was well, until now. Close inspection of the rear radius arms revealed that the polyurethane was beginning to deteriorate. This is not due to mileage but time.

Still functional but the deterioration at the edges cannot be ignored. I will admit to having an assumption of 'fit and forget' back in the day but, as with all things, nothing lasts forever. The manufacturers claim they last up to 5 times as long as the OE rubber type, and after 15 years I will not argue with that. Easily replaced, I am now fitting the harder red 'competition' type on the radius arms as these had deteriorated the most.

I will now keep an eye on the front suspension



wishbones as they are fitted with the same type of bush.

Lindsay Dearing.
TSSC Devon.

Lastly I had an interesting question from **Jim Yates** who would really like to know.....

What do I get if.....

Hi,

I have an FH 1.3 engine from a Mk 4 Spitfire. I am considering a remanufacture to stage 2 spec via the club shop. I also have a pair of HS4 SU carbs on manifold to suit and a 4 branch exhaust manifold.

I would appreciate a ball park figure for probable bhp and torque of the unit please. This would help my decision to proceed !

I do understand that a number of variables that can influence results. I understand that Ivor Searle are the clubs remanufacture supplier.

I may drop a line to them with the same question!

It could be an interesting exercise if you put it to the Club members generally.

Jim Yates

Hi Jim,

I'm not an expert on this and so have consulted several websites to try and simplify it (for me). In general terms it would appear that the following 'gains' may be achieved;

- Stage 2 head - cylinder head porting = 5% - 10% increase in power/torque
- 4 Branch manifold = 2% - 5% increase
- HS2 swap to HS4 SU = struggled to find sensible reports on this but potentially 5% - 10% increase

Of course it will all come down to tuning and general condition of the engine and carbs, needles fitted etc so it's difficult to quantify. But if you take the numbers at face value its as much as 25% increase in power! Now I don't believe it will be that much and if it is it's probably going to put your engine under some additional loads that it might not like and you may need to consider if it is healthy enough to 'take-it'. I think realistically



you might get half that so circa 12% increase.

Therefore based on 63bhp for a MKIV 1300 its going to achieve somewhere between 70bhp and 79bhp.

I'm afraid this is based on some research and some guess work, please don't take this as gospel or think I'm an expert (I'm not).

Regards,

Steve.

Jim wrote back soon after with.....

Hi,

I eventually raised a response from Ivor Searle and, probably exercising caution, the result was they simply don't know! I expect that I shall be content with the more satisfactory noises and a little more pace....!

Jim

Thanks for the update Jim.

Perhaps our readers can provide some hard facts and figures from their own experience?

Please let us know if you have carried out any of the above modifications/improvements and have quantified the increase in power. If you haven't actually measured the increase what was your perceived improvement in performance? We really want to hear from you.

Cheers,

Steve



INTERNATIONAL LIAISON

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

We're very pleased to say that we've heard from our South African Country Contact this month, which was a big surprise!

Back in the May 2021 report, we opened with a picture from the Pretoria Triumph Sports Car Club, in South Africa - stating that this was a country where we had no members. Well, it turns out that we do, so apologies to **Karl Illenberger**, who has been a member since 1982! Somehow, Karl was missing from the list of International members we were given - and had even slipped off the list of Country Contacts published in The Courier!

It's great to have you back on our list, Karl - and thank you for agreeing to be reinstated on the Country Contacts list. Karl, who runs a GT6 imported from the UK in 1984, has also promised us a few words and pictures, so we look forward to bringing you those soon.

Travelling across the Atlantic and over the Equator, we head next to the USA. I'm sure that you will recall our Country Contact, **Ben Blaney's**, wonderful report of his trip to Watkins Glen with his Herald Coupe, which we featured in the January 2021 report. But this isn't Ben's only Triumph, as another Herald came into his life in 2019 and he now tells us a little about her.

Ben's Other Herald

A Tale of Two Heralds

Some readers may have seen my previous contributions to these pages - about my 1962 Herald 1200 Coupe that was fully restored by Canley Classics a few years ago. That one is still perfect, runs like a top and is universally admired.

I have twin sons, who are 10 now. Ever since the 1200 Coupe arrived, I've been ruminating on the (hopefully distant) problem of what happens to the car when I shuffle off this mortal coil. It's one thing to tell the boys that they need to share the car and take turns...but anyone with children knows that's not always advice well heeded.

Therefore, in 2019 when I was alerted to another blue Triumph Herald for sale here in the United States...I couldn't resist. A 1963 LHD convertible; it was in North Carolina, and had been recommissioned having been off the road for two decades (the last inspection sticker expired in 2000). The seller said he'd got it running and it was a solid little runner. I live in New York, so I wired him the money, he Fedexed me the title document, and I booked a truck to move it.



When it arrived, in the thrill of the arrival of the truck, I thought it was magnificent. I eagerly took a few pictures and was buzzing with excitement. Though, in all honesty, that feeling subsequently wore off...

At the Grand Prix Festival at Watkins Glen in September 2018, there was one other Herald (a very handsome, immaculate, dark



It's left me by the side of the road once. It's spluttered and faltered in our street, leading to an aborted drive. Most recently, it wouldn't start at all. There seems to be a persistent fuelling issue. It's been fitted with an electric fuel pump, a new filter, and in the last few weeks we have diagnosed that the fuel tank itself has tremendous problems. Hypothesis is that it was improperly stored for all those

red and white convertible). It was sporting an aftermarket twin exhaust, and it sounded very attractive. I convinced myself that my convertible could be lightly, tastefully, minimally non-standard, in contrast to my perfect, by-the-book coupe.

The first drive was horrific. The gearbox didn't have gears located where you ordinarily might expect them. It was more a case of wildly stirring the box with the stick, letting up the clutch and hoping for the best. Sometimes it would be the gear desired, but often not. The inherent issues of the Triumph three-rail gearbox, I'm told. Parts were ordered to remedy. Other parts, too – the twin exhaust, a disc brake conversion, new white rubber bumpers, seat belts for all four seats, and a good service – it was pressed into use.

It's been...an experience.



years in North Carolina. The tank is both rusted, and full of a jelly-like substance (gone off gaso-





line, of course). I've found a used tank on ebay, and it's on it's way.

There are things left to do, for sure. It's a "20 paces" car. It's okay from a distance, but in reality the bodywork is shabby. I have a new carpet set ready to go in, but I'm wondering whether to have the seats retrimmed too. The list is almost endless. There may be future updates in these pages!

Thank you Ben.

Stefan Vandendijk, our Belgian Contact, sent us some papers from his files showing Triumph assembly in Belgium and also in New Zealand (you will probably recall that we mentioned the Nelson plant in the July Courier).

This started us thinking that it would be good to pull something together over the next few months

to produce a bit of a feature on these pages.

Between us and Stefan we also reckon there were plants in Australia, Malta, South Africa and India at least - but we could be wrong!

I posted a request on the TSSC Forum, which has produced some gems from Northern Ireland and Australia (thank you Colin Lindsay and Peter Truman), but there must be many more - scarily, one document states that "in the sixties Leyland alone (the brand controlling Triumph) had productions sites in 43 different Countries"!

So, here's a plea to our readers, across the TSSC World: If you have anything - scanned documents, links to websites, reminiscences, or even hearsay relating to Standard Triumph Assembly Plants outside the UK - please get in touch and let us know - by email or by post.

Of course, we'd always love to receive other Triumph related words and pictures as well - cars, events, or any international experiences and travels - past or present - from anywhere in the world so please send them to us at international-liaison@tssc.org.uk and we promise we'll share them with your fellow TSSC Members.

Jess & John



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More Trips out

Hello. Hope this edition of the Courier finds you and yours well. Unfortunately I have to start with sad news that **Graham Robson** who was a superb motoring journalist and author over some 170 books about motoring and motorsport. He joined Standard Triumph as a Development Engineer, first on Vitesse, then TR4. He progressed to run the works motorsport team from 62 to 65. In this time he helped with the Spitfire Le Mans, TR4s, Vitesse's, and 2000 rally cars.

At the time of writing, I am just trying to get the 2000 ready for the TSSC / MG weekend. I have found a local detailer (another level above a valet) to try and solve the white spots being caused by the rain being dried out by the sun and it leaves the outline of the water. I took the 2000 down to the company and their chap looked and tried various chemicals and compounds to remove the stains, but also how to stop them from happening again.

It's a challenge this year as with the current April showers combined with summer strength sun is causing the issue more than it has over the last few years. The test worked well, but the day before its booked in, it happened again, so I will take it in and see what they say!!

We visited a local flower show (in its 142nd year!) which has a

classic car show along side to give support.

The 2000 was given a wash and dry as the weather forecast was hopeful, but as you can see, the sky was rather grey!



It's a limited area but was well supported by the local classic car club. As you can see, it was a varied mix of cars that gave the show attendees something different to look at. We were fortunate with the weather and as its held on a school playing field, social distance was easy enough too. I thought I'd give you a challenge to spot my car!

Last week we had a weeks holiday just down on the south coast near Bournemouth. In the local area we found Beaulieu wasn't





series to the museum. Again, not a 2000 but Triumph..

Sunday 19th Sept was the Triumph Picnic and hog roast meet at the Mercury Walton Hall Hotel.

It was all Triumphs welcome and hopefully the weather was good for a visit!

As always, please do send me pictures and stories of your adventures with your 2000.

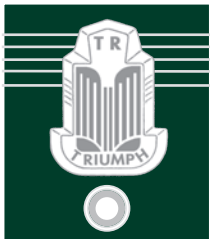
Hopefully a good few from Malvern!

Take care,

Carl

too far so we went for a visit. A great collection across the ages of motoring of cars and motorbikes. No 2000's but a couple of interesting cars..

The BBC has seemed to give all its cars from the Top Gear



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Hanley Farm Car Meet

After spending yet another weekend of non TR use, an internet search for any Classic Car event turned up a meet up at Hanley Farm near Chepstow S. Wales in 6 days' time!

Organised by local Classic Car enthusiasts, there was an entry fee of £2 per car with the promise of a café and a burger van. With no runs or events planned for that day, it was a welcome opportunity to take my TR4A out with a clear destination and the opportunity to mix responsibly and safely with other Classic Car enthusiasts. I sent out a note to the S. Wales TSSC group listing the details and giving a rendezvous point.

On Sunday 4th July 2021, my son Jack and I jumped in my TR4A and I inserted the red isolator key and turned it to the on position, inserted the ignition key and turned that to the on position, panic set in as the red ignition light did not light, hoping it was just the bulb I turned the ignition key to the crank position, nothing! All the years of taking it for granted that my TR would start either first or second (if left for a week or so as the fuel evaporates from the carb float bowls) time had come back to bite me!

Then a rare occurrence, my brain/memory kicked in, on returning home from the last run I had reversed the TR onto my drive and turned the engine off, then after opening the garage door I had tried to restart the TR, but there had been no electrical power. I had quickly realised that yet another isolator switch had failed (and why I don't know as they are such a simple con-



Cardiff Gate services

struction, I had taken the last one to fail apart and there was no reason why it had failed), so I had bought and fitted the type that fits to the negative pole of the battery with a thumb screw to make the connection. Panic over, I popped the bonnet, jumped out of the car. Lifted the bonnet, tightened the screw, dropped the bonnet, jumped back in the car and turned the ignition key, the TR engine roared and we left our home in Cardiff.

After an early ton on the private road that I take to reach the M4 we pulled up at the rendezvous point at Cardiff Gate services where John was already waiting in his Spitfire, a text arrived from Al to say that his Spitfire was still being plagued by ignition issues and that he had had to return home. We left at the allotted time and were joined enroute by Paul & Dotty G in their Vitesse. After a very nice drive along the A48 with the TR left in 4th gear and over drive, the torque of the engine more than enough to cope with the bends and gradients, we arrived at Hanley Farm.



Hanley Farm

It was well signposted and the very friendly and efficient marshals directed us to parking spaces. Another text then arrived from Glenn who had been planning to meet us at the venue, but the wheels (or rather the rear N/S wheel) had come off his plans and he was waiting for a breakdown truck. Young Eddie then turned up in his Dolomite. The forecasted downpours held off for a few hours and we enjoyed the farm shop, farm café and catering van, excellent facilities for a small gathering.

When the threatened rain finally arrived, cars started to leave and after an hour or so it looked like the rain was in for the day so we decided to head back to the sunny climes of S.Wales. My TR still running as good as ever along the A48 then the M4, a round trip of only 60 miles.

A big thank you to the organisers who plan to make this a regular event and I for one will certainly be attending again.

***Though it wasn't that far,
I took my TR!***

HANLEY FARM REVISITED (AUGUST 1st)

As there were no runs or shows (that I knew of), I decided to take another trip to Hanley Farm for the monthly car meet. I sent out an invite to TSSC S.Wales members and was joined on the day by another 7 cars. Three new members joined us, Gerard (who had been already been on a few runs with us), Kalib (who I hadn't met before) & Andrew, their Spitfires looking and performing to a firstclass standard.

My TR again performed faultlessly throughout the day and again, as we crossed the border into England the

rain came down, but only for a short time and all soft tops remained in the down position.

It was another very well organised event and we all parked together as a club. I spotted two beautiful TR6's (if anyone who reads this know the owners, I would love to know more about them and feature them in this column) among the lines of cars and remembered to take some photos. After about 3 hours we made our way home, my TR getting its usual ton on the private road near my house. As I was reversing my TR into my garage, Tony "Magpie" Pontin pulled up in his immaculate Spitfire MkIV. I had noticed him eyeing up my



Magpie eyeing up my Shiny rear view Mirrors

shiny rear-view mirrors earlier in the day and my first thoughts were that he had followed me home to "borrow" them, but I then remembered that he was bringing the area's cooker and gas bottles for me to take to Malvern, phew! He asked me to ad-



8 S. Wales Cars line up



1 year old Hose condition

just the tick over on his Spitfire and lucky for him that he had, I noticed a heater hose that he had fitted about a year ago was in dire need of replacing, it was cracked nearly all the way through at both ends. I had a new Kevlar hose among my spares which I quickly fitted. The old hose may not have even lasted the 8 mile journey to Tony's home.

JULY AND AUGUST, HANLEY'S A MUST!



2 x Spitfires



Nice TR6



Nice Red TR6



Acclaims & TR

**SOMETIMES THE CAR IS NOT THE STAR
(I'm sure Hannah will agree)**

Those who read this section of the Courier will be aware that I am always looking for readers

input (well it is your magazine and club) and I am always pleased with any response. It surprises me when a letter or email starts with "I don't think that this will be of any interest" or "you probably won't want to use this". Well, I can't think of any that I haven't sent in for publication as there is always something that will interest someone or something that will spark an idea in someone else. Lending your Classic to a trusted friend or relative not only gives both parties pleasure, but will hopefully embed an interest in Classic cars (hopefully Triumph's) that will put them on "the ownership road".

So, my thanks to **Paul Neville** for the following article as I go to give the keys of my TR to my friend Crazy George (no I'm not, he'd sell it!), over to you Paul.....

Hello Bernard,

Just thought I would drop you a short line on the TR front in case it was of any interest / use in your register (depending how desperate you get) Like most other people there hasn't been too many opportunities to get out in the Triumphs over the past year as car shows were being cancelled. Another event that has been cancelled, or rather postponed, has been my best (and only) niece Hannah's wedding to Lewis. However, restrictions were raised sufficiently in the end to 'celebrate', the, should have been wedding day with a small gathering in the garden. To make it more of an occasion balloon arches, banners, signs, veils, hats and wedding cake were made. To start the day though I drove over to their house with the TR6 bedecked in ribbon and bows. Now obviously being a two-seat, car my niece asked if I was going to take Lewis first then come back for her. Instead, I just tossed Lewis the keys and said you can drive. His face was a picture (of joy I should add) and after a quick reminder the indicators were on the correct side, we waved them off and said see you later! They thoroughly enjoyed their drive (the sun thankfully came out that day) and who knows maybe we have sown the seed of a future owner...

*I attach a picture of when they arrived back.
Best wishes,*

Paul Neville.



A WEDDING OR NOT, A TR IS HOT!

E10 v PLASTIC FUEL FILTER, FILTER LOSES

A recent new TSSC S. Wales member asked me to check over his newly acquired (and very nice Spitfire). It was in need of some light maintenance, also there was a plastic fuel filter just before the fuel pump and the fuel hoses needed upgrading to the R9 spec.

When I removed the trim that covers the fuel tank I found that a plastic type fuel filter had been fitted behind the trim and although the tank had not yet had its first "dose" of E10 fuel, the E5 fuel had been quietly attacking the filter.

So, if you haven't replaced your hoses and plastic fuel filters yet, it would be advisable to do so and to check for hidden filters.

Whether 1 filter or 2, only ethanol resistant filters will do!



Bern



BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Waterpump Woes

I was going to start this month with a knock at poor quality reproduction parts, but it looks like I have to blame myself. We took the 2 litre convertible to the BMC/BL day at Gaydon on 11th July, with a trailer which is our Autojumble stand.

We had a good trip up, early in the morning cross country through the Cotswolds, car sounding nice, sun out, what could go wrong?

When we got to Gaydon, we could see a good turnout of cars. All the car park area around the museum buildings was full although as we had the stand I did not get around as much as I might have liked to. We had a pleasant day and it was nice to see and talk to people in the flesh.

At the end of the show, we packed up, and set off home, but after about 10 miles the tempera-

ture gauge started to go up, and run hot, so we pulled over into a layby. I checked the engine, and when wobbling the top hose steam came out, so I diagnosed a leak in the hose. I had a spare so this was duly fitted, we had some water with us so put that in the engine and

started off home again, gauge reading normal, a good job done I thought.

After about 15 miles - and typically just after passing a garage and not stopping to get more water, the gauge started creeping up again - fortunately it was not too far to the next garage, so stopped there, carefully removed the radiator

cap and topped up, and set off again. This pattern happened every 20 miles, so I diagnosed either a leak which I had not found or a head gasket. On the last stop I noticed water dripping off the base of the water pump. I therefore thought that the pump which I had replaced last year was leaking, hence my comments regarding poor quality parts. So I bought another new one from one of the main Triumph retailers and prepared to fit that one.

Now I need to wind back to last year. When I put the car back on the road after being re-sprayed, the water pump was leaking. I replaced it with a spare which I had carried around in the boot for many years, but it leaked too, so I hunted around in my spares and found another, fitted that and - wait for it, it leaked! I



then decided it was time to be sensible and buy a new one, which duly arrived and I fitted it, this was last autumn, and the car had only had one short local run out since.

In fitting the water pump it is necessary to loosen the stay bar for the dynamo, to get the fan belt off. When I went to do this I found the



run but am hopeful that this fault has been dealt with. I now need to find more time to enjoy my toys!

The next run will be to Malvern with the caravan and autojumble, and then it will be The Bond Equipe Weekend at Cirencester which we are looking forward to.

Finally, just as I was writing this I heard from **Nick Wotherspoon** who you will recall bought a 2+2 which was featured in last month's article, the same location provided more 2+2 spares, sufficient for him to restore his existing cars, this means that the car is for sale, if you are interested please contact Nick on email at:

nickwspoon@gmail.com. The car is not for the faint-hearted, and will at the very least need a replacement front bulkhead, but the chassis is in reasonable condition. The car is an early one 53rd off the production line and deserves to be saved.

Guy



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In this issue, the PC team heads out on an adventure from New York to Miami to celebrate a group of 'unexceptional' classics. We also visit a Triumph owner whose lockdown project involved designing a home-made Surrey top for his Spitfire while, in *Staff Car Sagas*, **Nigel Clark** explains how he finally got both his GT6 and TR6 to stop leaking oil.



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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

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

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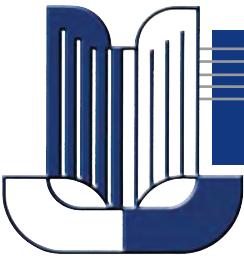
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Show & Tell

By Malcolm Huxtable

Cable Tie Cutter

One of our North Devon members **Malcolm Huxtable** has often come to our monthly club meetings and presented a "Show and Tell" feature.

He has now documented these and sent them to me, and I thought you could serialise them in the Courier for the benefit of the wider TSSC membership?

Andy Luckhurst
North Devon AO

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Problem

The cable or zip tie, originally invented in 1958 to secure wiring harnesses in aircraft manufacture, they are now ubiquitous, found in garages, shed and kitchen drawers everywhere. Not only can you use them to hold a bundle of cables together but they have found

many other spin off uses from anti slip devices for your push bike on snow to closing wounds after surgery to a temporary replacement fan belt. Cable ties come in many different sizes and many different colours. You also get ones with metal in so they can be detected by metal detectors in food production environments. What they all have in common, which is a possible problem for the single use type of tie, is the excess length of tie that is left over when the tie is closed.



A lot of the time people remove the excess cable tie using a pair of **side cutters**, as we will see this can be an issue.



The problem using side cutters is that they do not cut all of the



excess tail off. That excess tail is very short but also very sharp and will easily draw blood.



The reason they do not cut all of the tail off is because the cutting jaws are bevelled.

What we need is a solution that will remove all of the tail and not leave any sharp remnants or Devils Teeth.

Solution

You Tube is a very useful source of information. The trouble with it is if you see someone on You Tube do something many people will do the same, this includes cutting cable ties with side cutters, a bad practice that needs to be stopped for the benefit of our hands.



One solution is a combined cable tie tensioner and cutter gun.

Now these cable tie guns are very good, they are good for cable ties in the normal sizes that you tend to use. They are adjustable for tension and they cut and tension in one go. The tension will be very repeatable and once set you shouldn't have to worry about over tensioning. They are reasonably priced and are ideal if you have enough room when using it and have plenty of cable ties to cut.



The cable tie wrapped around the item and is inserted in the gun and the trigger pulled. This

tensions the tie and when the tension reaches the pre set limit a blade raises up and cuts the cable tie.



The cable is cut nearly flush, if I had increased the tension that the gun works at the end of the cable tie the end would be pulled back in after it was cut making it more flush.



However for most people the following solution is more cost effective. The solution uses a small set of **flush cutters**.

The flush cutters differ from the side cutters by not having a



bevel on the blades

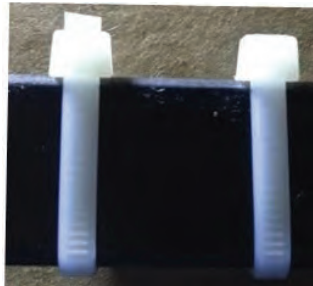
Not only is it cheaper but can be easier to use when there is not much room. The disadvantage is that the tension has to be set manually, but with a little practice it shouldn't be an issue

Usage

The cutters are dead easy to use in practice.



With the tie tightened to the required tension, simply butt the cutters up to the buckle and cut.



This gives a nice flush cut compared to the cut made with the side cutters

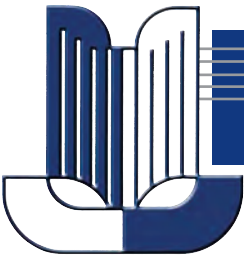
Where can I get them?

Flush cutters are available from eBay for around £2 delivered

Conclusion

At around £2 each there is no reason why you are still using side cutters to cut the tails off the cable ties.

Go and order some now, your hands will thank you.



Retro Fit Heated Seats

By Tom Hartley

Heated Seats Kit - Fit

Electrically heated seats are now affordable, reliable and relatively easy to retro-fit to our seats. Kits are available on eBay and Amazon for under £35 which include everything you need - four pads, so each seat gets two pads, a relay, a switch and all the wires it needs.

The practical problems are fitting the pads, securing the relay, wires and switches and wiring it up to a suitable power feed. I had already fitted a relay powered by the auxillary feed on the ignition switch to reduce the current flowing through this essential switch on the car so this was easy for me. My kit included a pair of blade fuse carriers too, to keep things safe. Fitting the pads to the seat is a fiddly but straightforward job. First remove the seat from its two pivot bolts and turn it over. The small half-moon metal clips around the edge are where

the vinyl cover is held onto the frame; lever these off with a small screwdriver, trying not to puncture the vinyl.

After doing the three edges to the seat base (the fourth side is for the back) and the round tubular clips that hold down the sides of the back, gently ease down the vinyl without tearing it.





You may find, like mine, that the foam is disintegrating and has stuck to the fibrous material and needs to be pared away from it carefully to separate them. Mine needed careful peeling as it had stuck well, but I found that the cloth was cut in the corners to indicate where I needed to stop in peeling it from the foam.



This should expose a hole under the ribbed vinyl at the front edge where your knees would be. On mine I had to work the hole across the edge from one corner to establish it. The pad must be just under the vinyl; this is important because there is no point in heating the bottom of the well insulated seat base; you need to heat as close to the vinyl as you can get. Note that there is a very thin layer of foam sewn into the vinyl - leave that in place.

Now would be a good time to think about replacing the foam in your seat base, perhaps.



Push your hand all the way in and feel for the

large rectangle where the heated pad is going to go, freeing the vinyl from the base. Then grab the bottom end and pull that edge into the hole, rather than trying to push it from the outside. You should find that the whole pad fits neatly between the back and the front of the seat, with the sticky strips and their covering tape towards the vinyl and the supply wire on the edge coming out of the hole. If your kit is too long for this, check the instructions as you can often cut them down for length, but not for width (because of the way the wires run). My kit included special tape to insulate the ends if you do cut it down.



When the pad is in place, peel back the covering on the sticky tape on the pad with one hand whilst keeping the pad in place with the other, on both sides, to secure them in place. All the shifting in a car seat that goes on will move them otherwise. Now that the pad is in place, gently slide the fibrous material and the vinyl back up the sides and into place and, pulling it taught, put the clips back on.

They don't have to go exactly where they came off, and you may choose to put a little more tension in to take up some of the sagging of age, but take care not to overdo that.

The fourth side of the base is where the back of the seat is secured. This has some vinyl, then some fabric, and then more vinyl for the seat base. Just remove the first layer of clips on the seat back and peel apart the material inside but



leave the seat base's clips. Repeat the process for this the back of the seat.



Take the two wires and tuck them under the rubber mat to come through a pair of the holes so they are secured and won't catch on things under the seat.



Now secure the provided relay to the neat hole available on the standard Triumph seat runner. You may choose to cable tie the cables to it too. After tucking the supply and switch cables out under the carpet in front of the seat you can bolt the seat pivots back in and connect up the pads to the relay.

I decided to mount my switches on the far edge of the dip in the gearbox tunnel cover; mine is fibreglass so this was straightforward, if a little messy, to do; wear a mask and gloves if you're worried about the fibres. I needed a 20mm wood bit in my drill for the hole but check it against yours. Some kits have a warm or hot set-



ting, like mine, and some a rotary dial with multiple levels. You may choose to mount your switches on a plate somewhere, but I found they wouldn't reach to hang under the dash without being extended.



Finally they need a good earth and a supply that comes on with the ignition for each seat, and this should be through a fuse to protect your car from some wiring failure burning it all to the ground. Total for both seats in my kits is listed as 7.5 amps.



In use they are warm and cosy and maintain your core temperature high enough to be able to keep the roof down in even the chilliest of weathers.

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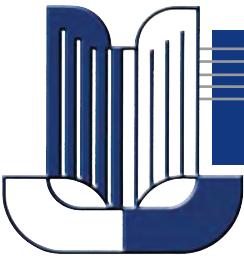
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Ex Stromberg Engineer

By Bill Tomkins

A Trip Down Memory Lane

My neighbour, namely Brian Copeland, who owns a GT6 Mark One, which had been in storage for 30 years, one day recently proudly pushed it out of the garage and announced a refurbishment was about to take place.

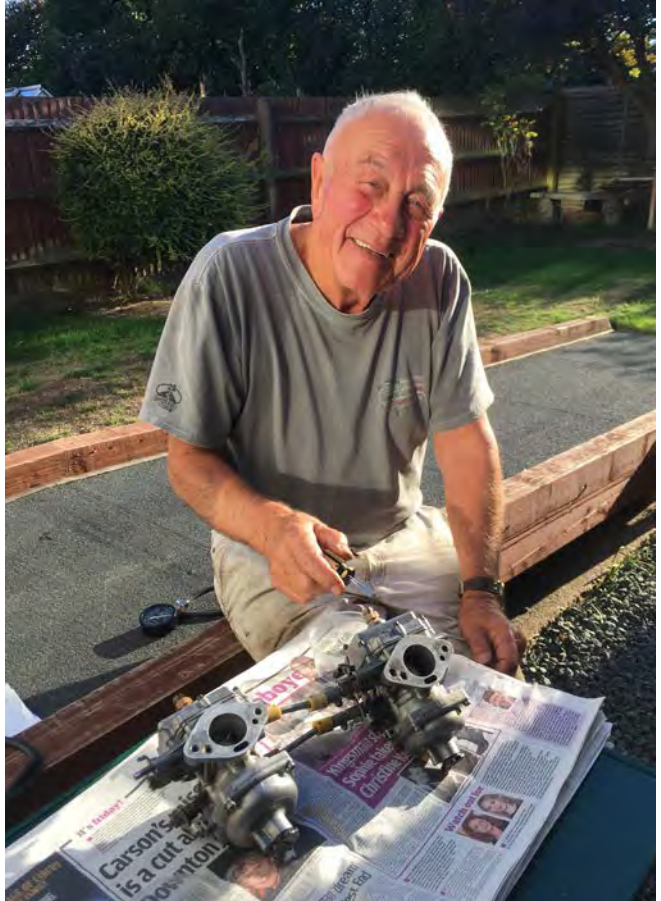
Opening the bonnet showed a straight six engine complete with mice nests and cobwebs etc and lo and behold two Stromberg carburettors under the dust. Trust me to open my big mouth by claiming I developed the first application of the Stromberg on the TR4 engine in around 1961/62.

The problem with memories then started !

Having helped Brian he invited me to the 2019 Triumph club meeting at Duxford and while there I met with John Davies, the 'damper man '. We had an interesting conversation about torsional vibrations and his demonstration of the effect on defect dampers. I am sure John will not object about being called a damper man, he is far from that. Anyway our conversation lead to my experience and John suggested my story should be told so after all these years here goes.

At this point I should point out that this was before this use of computers and digital electronics which revolutionised fuel injection and some of the dates may be wrong .

Now let's go back to 1961 , at



that time Triumph were using SU carburettors for all the sports cars , however SU were part of the BMC group which manufactured amongst others Austin, Morris , and various sports cars in competition to Triumph, this of course in view of the supply of the SU carburettor resulted in Triumph having to release details of new models to the BMC group which was not an ideal situation.

The SU carburettor was a constant vacuum variable choke device so it was decided between Triumph and Zenith carburettor company to design a similar version but different in construction to the SU. The end result was the Stromberg CD carburettor, as I un-

derstand designed by **Dennis Barbett** of Triumph and Harry Cartwright of Zenith.

This article does not cover the design or construction of the carburettor, it talks about the experience of the first testing and development by me at a company called ERA of Dunstable. At the time I was employed by ERA as an engine tester and development engineer (the pre-war English racing automobile). The work involved testing new carburettors of fixed choke designs for various development engines of car manufacturers and jet settings etc .

I guess the testing of engines in those days is very different from today so I will briefly describe the work that was undertaken to arrive at suitable carburettor settings. Each engine was tested in a separate test cell using a dynamometer to load the engines. The test cells had suitable cooling systems , heat exchangers and a test bed exhaust system, although in some cases the car exhaust was used. Fuel flow and exhaust gas analysis was also available . To achieve suitable settings for the carburettor the engines were tested at various conditions of full load ,3/4 , 1/2 , 1/4 and road load conditions. To evaluate the settings the engine was operated in 250 RPM steps working up to the engine maximum. As well as working on the carburettors, ignition settings were also varied to optimise conditions . It will be appreciated that many hours of testing were undertaken to arrive at a good setting to give acceptable performance of power output ,fuel consumption and above all drivability.

I used to find it amusing that people could re-jet or change ignition settings and apparently achieve remarkable improvements in car performance but generally this was at the expense fuel consumption or power output ,the manufacturer having put so much time and expense to achieve an overall acceptable condition. For example a 2% reduction in power output can result in a 6% fuel saving, and how often do we drive at full load ,full powers on the roads. Possibly we try to all the time ! Of course with the latest technology and the ability to measure all aspects of the engine this method is I guess out of date now .

At this time the TR3 was in production using a four-cylinder engine of 1995 cc rating. The next step was to increase the engine size 2198cc with a maximum output of around 105BHP for the forthcoming TR4 possibly using the Stromberg CD carburettor. An up - rated engine was sup-

plied to ERA by Triumph and fitted to the test bed using the normal chase exhaust system and two SU carburettors. I assumed the settings of these carburettors have been carried out by Triumph. Remember the object was to replace the SU with the CD . So to evaluate fully the engine was run with the SU carburettors at all conditions too so that the parameters were set to try to match with the CDs.

The CDs were fitted, accelerator dampers removed and dimension scales fitted to give the valve position so this could be related to the needle position in the main jet.

Testing then started running first at full load, 250 rpm intervals, adjusting the jet position relative to the needle to give a match of fuel flow versus power output. Gradually working through the complete RPM range the needles could then be removed the diameter was adjusted and with the jet set at 1 1/2 turns (around the normal setting) repeat testing was carried out, eventually arriving at a suitable needle profile .

Anyway things did not run as planned and the fun started, the first engine failure occurred. With the engine running at full load 5500RPM and me bending over the carburettors, an exhaust valve failed dropping into the cylinder with the piston disintegrating bursting the wet liner and the engine suddenly stopping. Being on the chassis exhaust the noise level ,as you can appreciate was extremely high and suddenly silence. Just the gurgle of water and oil from the breathers . My heart keep going; just !

The engines were sent back to Triumph repaired returned and testing continued. Running at 5250 RPM , suddenly "bang" , no power available , removal of the engine showed the crankshaft to have sheared adjacent to the fly-wheel . This was repaired again by Triumph but I had two further crankshaft failures when running at this speed. I thought I was becoming an engine destroyer , or perhaps the management thought so!. It was clearly a torsional vibration problem and hence the interest with John Davis. Eventually a needle profile was reached and the CDs gave similar performance if not better than the SU. It is a long time ago and with a fading memory probably I would claim this.

The time had now come for road testing, the engine was fitted to a TR3 and taken on road test by a Zenith engineer, who returned saying that some conditions it was far too rich. This was a

surprise as in general test bed settings were sometimes too weak for road conditions. The chief engineer of Zenith doubted the findings of the test engineer so off they went for a further road test. It would appear that the rich cutout of the engine occurred round a very tight bend with the test engineer saying to the chief engineer 'did you see that black smoke from the exhaust,' upon which the chief engineer who was crouching below the dashboard replied 'surely nobody would take a bend at that speed' !!

The problem was traced to the venting of the fuel chamber. The initial design had two horizontal holes leading from the air inlet to four vertical holes into the fuel chamber. It was found that due to 'G' force when cornering, fuel was being thrown out along the vents and sucked straight back into the air intake giving this extremely rich condition. The problem was overcome by just having one horizontal hole and one vertical vent to the rear of the float chamber with no fuel

surge occurring from the vents.

Out of interest, it will be noticed on some later CDs the casting still retains the original venting system but not drilled.

This article hopefully outlines the first application of the Stromberg CD to the TR4. Following this the CD was used on many cars in place of the SU and since that time many changes have been made to them to suit the ever changing environmental requirements, until carburettors disappeared and replaced by today's digital fuel injection systems.

Incidentally test bed conditions are much more arduous than on the road and in those days top overhauls were carried out after some 20 / 25 hours test bed running, so all of you with Triumph's don't worry, just keep these wonderful cars on the road.

Back to Brian's car !!!

Bill Tomkins



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No Raffle or Refreshment Tent

Covid Rules of the Day apply at all times

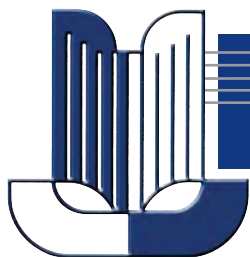
Sorry, No Dogs, Stoves or BBQ's allowed

CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com



Readers Write

e-mail: courier@tssc.org.uk

Window Winder Pin Tip

Hi Bernard.

I have just finished stripping down the door furniture on my partner's Spitfire 1500.

I found an easy way to get the winding handle retaining pin back in after much frustration.

Use a pair of small tie wraps. Put the tie wraps through the centre hole of the spring and escutcheon at the 9 and 3 o'clock positions. Tighten the tie wraps until the spring is compressed into the body of the escutcheon. Slide compressed spring onto the square protrusion, followed by the handle. The handle has to be lightly pressed to align pin holes. Drop pin into hole. Snip tie wraps. Most of the tie wraps should just come out by pulling on pliers. Use a small screwdriver to manipulate the escutcheon to get the rest out. Job done.

Hope that helps.

Regards.

Craig Rouse.

A Photoshoot with the TR5s Band

Some of you may remember a couple of years ago I wrote an article for the Courier about a Photoshoot I did in my Dolomite with a band called the Dolomites.

Unfortunately the Dolomites as a band no longer exist, however the leader and guitarist from the Dolomites, Sid, has continued to



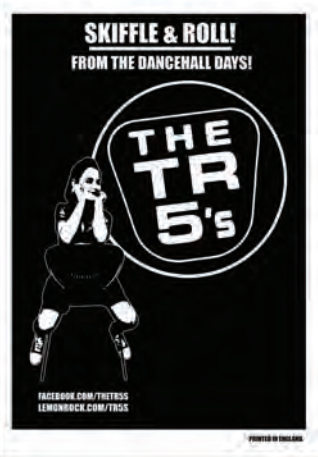
The Dolomites

use a Triumph associated name for his latest band, the TR5s. This is Sid's (Stage name "Lucky") 3rd band with a Triumph name as before the Dolomites he was in a band called the Toledos.

The TR5s are a 5 piece Rock n Roll/ Skiffle Band, the band logo is very much based on the TR5 bonnet badge.

Anyway, fast forward to early 2020 and Sid contacted me and asked if I knew anyone local in Hampshire with a TR5 that the band could use for a photoshoot. I put the feelers out and Paul Taylor volunteered his lovely red TR5. Then of course the Pandemic hit and the plans had to be put on hold until things got back to

some normality and the photoshoot was rearranged for June this year. Sid contacted me again and asked if I could get a few other Triumphs to come along to form a backdrop for the TR5 main star. So I brought my GT6 along, Alan Fulbrook our local AO brought his Spitfire and Brian a friend of Sid's brought a Herald,



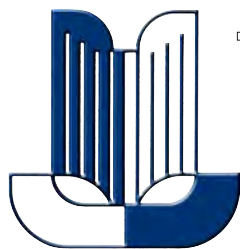


raphers got some nice photos with the band. It turned out that the Photographers recognised my GT6 and they actually live in the same road as me a hundred yards away from my house. Here are a selection of less professional pictures that I took with my phone.

Andy Cook
GT6 Reg Sec



The TR5's



THE

COURIER

Classifieds



MKIII Red, 1967. Overdrive. Wire wheels. Runs very well. Good Condition. Owned Last 8 years. £3,500 **Wilfred Hargreaves (Ossett, West Yorkshire) 07593 700743.**

1978 Yellow 1500. Overdrive, owned since 1989, needs some work and TLC. £3,000 **Andrew George (Bucks) 07762 824953.**



MKIII. A1+ fast road Spitfire. Valuation 18k. Fully rebuilt, body, chassis & retrimmed. Rebuilt engine to fast road specification with high lift cam, twin dellorto carbs, mapped ignition. Suspension is uprated, with cv rotoflex driveshafts & fully adjustable suspension. GT6 brakes both front & rear. New hood, fully restored hardtop in black. Email for further Pics/info £12,500 **Clive Senior (Hove) 07879 894938**



GOOD CONDITION 13/60 CONVERTIBLE 1969. Sold as running restoration. She starts but in need of some TLC. Been looked after and generally in good condition throughout with usual spots of rust. SORN April 2021. £4,500. **Susie Johnston (Blairgowrie (near Perth) 07977 246806**



1965 1200 SALOON. One family owned. Has been in family from new. Restored once many years ago and used daily during the 90's dry storage since. Engine checked & serviced, runs sweetly. Bad bits are floors, bottom of doors and bonnet front corners. Purchaser must promise to get it back on the road and not break it. Open to serious reasonable offers. **Jeff Baker (Cuffley) 07930 322831**



1968 VITESSE CONVERTIBLE MK1 2L. Due to ill health I need to sell my 1968 convertible (19 White) rebuilt chassis up and complete D type o/d supplied by Mike Papworth as not originally fitted, Beautiful car, first to see will buy £15,550 **Richard Lewis (Balsall Common Coventry) 07772 549516**

MK2 1971 CONVERTIBLE Reasonable Condition. Spare bottled. Chrome wire wheels. Good Hood, Red. £8,995 O.N.O. **Keith Power (Southport) 07594 604523.**



GT6 MK3 PROJECT OR SPARES.

Bought five years ago, some repairs have been done, carburettors professionally refurbished, new wiring loom, V5 in my name and bits from another GT6. Contact me for pictures and more info. £3,250.00 ovno **Graeme Barker (Yateley GU46) 07850 315113**



MK3 1971. Delft Blue. VGC. Owned 18yrs. Hi torque starter motor. SU Carbs. Overdrive. Recon Engine and Gearbox. Reluctant Sale. £9,250 **Don Davies (Atherstone, Warks) 01827 716006.**



TRIUMPH 2000, White Triumph 2000 1968 4-door saloon, 6 cylinder twin Weber carbs, overdrive, genuine mileage. Buyer to remove please (will help). £1,000. **Stuart Frearson (UK) 07960 110755.**

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Parts for Sale

HERALD 13/60 Bonnet parts. Bare bonnet with wing attached and loose wing available but no brightwork, pivot tube, two bonnet fasteners, two inner and outer wheel arches (will need some repair), £50 for the lot. Fibreglass 13/60 front valence in grey primer also available £40. Buyer collects. **Geoffrey Scarbrow (Cromer-borough) 01892 613164.**

FREE COURIER MAGAZINES. A complete set of magazines starting from 1979 and running through to 2019. Some early magazines called "Turning Circle" and some special one-offs too. Buyer collects. **Andrew Peel (UK) 07860 952683**

5 UNUSED TSSC SUPER SLOT ALLOYS Set of 5 still boxed Super slot alloy wheels bought to fit Vitesse 2000 mk1. Collection only from NR27 0PE Text enquiries to 07846511937. £450 **John Strickfuss (Cromer Norfolk) 07846 511937.**

NEW HERALD 1200 CHASSIS. New unused chassis finished in black by the makers. Photos can be emailed. Asking £1200. Half price of new. **Patrick O'brien (Nr Heathrow**

Airport) 07419 834929.

TRIUMPH or MG WIRE WHEELS. Suit Triumph or mg, set of five wire painted wheels, c/w tyres, Dunlop s.p, new splines & knock on spinners. Sprayed silver & powder coated, tyres are 165/70 R13 79T, Only done 400 miles since refurbish. Collection from MK43 7BH. £650. ONO. **F.Blakeman (Milton Keynes) 01234 720702.**

HERALD ENGINE & GEARBOX. Used engine and gearbox bought by my late brother as a spare for his Herald 1200. £350 **Patrick O'brien (Near Heathrow) 07419 834929.**

ORIGINAL STANDARD TRIUMPH REPAIR MANUAL for early Herald saloon and coupe £10. **Jeffrey Wickham (WICKFORD) 07881 923542.**

BOOT RACK Aluminium, Three wooden slats. Rubber feet. Side fixings. 35" x 20" approx. Suit any Triumph. Postage included. £75. **Joe Grundy (Morpeth) 07831 097659**

COMPLETE GUIDE TO TRIUMPH HERALD AND VITESSE The definitive guide to originality by Mike

MICK DOLPHIN CLASSIC TRIUMPH SPARES

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www.mickdolphin.co.uk
TRY ME FOR THAT ELUSIVE PART!

Costigan. Hard to find, perfect condition. £40 **Jeffrey Wickham (WICKFORD) 07881923542**

MAGNOLIA-FACED, RESTORED GAUGE SETS for early Spitfire models (Mk1 - III) I have restored several sets and am offering them directly to TSSC Members at a discount to my ebay listing prices. Good used glass/bezels - mph £175, km/h £195. New glass/bezels +£30 **Richard Powney (Denmark) +45 995 56281.**

HERALD VITESSE NOS TONNEAU COVER Stanpart Number 704960. RHD. Unmolested. No Poppers. Never Fitted. Pristine condition. Price includes UK Mainland shipping. £185. **Joe Grundy (Morpeth) 07831 097659**

Parts Wanted

DASHBOARD SWITCH FACIA. Has anyone got a switch facia for a TR7? The part that houses the light switch, hazard switch, the square type switches. Grey colour preferred. **Andrew Helan (Derby's) 07836 705862.**

BOND EQUIPE GT DOOR GLASS. Has Anyone both door widows for 1964 GT Bond? I discarded mine in error years ago. Have "temporary" perspex windows, so I always have an eye out in case a pair become available. I live in Selsey but would travel anywhere. **Paul Bowers (Selsey) 07541 728603.**

MK2 INLET MANIFOLD & Carbs. Twin 1 1/2 SU Carbs for 2000cc Vitesse. **Steve Hall (Essex) 01268 681133.**

HEATER IMPELLER FAN NEEDED. I need just the plastic heater impeller Fan itselfv for a Triumph Herald, as mine broke when I tried to remove it. I believe the Vitesse and Spitfire

heater Fans are the same? **Michael Hockey (MANSFIELD) 07729 484945**

SPITFIRE MKIII FRONT BUMPER WANTED. Looking for a front bumper for a Spitfire Mk III as the one I have fitted is not original. **Michael Brown (Ellon) 07973 668269.**

Wanted

WANTED TR6. Can travel, please get in touch. **Darrell Foster (Harlow) 07842 022429.**

Telephone
01592 722999

131 JAMPHLARS ROAD
CARDENDEN FIFE
SCOTLAND







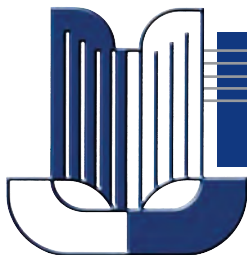
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TSSC OFFICERS

Triumph Sports Six Club

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

HERALD 948/1200/1250

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

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: bond@tssc.org.uk

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

Graham Robertson, 25 Straik Place, Elrick, Westhill, Aberdeenshire. AB32 6TN.
Tel: 01224 741564 Mob. 07534 130030 e-mail: acclaim@tssc.org.uk

STAG

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

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 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 WEEKEND 2020

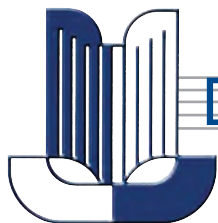
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk

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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



August 2021

AREA NEWS

AREA Directory • News • Events



Join us for the Northants Area

CAMPING WEEKEND

Friday 3rd September - Sunday 5th September 2021

At Top End Farm Campsite,
Colmworth Road, Little Staughton MK44 2BY

This year's theme is...

Hawaiian

So mark it in your diary and we look forward to seeing you there!

Further information/booking details will follow once the campsite has confirmed pricing for 2021.



In the meantime, any enquiries may be made via email to nigeljohnhawes@gmail.com



AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL	Dave Fray: 07557 659311 Harvester, Springfield Quay - GLASGOW. G52 4DR.	1ST THURS. 7.30PM
SCOT N. EAST	Danny Stroud: 07823 539047 Various - see report in Area news	LAST THURS. EVES.

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 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 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ.	1ST SUN. 7.30PM.
LIVERPOOL	Mark & Tracey Lamb: 07975 591421 Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 CONTACT AO's FOR MEETING VENUE	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	2ND TUES. EVES.
NORTH YORKS	Keith Warren: 07534 820155 The Motorist, SHERBURN IN ELMET, LS25 6JE, White Swan, DEIGHTON YO19 6HA	2ND THURS. 7.00PM 4TH TUES. 7.30PM
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	Phil Smith: 02476 457487 The Bull & Butcher - CORLEY MOOR CV7 8AQ.	1ST TUES. 7.30PM.
DERWENT VALLEY	Colin Wright: 01773 531580 Various - See Derwent Valley Facebook Page or Courier.	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. LN5 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 Oxford area is still active but currently in lockdown.	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 Charlie Noble: 01778 392629 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	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 Sharmans Cross - SOLIHULL WEST MIDS B91 1HT	1ST TUES. 7.30PM. 3RD WED. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 The Nightingale - Spetchley - WORCESTER. WR7 4QS	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 "Passing Thyme" Cafe - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 The Royal Hotel - PURFLEET - OCTOBER TO APRIL	4TH SUN. 12 NOON
NORFOLK ALT MONTHS START JAN	Mike Carroll: 07828 103064 The Oak Tree - Ipswich Rd - NORWICH. NR4 6LA	2ND MON. 8PM
ALT MONTHS START FEB	Paul & Christina Girling: 07584 000442 The Windmill Inn - Mill Street - NECTON. PE37 8EN	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. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 The Harte & Magpies - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	Anne Mullender: 07845 916665 The Red Lion , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
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 Old Hunters Lodge , WHIPSNADE, LU6 2LN.	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 Woodman - 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 The Coach and Horse , A4 MIDGHAM, RG7 5UX. 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	Ian Gordon: 01273 813691 The Halfway House - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. George & Dragon - Dragons Green - HORSHAM RH13 8GE	3RD WEDS 7.30 PM.
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>Royal Oak</i> - GOODWORTH CLATFORD. SP11 7QY.	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>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY. <i>Ring A.O. Details</i>	3RD WED. EVES. 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>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR.	3RD MON. 8PM
SOMERSET	Alan Desbois: 07778 923064 Denise Desbois: 07896 412957 <i>The Knowle Inn</i> , 115 BATH RD, BRIDGWATER - TA7 8PN.	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	Craig Gingell: 01249 740239 <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 TUES. 8PM.
SOUTH WALES	Alan Gourley: 07802 204068 <i>The Lighthouse Inn</i> , Beach Rd, St Brides - NEWPORT NP10 8SH.	LAST TUES. 7.15PM

NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
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AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
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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

Myself and Nigel would like to say a massive Thank you to everyone who helped out on the inter club weekend it was amazing seeing so many of you guys, apologies if we didn't get chance to speak but as always it was extremely busy for us. For those who perhaps don't know Nigel is one of the main organisers of this event and throughout the year until the day. All the organising is always taking place until the big day. Really hope the variety of auto traders, trade stands and food bars were enough to keep things varied. With auto solo and the live arena happening it is always full on both days. Preparations are under way for next years event already, so watch this space and as always looking for help, ideas and traders to make the event go smoothly and interesting for you all.

We had lots of positive feed back on the triumph sports six page and on the other group pages. A breakdown meeting is being arranged soon so hopefully we can keep you informed of accounts and feedback from this wonderful weekend.

Unfortunately the only persons missing were our international friends from across the waters. Fingers crossed our friend corona will stay at bay for next year and hopefully we will see you at next year's international inter club weekender.

Our ALO seminar will be taking place on Sunday 12 th September at 10.30am we will be attending at club hq on this day and you can come into club hq or via zoom. The details being, Meeting ID 982 135 9863. Password is, 920939.

After our Seminar the Annual General Meeting will take place from 1.30pm again at club hq and via zoom on the same code. We hope you can joins us on this Day. We are both looking forward to seeing everyone there. Kindest and best regards



Nigel & Suzie

Andover

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So far our lunches have been a success, with even the weather co-operating, so for now we will continue with our lunch meetings on the 2nd Wednesday of each month.

It was good to see everyone at our July lunch, including Kevin, although sans Spitfire, but hopefully it might now be fixed. I understand that the 50 year old fuel pump I found is better than the new one he had bought, which was flooding the carbs. Roll on a month ... Even better, at our August meeting he came in the Spitfire, the longest trip it had had made for a very long time.

We had two other visitors, one being Graham Roberts who we haven't seen for a long time, but as he is now retired we hope to see him a bit more often, at least when our meetings don't clash with his campervan trips. It was lovely to see his car in the car park too, 3 Spitfires, a TR7 and a Bond Equipe. We also had a long distance visitor, Amanda who came

all the way from near Lewes in East Sussex to enjoy our company - or rather - to collect a piece of chrome bonnet trim for her Bond Equipe which Guy had found for her - but I hope she also enjoyed the company around the tables.

Although last month we mentioned we were booked into the Gloucester Retro we're now not sure if we will be doing that event, being a bit surprised as to how many people were around at Gaydon for the BMC/BL day, with not many signs of people distancing themselves from others so, as Suzie is still very wary of busy places we may give that one a miss this year. We are still planning on being at Beaulieu though, on Stand R51, so if you're there, please do come to say hello.

Next meetings

4th/5th September - Beaulieu Autojumble, Stand R51
8th September at 12.30 - The Royal Oak, Goodworth Clatford, SP11 7QY

15th September, 6pm - Informal Classic Car meet at the White Horse pub in Ampfield (SO51 9BQ)

26th September, 10:00 - 14:30 - Informal Classic Car meet at Braishfield Social Club (Common Hill Rd, Braishfield, SO51 0QF, near the Wheatsheaf pub)

Guy & Suzie



Avon - East Berks South Bucks

Avon

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Things seem to be gradually returning to some sort of normality. After surgery I am also slowly returning to the things I want to do, which include continuing with the restoration of the GT6 I bought earlier in the year. Pic included. By the time you read this I hope to have attended two small local shows, Newark and Kingswood, Wooton-Under-Edge in the TR7 and the newly acquired Daimler Double Six.



Local members have been a little bit more active than me and have attended a few shows, comments as follows, 'Swindon & Cricklade Railway vintage weekend 7/8 Aug. Poor turn out of cars, but trip on the train & buffet carriage was good.

Durrington Village Show and Vintage Vehicle Event 24/25 July. Good day out but again weather not great. Bridgwater Classic & Vintage Show 14/15 Aug - good. Malvern had a good show of cars but the weather spoiled the Saturday for us.'

Following a ride out I planned in June but wasn't able to go on for medical reasons, I received some lovely positive comments. Now as of writing this I am just two days away from being able to drive again and am planning, with my pal Dave Stroud assisting, to arrange one or two more excursions for local members. If you don't usually come and are in the Bristol area why not email me for details and join us? Happy driving and stay safe

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9 at the Shire Horse tonight, we could've sat inside but stayed in the garden.

Malcolm problems with his GT6 continue. The car is with Chic Doig in Scotland, but Chic has moved out of his old workshop and is now working from home. Malcolm was going to take a trip up there and decide whether to let Chic continue or bring the car back. However, Chic has been "pinged" and is isolating so everything's on hold.

Another "pingee" is Colin who didn't make it this time. There's a lot of it about!

Paul's Spitfire broke down on the way to the Shire

Horse and he couldn't get it going so had to be recovered. Didn't get home till 11.30. The recovery dropped him at a garage off the motorway and he had to wait for a 2nd recovery vehicle to take him the rest of the way. Most odd.

John came in his old Jaguar much to the delight of Steve who sat in it for a LONG time.

Don was with us, but his Vitesse is not on the road yet, he's on the look out for an exchange head.

Old AO Mark joined us with his boy Charlie. Mark's also after an exchange head after discovering a too wide variation in head compression test on his Vitesse. He hasn't got the head off yet, so it may just need a valve regrind or new valves, but I think he just fancies having a spare head on the shelf!

Andy came via the tyre garage having acquired a new set, he does a lot of miles and actually wears them out. Mine are 7 years old and look brand new. I should get out more

Jim hasn't sorted his brake fluid problem yet, he inadvertently topped up silicone with DOT4, but, it his brakes still seems to work! John and I like silicone, but Andy is suspicious and we had a discussion as to what was happening with Jim's fluid.

The Buckeye Triumph's web site has some excellent articles and one is about converting to silicone, or not? The guy mixed silicone (purplish) and DOT4 (yellowish) in 2a jam jar and stirred them up. Rapidly they separated and remained unmixed. However left over night they appeared to have changed places! But what had happened was the DOT4 had leached the colour out the silicone.

Also good to see Richard in his 2.5 Spitfire, although there was a bit of a misfire as he left. He asked me what I'd been up to and I told him about the embarrassing B & Q till receipt incident. I had to take something back but the receipt was a bit crinkly so I thought "Iron it!" Till receipts are printed on heat sensitive paper, which I knew already, but somehow my brain let me go ahead and I would up with a black piece of paper.

Doug

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Hello, last month has been fairly inconsistent in the case of the weather so getting classic cars out has been difficult. But we went to a couple of shows this July, firstly was a huge turnout at the monthly





South Bucks Cambridge

meet. Then the weather after that took a turn for the worst and opportunities for taking



classic cars out was limited however we braved out the poor weather to go to a show in Stoke Poges. The only show I can see for September is the monthly meet at the Harte and Magpies at HP7 0LU. Thanks for reading.

Harry

Cambridge

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With our new home at the Crown and Punchbowl now updated by me into the Courier and on the club website, we had a good turnout, in spite of the grey weather. New potential member Ben is looking to buy a Spitfire and was particularly interested in Andy's lovely red spitfire. He jumped at the chance to go for a spin in it and the rest of us got stuck in to the Triumph chat that our meets are famous for.

I introduced the new monthly Triumph of Triumphs trophy for the best tale of Triumph (or woe) with a Triumph.

This will be awarded to whichever member is deemed to have suffered or succeeded the most, judged solely on the telling of the tale, by the other members at the meeting. There were some great tales, including my sliding steering rack - you turn the steering wheel to the right and instead of the wheels turning right, the steering rack slides left! This was quickly remedied by a tightening up of the U-bolts that hold it down. One of them had stripped but a fellow member had a spare in their boot - that's what this club is all about, and it was added and the steering rack was secured enough to get me home. New ones are on order.

Malcolm told of his early experiences in his white Spitfire which he's had for an awfully long time. He and his girl parked it up to see Mary Poppins at the cinema; it was on general release so that gives you an idea of how long ago it was. He had previously had a problem when it was temporarily pinched - they had hotwired it but abandoned it a little way down the road and it was returned by the Police -

those were the days. So, he had bought one of those new-fangled handbrake locks to secure his beloved white Mk IV Spitfire. They put it on and went in to watch the film.

When they came out it was of course dark; pitch dark. This hadn't occurred to Malcolm when they're put the lock on and they didn't have any light at all. He spent a good fifteen minutes like a safe-cracker trying to open it by feel but had to admit defeat on that approach. The dash instrument lights were not bright enough to see the numbers but, not wanting to let his young lady down he finally realised he could disconnect one of the speedo illumination bulbs and it managed, just, to give enough light to unlock the handbrake and take the young lady home again.

The members present deemed that this was the worthy winner of the inaugural awarding of the Triumph of Triumphs award for Doing more with your Triumph.

This trophy will be awarded each month to the best tale, uplifting or depressing, at the meeting.

About half an hour after Ben and Andy returned from their spin in his Practical Classics worthy MkIII Spitfire, Ed turned up in his Mk II one, also in red. It is a testament to the camaraderie of the club that

as soon as he heard that Ben was interested in getting a Spitfire (and before they had a chance to say that he'd just been out in Andy's) that Ed then offered to take Ed out in his as well. An absolutely perfect chance to compare and contrast the two cars; so similar in many ways that a back-to-back road test is probably the best way to get a handle on the small but important differences between the models.

We had a good turnout with Mike B's fuel injected Herald and Mike O's estate but there were some who couldn't make it because of holidays or near-



completion of their restoration of their TR5. Hopefully Tim may even be able to bring his shining beauty along next month!

Meetings are the first Monday of the month 8pm at the Crown and Punchbowl in Horningsea - our old



Cambridge Cheshire - Coventry

Cambridge Continues

haunt of the Plough at nearby Fen Ditton is still food only until the covid restrictions feel like they are no longer needed. Also worth mentioning are the Barrington Classic meets of all sorts of cars on the Green at Barrington by the Royal Oak on the First Friday of the summer months, April to September 6pm plus noon on new years day. Cars from vintage Lanchesters through to Ferraris and McLaren supercars and 2CVs through to Humvees and American muscle cars are there as well as plenty of Triumphs - a truly eclectic meet and wander around some amazing cars.

Next meeting is Monday 6th of September at the Crown and Punchbowl at Horningsea, preceded by the eclectic multi-denominational car meet on Friday 3rd at Barrington if you'd like

Tom

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The weather on July 18th was fairly warm (for England), somewhere around 30°C, so a good attendance at Capesthorpe was anticipated. When I arrived at the Saddington 'crossroads' on the A34 (south of Capesthorpe), there was a steady stream of cars driving north for as far as the eye could see. So a suitable gap was selected and Hark the Herald saw full throttle in first gear for longer than I usually dare, and then there was a five minute queue to get in. Coming from the other direction it was reported at over half an hour. An observation at this point - Hark the Herald does not overheat in a traffic queue on a hot day, the gauge sits resolutely halfway between C and H. The cooling system is more or less standard, the normal radiator (refurbished in 2012 because water/coolant fell out of the bottom of the radiator as fast as it was poured in the top) and a plastic (later) fan instead of the original metal one. On the other hand, Heap the Vitesse gauge starts climbing as soon as forward motion ceases, with the driver getting more anxious by the minute.

The place was absolutely full. There was a rare appearance of Maisie the Moss and her guardian as well as Graham and his immaculate Vitesse saloon. I also met a Morris 1000 pickup (which I had met previously at Astle Park in 2016) that had succumbed to the heat of the traffic queue and needed time to recover (and then the starting handle as the battery

didn't seem too well either). Graham's Vitesse's exhaust pipe was graced by the presence of a small damselfly/dragon fly (or similar), which stayed long enough for me to get a reasonable photo.



I've just had an email from the Tatton Park Show people, declining my kind offer to show one of my Triumphs. Maybe Adrian will get an offer (and be able to get the GT6 out of the garage and along the obstacle course to the road)? Then I learn Adrian has had a similar email, so it's unlikely either of us will be at Tatton.

By meeting day, the weather had changed to cool amid bouts of heavy rain. At the Cock and Doodah, I managed to persuade the assembled hordes that it was more sensible to have a beer at the Cock (in the smoking shelter!) rather than drive round the countryside in the pouring rain. So we discussed various things, including the Newark Autojumble (if it still exists), which brought us onto the fact that Newark is an anagram. Adrian turned up (first time for a while) in the Cast Iron world Chelsea Tractor. One of the plans was to come in the BMW, as the GT6 was still trapped in the garage as the plywood covers over the man-holes in the obstacle course from garage to car port had not yet been secured, and then his management had done something (possibly an executive order) that meant the only car available was said Chelsea Tractor.

Our man from Crewe has changed the speedo in the Herald Estate, and is happy to report that a correct speed is now indicated. He has also bought a backup Herald speedo on eBay at a sensible price in case of further problems. This brought us to the subject of crazy prices for some spares on eBay, as well as the lack of piles of rusty metal like it used to be. Who remembers the days of Stafford when the hall at the back was full of rusty metal?

Our next meeting is on Thursday 2nd September at the Cock and Pheasant. Depending on the state of the virus, we may meet inside the pub, or, as in August, outside 'under cover'. So, be prepared with warm-ish clothing, and a mask.

Henry

Coventry

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Hi Folks. Well nearly back to normal hope you have had all your jabs by now and have not felt any adverse effects.



Coventry Cumbria

A little more happening now on Sunday July the 11th the "Smiffy Spitty" joined another 19 cars and 1 scooter at the Heart of England meet at Bulkington, it seems to be getting a little bit busier now, the weather was good and the beer even better.



The next Sunday the 18th July it was our Dalos Day Run which started at The Sparrow, Combe Fields Road, Ansty with a good turnout of 9 cars, one of which was a new member Phil Baragwanath in his Spitfire 1500, welcome aboard Phil hope to see more of you in the future. Well 9 cars started out but half way we had lost 5 of them, unfortunately Keith & Trish had to pull out and return home due to a leg injury (hope it soon gets better Keith) but the other 4 missed a turn in Shawell, although we waited at least 15 minutes it was obvious they would not be catching us up and had got lost. So the 4 remaining cars continued with the run which concluded at The Pheasant in Withybrook to be greeted by the lost party which was led by Liz on her improvised route for the rest of the run, all's well that ends well they say. It was a lovely day weather-wise and those who did the full planned route commented how good it was, the meal at the Pheasant was excellent, another great day out in great cars and great company.



Phil went to the Barn Brewery meet on Sunday 25th, there were a dozen or more classics on display.

At our monthly meeting at the Bull & Butcher on Tuesday 3rd August there were 14 of us with 6 cars on display.

Our July newsletter didn't appear in the August edition of the Courier, we don't know why as we did send it in.

This Thursday 5th August we will be going to the Kineton Meet if the weather is good, will meet at the Three Horseshoes, Princethorpe at 6.00pm.

This Sunday 8th August those of you who have entered or will be entering the Coventry MotoFest we will meet at The Alvis retail park Holyhead Road, City Centre end at 8.30am to travel into Broadgate in convoy via Salt Lane. If you can't make that time you have till 9.30am to arrive in Broadgate

Our next Dalos Day on the 15th August we will meet at the Corner House Pub, Nuneaton Road Bulkington. At 12.15 ready to leave at 12.30. If you haven't booked yet and want to join us let us know ASAP and

we may be able to squeeze you in.

The September Dalos Day is on Sunday 19th, planned by Roger and Dot we will meet at the Oak in Bagington. We need to know numbers by Wednesday 8th September.

At the Kettering Vintage Rally at Cranford, we will now be doing both days stopping on site in our newly purchased Motorhome, so let us know if you intend going and what day to enable us to arrange a meet up point to travel to the event and also so we can save you a place with us.

Lastly after 11 years we intend to step down as Area Organisers in the new year as we will be pursuing other interest, i.e touring the UK in our Motorhome so we will not be able to do the job satisfactory. So if anyone fancies a go please let us know it does have its rewards. We have had a great time and made lots of friends throughout our term but now comes a time for our next adventure in life, while we still can.

Regards

Phil & Lyn

Forthcoming Events:-

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

Sunday 12th September Coventry Lions Motor Festival, Combe Abbey 11.00am

Sunday 19th September Dalos Day Run. Must know numbers by Wednesday 8th September. W/E 25/26th September Kettering Vintage Rally & Steam Fayre, Cranford. <http://www.ketteringvintagerally.co.uk>

Sunday 26th Cars at the Spa, Leamington Spa. £10 per car.

Cumbria

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Well things are slowly getting back to normal, or are they, its 31st July a very dark day in any calendar stemming from 1970, this was the day that the Great was removed from Britain as black arm bands were worn, black coffins were paraded with full ceremonial dignity as 1100hrs was struck in the forenoon watch that was it the end of the tot, no more Rum issue in the Royal Navy.

This was a great medication, would Covid have survived nobody will ever know. Rogers Acclaim is now back on the road and looking good it's booked in for a full respray over the Christmas period. Tony

11th July many of us went to Holker Hall for the Cars the Star event run by Kirkby Lonsdale MC. This was held at the Heaves Hotel for many years and we al-



Cumbria - Derwent Valley

Cumbria Continues

ways entered as a club but the event grew stale and we stopped going. As it was now being held at a new site, interest got the better of us and we went along as individual entries. For those of us that got there early it was disappointing to find that the grass was nearly a foot high and had not been cut. As Anne and I arrived it stopped raining but that left the grass soaking wet and it was not long before we were wet up to our knees. It did how ever make for a good under car wash. The lay-out of the cars was a bit disjointed and the whole event did not seem to be well organised. Unfortunately none of our cars won any prizes but a lot of interest was shown in them. Judging was done on your phone using their app but most could not connect to it as the signal was poor in that area which is why there were some strange winners in each car class. In my Spitfire class it was up against two E type Jags and an Aston Martin, which gave us little chance of winning as all three looked like that they were built yesterday and were probably worth £100k each. There were many new faces with triumphs at the event and I hope that by the time that this goes to print Lei Masher from Shap with his Mk4 Spit has joined the TSSC. One car came all the way from Blackpool just so that I could value it for him.

Dalemain has been booked and I have had a good response for club entries but Rod and Joan will not be coming as they will be celebrating their Golden wedding anniversary. Congratulations to you both. We know that it was a hard decision to make for both of them not to come to Dalemain, as they are fully committed to the club; I think Joan may have had the last word on the decision and rightly so.

All the usual events that have been held in September in previous years have been cancelled, so we have nothing to look forward to for that month, however depending on the situation with Covid and how comfortable people are with meeting up for lunch in a pub, we could do that for the end of the month. Details will be posted on our Facebook page if we decide to meet up during September or anything else comes along.

Safe motoring,

Roy & Tony

Derwent Valley

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Hi All. Well, we had an almost normal Derwent Valley meeting on 3rd August, which was very close to being abandoned. At 5:00pm heavy rain started to fall in

Belper, but I had every confidence in my BBC weather app, which forecast that the rain would stop before 7pm. Sure enough it, did. Phew!

Seventeen members set off at short intervals in search of treasure. Wandering around Belper looking high and low, in every nook and cranny, getting a few strange looks from the locals and trying to locate the answers to some pretty weird and obscure clues. Except Kim and Paul who headed straight for the burger/pizza bar.

Gary and Ann constantly gave away clues by standing close to them for long periods of time. Roger was mutinous and jumped ship as soon as he could for a pint in the first pub he came across, leaving Julie to fend for herself, and only venturing out for food. According to Kim, Paul was no help at all. Poppy (the dog) was leading a pack of four wanderers and appeared to be the only one with any sense of direction.

An hour or so later the hunters arrived in dribs and drabs at the Railway Inn beer garden. Answer sheets quickly marked whilst they found refreshment (of the real ale variety) from the bar. Ann got her coffee but sadly no cake.

As you can imagine there were a few hotly debated wrong answers, but they were not the answers I was looking for, so they were wrong. Tough!

It must have been a very easy treasure hunt as all the teams scored highly and there was only 5 points between them all. Picking up the wooden spoon with a score of 41½ out of 50 was team Poppy and her pack. The winners with a score of 46½ were Mark, Curtis and Janine.

After the presentation, we enjoyed a noggin and a natter just has the heavens opened. It chucked it down. Thankfully, we were under cover of the large pub marquee as rivers of rainwater poured off the canvas.

At the time of writing, I am still waiting for a response from our regular venue as to whether we can continue to meet there from September. Initially, they have offered to host our monthly meetings on a Monday night rather than a Tuesday. What are your thoughts? I will post updates regarding this and details of the September meeting on the Derwent Valley Facebook page, so keep checking.

Dates for your diary:

3rd to 5th September – Northants camping weekend. See Courier for more information.

7th September – Monthly meeting.

Provisional date.

See Derwent Valley Facebook page for details.

5th October – Monthly meeting. Provisional date.

See Derwent Valley Facebook page for details.

Stay safe. Regards

Colin.



Devon

Devon

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It is here at last - our Round Devon Drive! Sunday 5 September is the date. Hopefully if you are interested you will have registered with us by now. Everyone registered will have had all the routes sent to them already. Participants are free to choose any of the routes they wish to drive, all spectacular due to Jon's hard work. You can drive any or all of the routes, and we are aiming to gather at the finish point, Whitehouse Services at Okehampton for a big photoshoot in their overflow field from 5pm onwards. Everyone driving a Triumph will receive a free commemorative windscreen sticker too. We are expecting some of the drivers to treat this as a Triumph holiday and to stay over in our wonderful county for the weekend. Even if you cannot do the drive - why not come along to the finish to cheer the cars in?

Looking forward to October, on Sunday 3rd, we will be meeting just outside Exeter at Wellbeck Farm & Equestrian at Farringdon at 10.30am. Malcolm, Nettie and James have kindly invited us there for a day they have arranged. They will be generously providing us with tea, coffee and bacon butties before a 30 mile drive ending back at Wellbeck where we can eat our Bring Your Own Picnics. Donations would be appreciated on the day for Alzheimers Society UK please. No worries even if the weather is not kind, we can get together in one of their barns. We are so grateful to them, as relatively new members, offering to arrange events for us.

In that vein, we are planning to hold a new event there next year, Tractors & Triumphs (or Triumphs & Tractors!) which sounds really exciting. So good to have a venue in the Exeter area where we can get together.

WHAT WE HAVE DONE

So good to report that we have been out and about in July. Colin Watson from Cornwall arranged another of his legendary weekends at Southfork Caravan & Camping at Martock in Somerset, which was also loosely described at this year's Cornwall Camping weekend. So we were joined by a number of members from TSSC Southern Area, some of whom we already knew, and at last we got to meet the legend



that is Mark Steinson - I had thought he was a figment of someone's imagination. They brought with them some stunning cars too but best of all we all got together to enjoy the cars and each other's company. Col had arranged for us to visit Sheppy's Cider Farm at Taunton on the Saturday and took us on a meandering drive through some of Somerset's best on the Sunday, ending up for lunch at a well known classic car friendly pub, the Virginia Ash. A big thank you from all of us to Colin and Karen.

So good to report on another really good Club Night at the Claycutters in July. In all 13 Triumphs came out to play. We were joined by Chewy all the way from Bridgwater in his stunning 2500, gorgeous colour. Back after a long absence was Brian S, this time with a fabulous Carmine Red TR6. As ever there were members happy to help others out - Richard had ideas to help access the TR6, and Chewy had the right tools for Dave's injector problem with his TR6. Nigel was kept busy with valuations. The rest of us gathered in the sun at the Claycutter's outside tables; it summed up what being a Club member is, great company, great cars and good food!

Our Stag jinx prevented us taking her to Silverstone Classic - hoping just the oil warning switch. Alas we have had to order a new over-rider for the nearside rear bumper after it kissed John's MX5 as we changed cars from the naughty Stag. We had a great weekend at Silverstone, where 365 Stags took part in a track parade. A really stunning sight and it took around 15 minutes for all the Stags to get around the circuit. All made it, unlike one of the DeLoreans which had a tow back. So much to see and do there, including free fairground rides - a trip on the Gallopers was essential!

COMING UP IN DEVON

Sunday 5 September See above for details of the Round Devon Drive. Still time to register!

Sunday 12 September Why not log in to Zoom for the Club's AGM at 1pm - details included with your August Courier. It is a long way to Lubenham but by doing it via Zoom, the AGM becomes far more accessible for us in Devon.

Don't get caught out by the early date - September Club Night at the Claycutters Arms at Chudleigh Knighton is on Wednesday 15 September. Always plenty of parking, room for loads of us, and good





Devon Devon North - Essex

food. Do come along if you have not been along before.

Some of us will be at the South Devon Railway for their show on 11 and 12 September and Sidmouth Classic Car Show on Saturday 18 September, and Sunday 19 is the re-arranged Totnes Rotary show at Staverton. So still plenty to do with our Triumphs in September.

Hoping lots of you can join us on Sunday 3 October at Farringdon near Exeter for the Atrill's run from Wellbeck - see above. Please do let us know in advance if you can come along!

Coming Up In Devon

Thursday 2 September North Devon Club Night at the Crealock Arms.

Sunday 5 September Our Round Devon Drive
Sunday 12 September The Club's AGM - on Zoom or at Lubenham, Leics

Wednesday 15 September Club Night at the Claycutters Arms

Sunday 3 October Bacon Butties, Run and Picnic from Farringdon

Sue, John and Nigel

Devon North

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For the first time in almost a year and a half, we held a face-to-face meeting on 5th August in the Crealock Arms. It was good to be back!

The weather was rather wet and only Geoff and Dawn were brave enough to bring a Triumph - their yellow Stag, which has had a good amount of use recently having transported them to Silverstone the previous weekend. Apparently the Silverstone event was excellent. Sue and John also attended, sadly without their Stag (I am sure Sue will cover this in her Devon article).

Also in attendance were Darren (without a Triumph on this occasion as he didn't want to get his immaculate, newly restored Spitfire wet!), Alan and Janet, Mick and Sue Barlow and Bob Bunney. It was great to see Bob in person as he has been a regular Zoom attendee but we have not seen him in person for ages.

Darren has been continuing to work on his Herald and I know he has some good articles coming up

about this.

Bob is continuing to work on his Vitesse and was quizzing us on rear hub bearings. He had a long discussion with Mick about it although I am not sure whether he concluded that he should rebuild his current hubs or buy brand new ones with CV joints.

Mick has been keeping himself busy as usual and Alan and Janet were their usual happy selves. You can always tell, because Janet orders pudding and they both heartily tucked in to banoffee pie.

Alan is working on a new project with their son Dan - a Willys jeep. We will look forward to hearing all about it over the coming months and I am sure they will be out in their Spitfire soon.

As I write, we are only a week away from the big event in Malvern. I am sure that this month's Courier will have a few more details about how it went.

The next event for us, just after this is published, will be the Round Devon Run on 5th September organised by Jon Chartres. I hope to see some of you there.

Look out for emails about forthcoming club meetings including Zoom meetings, as we may be changing the day on which we meet.

Andy

Essex

e-mail: miketitchen@aol.com

FB - **Triumph Sports Six Club Essex Area**

Mike. 07860 708356

At the beginning of July we had a couple of new members ring me to find out about our area so I invited them to come to our club day meet on the 11th. Cathy and Mark turned up in their really nice orange Spitfire 1500 I went out to greet them as no one had met them before, I took them into the cafe where I introduced them to all the other members. After a short



Essex



while Cathy mentioned that her radio was playing up, with this Allen jumped up to the rescue and said I'll have a look and started working on the wiring of the



radio and fixed it. Cathy was amazed how helpful and friendly everyone was (but that's what Members in Essex Area are like) we hope to see her at other shows and Meets.

What a fantastic Breakfast Meet we had at Battlesbridge on 18th, the sun shone and it was so hot. We had a really good turnout, we had 12 cars arrive making a very good display of different models of Triumphs, we had 5 new members come and talk to us about the club and seemed to be very interested in joining us. The cars varied between TR6, TR3, Stag, 2x Mark 2 Spitfire's, Herald, 2500 saloon & 2000 Estate, 2x 1500 Spitfire's and a couple who have been Members for a while in the Honda 2000 who unfortunately don't own a Triumph at the moment, but are looking. If Honda still owned the Triumph name perhaps the Honda 2000 would have been a new TR?

On 25th July, Mick, Marion, Steve and Janet went to

The Orsett Show, as I didn't attend Marion has written a write up. We had a lovely day walking around the show. So many cars to see and stalls to go round. Great entertainment and plenty of rides including a monster truck which was taking people around a track and driving over cars. The Charity collectors were all dressed as Super Heroes and anti-Heroes. One little boy asked if he could sit in our car and as he said thank you he said it was the best car in the whole world!! Steve sat in a truck and on a Motorbike.

On Sunday the 1st August we were invited to visit a Classic Car Meet at the beautiful Little Easton Manor in Dunmow, previously some of our members attended a Monthly Meet up there and they have now decided to open the grounds on 1st Sunday of the month. A few of us turned up for this meet, with a welcoming cup of coffee and tea from their really nice Cafe with good food, they also had a bar for passengers who were not driving. From 12 noon there was a live singer, different themes each month. In total there were 8 Triumphs all parked together of all different models making a good display. A few of us had a walk around the gardens this ended up by the church which had a really interesting history. We had afternoon tea and cake to celebrate Sue's Birthday. Unfortunately in the afternoon the rain came, but this didn't spoil the day. This looks like this could be a good venue to sometimes visit during the summer months April - October.

Member News

My Spitfire 4 Mark 2 ran really well to Battlesbridge and back, but after a well deserved cool drink I went to move it into the garage and it would not start. I opened the bonnet and low and behold the coil had cracked open and a couple of wires had burnt out, so another job to put on my list!!! It was lucky that the wires broke before any serious damage was done. It was good that Jamie was around the house and with the help of female neighbours and Sue we were able to push the car neatly back into the garage.

Mick and Marion took their spitfire to Allan (Thames Triumphs) to get a new washer system fitted, consisting of new switch and bracket, electric pump, bottle and new lines. The electrics were temperamental or was that Mick? All fitted and working brilliantly, we did however have one small problem with a small leak on the T line connection but a bit of super glue did the trick till the new one arrives.

Arnie was very surprised that his GT6 failed it's MOT, the big question is, how could it possibly have passed last year without advisories, given that it only covered 1800 miles. Can it go wrong so drastically in such a short mileage? Well my answer to that is, if any of our cars are not used very often, things do go wrong as much as if we use them regularly.

Events in September

Sunday 5th - Little Waltham Open Garden & Clas-



Gloucester - Herts & Beds

sic Car Display. 10.30 - 4.30 - Little Waltham The Street, CM3 3NY - email

colinrogers3@yahoo.co.uk - PRE-BOOK

Sunday 5th - Little Easton Manor, Dunmow CM6 2JN - 9am - 5pm RSVP on website www.littleeastonmanor.co.uk

Sunday 5th - Capel Manor Gardens Classic Car Show, Bullsmoor Lane, Enfield EN1 4RQ - 9am - 5pm - Entry £10 per car, driver + 1 passenger - PRE-BOOK www.ticketsource.co.uk

Sunday 12th - Essex Area Club Meet - Passing Thyme Cafe, View Garden Centre. A1245 Old Chelmsford Road, SS11 8SJ Book table for lunch, - phone cafe ask for Michelle 01268761119 mention (car club)

Mike

Gloucester

e-mail: j.rowley269@btinternet.com

Tel. 07802 171227

Hi folks, hope everyone is doing well and enjoying some scattered days of sunshine we have been given. No excuse not to get the Triumph started and start to tinker and enjoy some hopefully better weather. Hope everybody has been keeping well and busy?

Of course last month saw the long-awaited Triumph & MG show at Malvern Showground. Three club all coming together to share such a lovely event, and the weather held up too! The TR Register, the TSSC and of course the Rover Z's! Numbers were great and everything being in full swing, albeit in all zones (quiet, chatty and loud!) Big turnout across the board, as was to be expected with some fantastic cars of all shapes and sizes, a large variety of traders and workshops and of course the auto-jumbles where I hope everybody managed to get a bargain or two for there cars or ongoing current projects.

As always, the Gloucester Coleman tent was buzzing with vibes and chat all round. Lots of snacks and drinks were available and it was such a lovely vibe finally being let out to enjoy some social interaction with everyone again. Lots of cars as well, Bev's Vitesse, Brian's Spitfire, Andy's Herald, Matt's Vitesse, Cliff's GT6, Marcus's Vitesse, Gareth's convertible GT6 and many more to name but a few...

Friday night everybody setting up and pitching tents with some people just coming for the day, going home and then coming back again throughout the weekend. Saturday was the main day in full swing, lots of things to do throughout the day and also the club BBQ with Andy's amazing BBQ cooking skills on the Saturday evening. After that some of us decided just to relax under the club tent having a good old

chin-wag with a beer, tea or coffee whilst others venturing out and walking around the site, going to see the local bands and music from a distance and having a nice time. The atmosphere was buzzing, lots of interesting conversations between Marcus and Richard about the shop copy and subscriber copy of Richard's Classic. Retro. Modern. magazine...I think we all got the idea of it and after the long conversation we all know from memory what should be on the front layout of each of the editions!! It was really quite entertaining watching it all and I'm sure you'll agree! Sunday was an easy and lazy start to the day with breakfast in the morning and generally all chilling out before starting to get ready to pack up after the weekend's events.

All in all, a fantastic event we have all been waiting for after so many lockdowns and restrictions.

Events coming up:

A reminder about Le Mans 2021 - as the event is not running this year, please contact Vicky if you haven't already done so (vickydredge@yahoo.com) to discuss your options available to you such as transferring your booking, event extras & ferry crossings over to next year or for any other Le Mans queries.

Gloucester Area Club Night - meet at The Aviator on every 3rd Monday of the month. Next meeting September 20th for a good catch-up and meet, talk about everything Triumph and of course a chance to win some super-duper fabuloso famous not-to-be-missed raffle prizes!

In the meantime, as always folks, stay safe, see you all soon and keep them running smooth on all 4 or 6!

Costa

Herts & Beds

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

Tel. 01582 750943

Hello Folks, we have for a change had a busy month we have changed the pub venue from The Raven due to far too many managers and complete lack of hospitality and disregard for replying to booking e mails so whilst this may be a little out of the membership centre but to find a Pub with a back room is not easy so until it is revised our new location is The Old Hunters Lodge Whipsnade yes near the Zoo.

We held our first meet there on 26th and had 28 attend with John the Publican choosing the Best Area Car and providing a huge Buffet (well we paid for it) all thought this was a good choice and seemed pretty unanimous we book for future evenings

John chose Phill Sandfords really smart very red TR5 as the winner of a tin cup and a name plaque on the



Herts & Beds - M25 East

Kingfisher Shield. Also note Geofs Ferrari in the background ...no it didnt win !!

The day before we managed 12 cars all be it only 4 Triumphs for a trip up to Club HQ which Angie had opened up just for us and provided a lovely buffet lunch we had a good support from the Lea Valley TR



reg , and Tony drove TS2 the TR2 Prototype up we all arrived in convoy after 60 miles and didnt loose anyone

August 9th will have seen our outing to the Chiltern Open museum we have 16 booked in for a guided tour, organised by Martin

Duxford will have a site visit in August ready for September 5th Duxford Picnic see advert in The Courier

Johns Stag is providing some difficulties . nothing is beyond its devilment and I need to visit Fiona's Spitty to get it out on the road and get her confident its reliable I have rebuild PaulH gearbox but no idea if its a good un or not live in hope .

And I see our local garage centre is taking bookings for Santa's Grotto ... Really

Keep safe and drive your cars

Pete

Ray Peet

Hi all,
I'm sorry to say Ray passed away saturday 21st Aug morning in his sleep at the Moggerhanger Hospice

Attached is how we like to remember him while he was on holiday with Jenny in july
If I get any details about funeral etc I will let you know as im sure some would like to be there, but a Good friend has passed to the happy garage.
Regards

Pete



M25 East
e-mail: herald1360@btinternet.com
www.facebook.com/groups/152603311545573/
Tel. 07938 526324

Hi everyone, here we are in September already and we have been 'well busy' at shows and weekends away. The big event at the start of August was the Silverstone Classic. Obviously the rain was booked (well



it is Silverstone after all ha ha) and it didn't disappoint. But, did we enjoy ourselves - of course !!



We had a great turnout from our area, so much so that we struggled to squeeze everyone into Malc and Lesley's awning for drinks. The best day weatherwise was the Saturday and it gave us the chance to actually wander round the track and see some racing. Personally I think the saloon cars are the most spectacular, proper power slides through the bends. This year they even had a rally demonstration which was right up my street. There's nothing like watching a Rothmans Escort going sideways. We all thought the music this year was a bit weak - Britpop Re-union were good on Friday, getting everyone singing along but other than that it was a bit poor.

On Saturday we didn't even bother going over to the circuit for that nights music, opting instead to stay back at camp, firstly having an awning party with a bit of Chaz and Dave and later, unbeknown to us the campsite had booked a singer/guitarist to play on site. Very soon he had a big crowd including us - performing a lot of sing a long songs. It ended up being a really good night.

Luckily the rain stayed away in the evenings so were able to 'boogie on down' without the need for our usual ponchos lol. Considering the rubbish weather we still had a big turnout of cars on the clubstand. The very next weekend we were at the Leicester and Rutland Areas 'Sunshine Rally'.

We always like this one as it's in a lovely part of the

M25 East - Newbury

M25 East Continues

country and everyone is always made very welcome by the L & R gang. A nice run out on Saturday to various villages for a treasure hunt was arranged for us, dunno what the locals thought about us wandering through their villages looking at lamp posts and drain covers ha ha.



An excellent BBQ was laid on Saturday evening followed by a mad quiz at which our team was particularly useless - our three fools were rubbish, didn't know their ABC's from their elbows ha ha. We didn't know

many of the answers but if all else fails - Paul knows ha ha (you had to be there lol). Sunday was a bit grim in the morning with rain but there was still a good turnout for the car show.

Paul and Lesley were about to go home on Sunday when they discovered one of the wheels on their Dandy had seized and was going nowhere. Rather concerning was that when he rang for breakdown assistance with his insurance company, who most of us are insured with as well - the number was unobtainable. All their other contact numbers were office hours only, so, no way of contacting them. Good job they were also in the AA. Even then it was a catalogue of disasters with them finally being picked up at about 8:30pm, approx 9 hours after first phoning. I think a few questions will be asked of our insurer as to what is going on. Apart from that it was another excellent weekend - thanks to all at Leicester and Rutland for all your hard work. As soon as I finish writing this I will be giving our Dandy brakes/ bearings the once over before its upcoming trip to Malvern and the Herald also needs new track rod ends as well, oh, and the lights need fixing in the Dandy - blooming hell - it's never ending. I know it's only September but I suppose we've got to start thinking about Christmas Dinner. I'll have a wander down to the golf club where we went before if that's ok with everyone. This month we have our last camping trip of the year at the Northants Camping Weekend. I hope a few of us can make it because it's a real good laugh. The theme this year is Hawaiian and they are also combining the weekend with their usual 'Twinkle Fest' So, even more lights to take folks. Next month we may be able to start up our monthly meets again back at the pub. That's it for this month folks - be seeing you - .



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September Events - Friday 3rd to Sunday 6th -
Northants Camping Weekend

John

Newbury

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Tel. 01635 868640

Our committee is trying to get the area meetings up and running, but finding the venues are having to close as the staff are being pinged due to Covid. Please watch Facebook for up-dates on the venues as there have been some changes. Just before the area news goes to HQ six of our area members are getting ready for the Inter-Club weekend, so Newbury will be well represented.

Representation was also great at our area picnic. Despite an uncertain forecast earlier in the week and a cloudy start to the day, 7 Triumphs met on 11th July



in the car park at Tesco for the "mystery picnic lunch". At 11:00 (ish) the group left, being led by Ian in his TR6 followed by Andy & Thomas (Bond Equipe), Roy & Helena (TR3a), Robert, Louise & Alice (Vitesse), Phil & Jackie (Spitfire), Nigel (TR7) and bringing up the rear Dave & Mary (Vitesse).



The route took the group East past the former USAF airbase at Greenham Common [now restored as a common, and well worth a visit for those interested in that aspect of the "Cold War"] and onto Brimpton. From there it was a short trip across the A4 onto single track roads up to Midgham and on to Upper Bucklebury. Then it was back through Cold Ash and Hermitage before going through Curridge, passing over the A34 and joining the B4494. From there it was only 500 yards to Snelmore Common, a total distance of just under 20 miles.

We arrived just after 12 noon and after finding somewhere to park, everyone got their respective picnics out and settled down for lunch and a natter. After lunch was completed and the conversations



Norfolk - North East

had died down a little, Ian produced a quiz which involved identifying car manufacturers from the radiator grill badges [note:- as Ian had prepared the quiz there had to be some Sci-Fi related pictures as well !!]. Once the marking had been completed the winners were Thomas and Andy who scored a very impressive 19 out of 26, the wooden spoon going to a still respectable score of 7. Some of the questions were actually quite difficult.

Despite the 20 miles to get there, it was less than 4 miles back to the centre of Newbury and most people started to leave for home from about 13:30 as the clouds were starting to get a bit darker. Presumably also to start preparations for the football match that evening (apparently there was some match on 11th July, something about England and Italy!).

Robin

Norfolk

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e-mail: paultsscnorfolk@gmail.com

Mike. 07828 103064 / 01502 476699

Paul. 07584 000442

Hi everybody, it's great to see people getting out and about once again. Not only have we had successful monthly TSSC Norfolk runs out since April but local and national shows are once again opening up too for those that feel confident enough to attend. All our local runs out have been Covid safe and our last outing the fish and Chip run to Dunwich was highly successful with TSSC Cambridge joining us at Dunwich Beach Car Park where some nifty parking managed to accommodate all our Triumphs almost in one spot in what was a very busy car park. I'd like to say that TSSC Norfolk members outnumbered the TSSC Cambridge members on the day but in truth I think the guys and girls from Cambridge just shaded us on the numbers front. A huge thanks to Tom Hartley for arranging the drive from Cambridge. The weather was kind the fish and chips were lovely and according to Steve Calvert the sea was just too inviting so he had to go for a swim after dipping his toes in like most of the rest of us.

As I write this I am looking forward to the Triumph & MG Weekend that is being held at the 3 Counties Showground, Malvern next weekend. I missed the Club Weekend having to be postponed due to Covid last year as I always look forward to meeting up with all the guys and girls from around the UK that have become long term friends all thanks to the TSSC. If you have never been to a national event then put Stafford in your diary for next year as I'm sure it will

be a fantastic opportunity to meet people, enjoy looking at some fantastic cars and generally have a lovely time. Stafford is also well placed to enjoy a trip into the peaks on the way back. I may be reminiscing but it was not long ago that Norfolk members arrived in a sizeable convoy and occupied a large area of the campsite. It would be lovely to be able to partake in something similar next year.

I am not sure if we will be having a zoom meeting in September as there have been requests to restart meetings at a fixed venue once again. I will gauge opinion on the August Zoom meeting and at the 'End of Lockdown Run' that Paul and Christina have organised. Dependant upon the members opinion meetings may well start up again in September but as always these days it will be totally dependant upon the restrictions in place at the time and of course members wishes. Please let us know your opinion. A new venue will probably be required as the Oak Tree has become a gastro pub with very little space to hold a meeting. As always we shall convey all details via a an email and on the TSSC Norfolk FB page. If you have not subscribed to the FB page then I would suggest that you give it a look as it's a really good method of keeping in touch.

Looking forward to hopefully seeing you all once again in September.

Mike, Paul & Christina.

North East

e-mail: geoff.dent14@gmail.com

e-mail: deryck.beadling@yahoo.com

www.tsscneortheast.blogspot.com/

Geoff. 07773 440201

Deryck. 07939 068976

At last we have been able to meet up and go places and do things we haven't done for the last 18 months, Since July's meeting we have had a run out to Talkin tarn, and our camping trip to the Silverstone classic. AS Morpeth fair had been cancelled we decided to have a run up to Talkin Tarn in Cumbria, a nice spot to have a picnic by the lake, it all started off well with good weather forecast and six cars Waiting at the start point in Durham, then a phone call to say that Rune was having problems with his Spitfire ,and Michael was going to tow him to safety, and they would follow on and meet us later, so off we went to Stanhope to meet up with Ken & Sandra, Minus Mick Todd in his Caterham, which refused to start as the immobiliser had kicked in, so he waited for the AA to come out and sort it out, turned out all it needed was a new battery in the remote control. On the long de-



North East Northern Ireland

North East Continues

cent down Crawlyside bank Philip Jordan's Toledo was blowing a lot of blue smoke, so when we checked it out at Stanhope he was in need of some oil, so Philip decided that it was probably safer to make his way home from there. so the rest of us continued our trip through upper Weardale to Alston, then on to our destination where we met up with Michael and Rune who travel a more direct route in the Herald, also Gavin and James met up with us there. After lunch we returned back towards home via the old Military road where we stopped for a refreshing drink en-route, in total i completed about 130miles and some had done more, it was nice to get out and about again. Rune's Spitfire has been diagnosed with a blown head gasket, so a nice little job for him.

Silverstone Classic. !!!!!

Quite a group of us went down to this event, as usual some travelled down leaving early on the Thursday morning, departing Chester Le Street at 6.00am, meeting up with John at Boroughbridge, our breakfast stop was at the end of the M18 near Rotherham, where we dined on Engine Pasties, 2Hrs at 60mph and they were heated to perfection. From there a easy run down the M1 to Silverstone, or so we thought, Roadworks around the junction that we should have taken and the poor road signs meant we missed the junction and went straight on, so had to travel another 15 miles south before we could turn around and return to the correct road, we arrived at 11.30am and the campsite was already filling up but we managed to secure the area where we normally pitch, within 1/2 hr lan longmire arrived followed by ken & Sandra then Brian's son, who had brought his dads tent, so we had quite a large area pegged out for those arriving later, (Gavin & Brian)

Now there was only One Party missing and that was the Rowntrees, they set off at lunchtime but did not arrive until 10.30pm, the reason behind the extra time taken was that some one, put Diesel in the Scimitar, so they had to wait for recovery to take them home then swap cars, a very costly mistake, by the time they arrived it was too late to start putting up their tent so they camped out in Deryck's caravan awning, then the Rain started, it was the wettest Silverstone Weekend we have ever known, we usually get some rain but this year it seemed like it rained all weekend on

and off. by the end of the weekend the roads on the campsite were in a right mess, and so were the cars, only 3 club cars travelled this year.

Myself in the GT, Kevan in the Stag, and John in his Spitfire.

John's Mishap's !!!!!

It all started on the way into the circuit on the Friday, firstly a rouge live wire shorted out under the Dashboard and started smoking, after disconnecting the wire, all was well for another 100 yds, when Martin who was seated in the passenger seat started to feel something hot dripping on his lower leg, the aforementioned wire had melted the Oil pressure gauge feed pipe and was squirting oil out, a easy temporary fix was done, and he arrived on the display area only to realise he couldn't find his phone and thought he must have dropped it when he was sorting out the latter issues, so of he went to look where he thought he must have dropped it, but to no joy, eventually it was found back at the campsite , he had left it on the table in the gazebo. The next day after lunch he thought he had dropped his keys out of his pocket while in the grandstand, more searching, where did he find them , in the boot of his car, he put them there when we returned to the cars at lunchtime.

Apart from these issues and the poor weather everyone had a great time, i would like to send our thanks to Mama Mia (Emma) and Pappa John (Andy) for the home made pizza's they cooked on Sunday night, they were delicious.

Up coming event, Don't forget

You will need to book in for the Hamsterley show on the 19th Sept

Next meeting Sunday 5th at Brian's facility in Durham

Geoff

Northern Ireland

e-mail: heatheranddouglas@gmail.com

Tel. 07707 288233

Hope this report finds you all well as we now appear to be coming near the end of many, but not all, of the Covid restrictions that we've had for over twenty-one months. In view of this it should be possible to have our first indoor meeting of the year on Wed 1st September at Nortel Social Club. I will confirm this later. Hopefully you will have the Courier in sufficient time to be made aware of this proposal. It is good to report that in recent months we have had two new area members, Steven Owen from Saintfield and Gary McDonald from Clough, joining us - welcome gentlemen, look forward to meeting you both. Since the last

Northern Ireland

report we have had another short run, this time from Carrickfergus Castle along the coast road to the Rinkha ice cream shop/café at Islandmagee for our annual visit there in lieu of our July monthly area meeting at Nortel. Once again, we were able to leave the car park just before the annual band parade there, but it's getting close.

Eight cars turned up at The Rinkha and it was nice to see Stephen and Elizabeth there, John Gill and Billy as well as Alan (For), as



several of our members have been missing due to Covid restrictions and illness - good to see you all again, and of course the five regulars that make the meetings and plans all worthwhile. As usual several of us availed of the ice cream and other treats on offer. Of course, our visit to the Rinkha wouldn't have been complete though without a visit to the Spurlé family home for an update and viewing of the Spitfire and of course those tray bakes, the brownies and the other, a delicious French recipe that I can't remember the name of, from Ciara as well as the tea and coffee. We were all "slightly" disappointed this year as we hadn't the presence of Brian, he was away in Fermanagh working, but we were lucky to have a briefing from him, with the help of James, via Zoom. Some of us thought that he was talking in his sleep from his bed - only joking, I think! In fairness to Brian, it was a long hard day for him, and we thank him for the update and for taking the time to set it all up. While most of us there came to see the Spitfire and sample the food Valerie was treated to a visit to the "craft room" with Siobhan as they both have a passion for it, and she was suitably impressed I believe.

It was good to see the progress on the Spitfire and clearly a lot has been done since our last visit and the engine bay looked immaculate and nearly ready for the road once again. To be truthful though I always visit here with a little trepidation - why I hear you ask! Well, each time I visit we are taken to the garden and surrounding area and from this Heather "gains" new idea for the garden and other related matters and this creates a "little" extra work for me in the intervening months - ah, the price of a cup of tea and a brownie! A big thank you once again to the Spurlé family for all their efforts on the evening - much appreciated by all.



Bit of news on the car front, Robert (T) has bought himself a very, very tidy TR6 at one of the upmarket classic car dealers in England. Look forward to seeing Robert, along with Daphne, in it in the not-too-distant future on one of our runs. Sat 17th July saw us on what has become by now an annual trip to the Sperrins.



Meeting, once again, at The Elk we had an eventual turnout of five cars. Eric (T) in his Herald being joined by Barry and Elaine (F) in TINA and then



Alan and Pam (F) in the Vitesse. After a while we were joined by Alan and Maureen (H) in their Herald with Heather and I in the TR6. In fairness to Alan, I hadn't realised it had been a while since we last met there and since then the road layout has changed considerably - a new dual carriageway has been put in place.

Leaving the Elk Bar, we made our way towards the lough to Ballymaguigan before turning inland to take the Waterfoot and



Gracehill roads before taking us back down towards Lough Neagh again at Ballyronan to follow the lough side then inland and on to The Loup area before passing close to the Springhill House, Moneymore. Springhill is the 17th-century plantation house that has been the property of the National Trust since 1957 and, in addition to the house, gardens and park, there is a costume collection and a purported ghost. I think it's time we paid the house a visit on one of our runs to find out a little more. After negotiating Moneymore we took the main road, the A29, towards Desertmartin to clear the pipes before taking a sharp left on to the Iniscarn road. We then started to climb the hills through the narrow roads of the Cranny area that then further along the route gave us all the clear views of Slieve Gallion to our left before we made our way downhill towards Keenaught to see the old and new versions of St Patrick's church at the side of the road. This then brought us to the Gortahurk road to lead us to the Draperstown road, B40, to bring up past once again this year the Saturday market then to our stop at The Square in the village for a short period. Running a little late now we cut out the Straw and The Six Towns and Glengomma areas to go directly to the Derrynoyd forest area and then on to Moneyneany to take the B40



Northern Ireland - Notts Peterborough

Northern Ireland Continues

once again for an eight mile stretch through the forest area at Glenadra to eventually reach the Banagher Forest park area. A very sharp right at the end of the forest took us on to the Carnanbane road that then brought us all, after a few diversions, due to the new A6 by-pass, to the centre of Dungiven.

A right turn towards the Glenshane Pass and a quick shift along the main road to the Ponderosa for our lunch break at the top of the Glenshane Pass was the order of the day and then a well-deserved rest. Heather and I, along with Eric, had a lovely meal inside whilst the rest availed of the facilities, and the good weather, to have a picnic lunch and be entertained by a group of your ladies that appeared to be on their way to a "hen night" that had an early beginning. Since several of the crews had other tasks later in the afternoon it was decided to "end" the run with a quick blast along the A6 to the M2 at Dunsilly, Antrim and that was the case. It was nice to see the looks of the other drivers as they overtook us along the way with their admiring glances! An enjoyable day for us all, helped with the warm weather - nearly too warm at times. Was looking at the recent report from the National Historic Vehicle survey published last year and it shows that the number of historic vehicles on the DVLA database has increased yet again to 1.5 million vehicles with the movement now worth over £7.2 billion, yes billion, to the UK economy. As a result of this there are over 4,000 businesses employing over 34,000 people and at the same time enthusiasts have risen from 500,000 in 2019 to 700,000 in 2020. Whilst there are a considerable number of vehicles it has been found that they relate to only 0.2% of the total miles driven in the UK with the average 1,200 miles a year. It must be noted though that 56% are shown to be on SORN. Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motor cycles, agricultural, military and steam vehicles. This, believe it or not, represents 3.4% of all registered vehicles in the UK. Clearly the figures also show the fact that many own more than one historic vehicle when can be seen even here locally. I speculate part of the increase has been the result of the historic tax duty rate of £0 and recent years the MOT exemption for historic vehicles. Remember our first face to face Area Meeting on



Wed 1st Sept at Nortel, the Mournes Run with Alan (F) that has moved to Sat 11th Sept and of course our visit to Ulster Aviation Club at the Maze Lisburn on Sat 23rd Sept which should be a worthwhile and interesting visit. Please come along and support these events and so encourage the organisers. Further details at a later date.



Douglas.

Notts

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Hi guys just a quick catch for notts area, sorry we have been a little busy lately but now our inter weekend has now been and gone and hope you enjoyed it we can get back to normality.

Remember our meet up night's are on the third Wednesday of each month at the Sandy pates sports bar at the Stag's ground mansfield. Meet up from around 7pm food available if you wish to dine there very reasonably priced. Lots of seats and very COVID friendly and if it's a nice evening we can sit outside.

With nights starting to come back in it's nice to get back on track to discuss everything and anything whether car related or not so hope to see you soon. Next meet up is on Wednesday 22nd September @7pm. Any queries as always contact us in the usual way.

See you all soon

Nigel & Di

Peterborough

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Well first off, as most of you will be aware from Charlie's Area Email, unfortunately we were not able to resume our meetings at the Five Horseshoes, Barholm in August. Matt, the landlord doesn't feel ready to welcome back large groups just at the moment but he will monitor the situation and hopes to invite us

Peterborough

back either in September or October. Keep an eye on Charlie's emails for further confirmation/news. So, in the meantime August became our eighth Peterborough Area Zoom meeting. Eleven of us were present, which I find a nice number for everyone to be seen on screen and to be able to participate fairly easily.

Much of the discussion surrounded forthcoming events, mostly local but also the club's big event at Malvern which, as I write, will be taking place this coming weekend. Sadly, most of us present on the zoom call are unable to attend although I think Mike Hickey said he was going so hopefully he'll report back next month.

With other shows taking place at Maxey, Wansford and Stamford over the next few weeks, we should have a good number of reports in time for the next area news.

As for this month, on Sunday 8th August, seventeen of us took part in Doug's Covid delayed trip to The



Heckington Mill plus Heckington Railway Museum and Cranfield Aviation Heritage Museum. This was an excellent day, despite the weather doing its best to test convertible roofs and classic car windscreen wipers to their limits at times!

With my Vitesse still off the road, I felt a little guilty arriving in my 1967 VW Beetle but, as it happened, we were also joined by a BMW, Mercedes and Fiat 500 so I wasn't too out of place. Doug has kindly put together a report on the trip, so I'll hand over to him:

'The Wind, Steam and Jet Run-out on the 8th of August. Our first stop was at the Heckington Mill - the only 8 bladed tower windmill still standing with its sails intact. We also 'refuelled' in the Millers Parlour and some also sampled the product from the Heckington Brewery. We then walked a couple of hundred yards and visited the small railway museum - with model trains running it was a joy to Paul Lumsdon and also Steve Abbott was lost in the train modellers prowess on display. Then it was back to the cars for a short blast to the Cranwell Aviation Heritage Museum. Well not really a blast as it was a case of navi-

gating as the heavens opened up for a biblical down-pour and the older cars wipers were struggling to cope - in fact they didn't! I believe everyone got home safely - but there was certainly a lot of water on the roads. Peter Hennell, his wife Kate and friend Margaret had joined us from St. Neots - though disappointedly Peter had to leave his Vitesse at home and join us in his E30 BMW. It was also good to meet up with Phil Wright from Chesterfield who joined us at the Mill. It's a long time since we last met with Phil when the Bertie Arms was our base.

Talking with Phil Wright he admitted he has one of the original Saab 900 Turbo cars currently undergoing restoration. He has owned the red bullet - which has links with his Spitfire - as it is running the slanted engine which was a joint Saab/Triumph engine project just a few full moons ago. Apparently, the Saabs always look good from the outside, but the tin worm works away hidden deep in difficult to reach areas - and then expensive treatment is needed to remedy the issues!!'

Thanks for the report Doug. Phil showed me some photos of his Saab and I can confirm that the tin worm has well and truly taken hold. It will be interesting to see how he progresses with the restoration. He is a braver man than me taking this on - 'a bit of a basket case' I believe is the term!

Elsewhere others in our group have also been beaver-ing away 'Behind Closed Garage Doors'.

Graham has reported his TR4 is now benefitting from the fitting of the long-awaited anti-roll bar and his new distributor. His TR engine is now a little more responsive - but we will have to wait for more news of these matters in another month's Courier when he's had a chance to get more mileage on the red dream machine.

Steve Abbott recently put his GT6 through an MOT test. It passed but for the first time in 11 years Steve received 'advisories'. His top ball joints, a rear tyre and a gearbox oil leak were the culprits. Dave Beardsley, with a blatant bit of one-upmanship, reported that his GT6 had also recently passed its MOT with no advisories! Charlie has replaced the road springs and dampers on his Spitfire and Colin reports that his Spitfire's brakes are now sorted, but he does have a number of brake calipers to return to TD Fitchett!!

Well, that is about it for another month. Our September meeting is due to take place on Monday 13th. Will it be face to face or will it be on zoom again? Please look out for Charlie's email just prior to this date. If we cannot meet at the pub, we are considering the possibility of a weekend meet at a location to be decided (Burghley House or Rutland Water have been suggested). Charlie and I will look into this and report back. That's all for now! Cheers

Paul & Charlie



Scotland - Somerset

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We attended our first car show of the year at Kames on Sunday, a big welcome to Andy and his beautifully restored GT6, We did have a couple of member experience difficulties in the lead up to the event but managed to swap out a few people and get a good representation of the Triumph Sports Six Club at the event and we had our new Club banner out for it first event, We are due to head down to Malvern for the Interclub weekend as i write this report with 14 members due to travel, We hope to have our local meeting back at the Harvester in Hillington Glasgow first Thursday Night of the Month and for our east cost members its the Hawes Inn at South Queensferry on the second Monday of the month, I am hoping the we will get a revised date for the Millport event in September in the coming days but also plan to do a sunday pub lunch meet in September



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The thoughts started sometime in April just over a month after we took over as Somerset AO's. A short drive out one evening or weekend after the Covid restrictions were lifted would be a good way to get our members together. We had a pub car park start venue in mid Somerset in a village called Chilton Polden that one of our members had found which had a small snack shack called the Pit Stop so a simple route of about 25-30 miles was initially planned. By the mid May the plans had progressed, and the drive was now 75 miles with a mid-way picnic, and we had even given it a name, the "Pit Stop and Picnic". We have only ever done one Classic Tour ourselves, the Cotswold Classic in 2020 so our experience level was only slightly above zero. This was the first tour we have at-

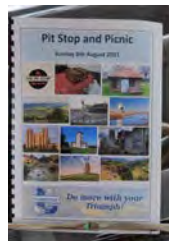
tempted to put on.

Government restrictions were not lifted till mid-July and then because of our other motorsport commitments outside of the TSSC the best date was the Sunday 8th August. This was the date that many of our members had planned to be at a car show which had unfortunately been cancelled so hopefully people would have the date free in their diaries.

In the days before the drive the weather forecast was awful. Rain, cold weather and thunderstorms were promised. The day before it was still forecast to rain for most of the day over all our route including the start and picnic venues. We discuss cancelling the drive but not for long. We all know what the British weather can be like and how inaccurate the forecasts often are, so we quickly decided to continue whatever.

So yesterday (as I type this), at 10:00 seven members arrived in their Triumphs at the Pit Stop for bacon rolls and tea with the anticipation of a good drive out. For most of us it had been raining hard at home but at the pub the weather was fine. Not quite what we would hope for in August but at least dry and the forecast for the rest of the day was very hopeful.

We gave out the route as people arrived. This took the form of a booklet with descriptive instructions for the junctions. As we are involved in rallying, we are more used to Tulips to define a route, but I know that some people who have not seen them before can find them a bit intimidating. Our seven drivers for the day were Steve Hopkins - Spitfire, Gary Hellings - Vitesse, Dave Gunning - Vitesse, Scott Downes - Spitfire, Harry Every - Herald, Ian Hadfield - Vitesse and us in our Vitesse. Each with their respective wives, partners and navigators. Steve in his Spitfire had his roof down and it was staying



down whatever as it takes too long to put up with the roll bar having to be removed first. Gary had just replaced the



Stromberg carbs with SU carbs on his Vitesse and was very happy with the results. Dave's Vitesse and Harry's Herald were looking good to go. Scott had noticed a drop in clutch fluid level the day before but had not found the leak yet. Ian was being very brave as although he had owned the Vitesse a while, it had only done 5 miles on the road and then 17 miles



from home to the start at the pub and it was rattling a bit. Our Vitesse was OK and had had its tracking done a couple of days earlier and a recon distributor had just been fitted which had transformed the car and was ready for the day and the trek to Malvern the following weekend.

At just after 10:45 we interrupted the chit chat (it would have gone on all day otherwise) and reminded everyone that they had a drive to do and a picnic to get to. A few roofs came down as it was still dry and our first car left the car park of the Leather and Lace Bar and Grill pub for the first part of the route, 45 miles mostly on the Somerset Levels and then up onto the Mendip Hills with only about 4 miles on A roads.

The route initially took the crews east and then north over the quite badly subsided road over Shapwick Heath. The road was very undulating but with no actual potholes and care had to be taken but was definitely a goer and no one had any problems. Then roughly west keeping to the minor but not single-track roads still on the Levels and over the M5 motorway onto Burnham-on-Sea.

We did not have a planned stop before the picnic halt but had suggested that crews might like to stop somewhere along the route if they needed more refreshments or ice cream or a just a short break.

A good opportunity to show off the cars down the sea front then we continued north out of Burnham-on-Sea and then turned east using some really good roads. A few of us stopped the viewing point that we had written into the route instructions. Unfortunately, the spectacular view across the Somerset Levels and right out to the North Somerset coast was very hazy. At least it wasn't raining, and we could see Brent Knoll.

Then back over the M5 motorway, past Axbridge and onto Cheddar and a run up Cheddar Gorge. This road is always spectacular, and this run up was no different. Then onto Priddy Green where we stopped for our picnic where almost all of us managed to park next to each other which was a bonus.

We had just set up then chairs and picnic blanket and stated eating when a black cloud came over and it started raining. A quick panic putting things back in the car but before we finished doing it the rain had already stopped. That was our rain for the day.

We had all just about finished eating when right on cue an ice cream van pulled up right next to us. We would like to claim responsibility for organising this, but it was a complete fluke. It must be a set time that the ice cream van arrives each Sunday as within a few minutes people from around Priddy were arriving in their cars to buy their ice cream. It did mean we had some admirers looking at the Triumphs. After about an hour or so the crews set off again. This part of the route was 30 miles with no mileage on A roads and took everyone back to the start point at the pub.



Continuing through Priddy to Emborough then onto the B road down into Wells. The view from this road, again across the Levels is fantastic in most weathers with Glastonbury Tor being the dominant landmark. Today the view was still pretty good but not what it could have been. Then down the hill into Wells with the Cathedral in front of us. Another chance to show off the cars as we went down the High Street in Wells, then out of Wells heading west and through 8 villages in 5 miles on our way to Wedmore. Turning south during Wedmore it was back over Shapwick Heath using a slightly less subsided road and then a turn west and a few miles back to the pub.

The pub was open so as most crews left for home we stopped on for a couple of drinks with Scott and Janette. Well, it would be rude not to.

The Pit Stop and Picnic drive had been a success. The rain had held off all day and it was even sunny sitting outside the pub at the finish. Most crews had taken a wrong turn at some time during the day but had quickly realised and got themselves back on route. We didn't lose anyone.

The next long drive won't be until next year and will probably be in west Somerset but there are no plans yet. So next weekend we are off to Malvern and will be there Saturday and Sunday. You will see a report of our Malvern experience next month.

Alan and Denise.

Southern

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Hi all, I was thinking it would never happen - Our first club meet since 3rd March 2020. With covid rules in place we went back to the Seven Stars with an excellent turn out. 18 cars of which 14 were classics compared with March 2020, 19 cars no classics. It tells me everybody wants to use their cars after such a long lay-off. We had four new faces join us, hope they enjoyed the evening and come again. It was great to meet up with so many familiar faces and have a chat. Most people spent the evening outside although a few ventured inside where we had a reserved space.

The 11th July saw our first classic car show at Ripley. Not the usual venue and it was a smaller event but enjoyable nonetheless. Just nice to get out. Met up with Mickey and Julie of the Thames area, long time no see!

Saturday 24th July - Barb and I met up with David and Wendy in his Toledo at Petworth and journeyed onto Worthing for the Lions Show just off the seafront. It was well attended as usual. Came across Derek and Jackie in their Stag and David B in his immaculate GT6. The sun shone from late morning til home time.





Southern - North Staffs

Southern Continues

PS MG visit September meet so lets see a good turnout, we WILL win the numbers game!

Friday 16th July saw a contingent from Southern of to Martock. Where you ask is that, near Yeovil.

I met Wendy and her Spitfire at the 7 Stars for 10am and set off to join Robin and Ann and Mike and Barbara at Barton Stacy services just on the A303. But as soon as we hit the 303 we drove into a traffic jam. A lorry had overturned and all on our side of the road were rubber neckin.

Well Robin and Ann and Wendy and I were at the services but our intrepid leader was not. He had sailed passed and was waiting another seven miles further on.

Traffic jams at Stonehenge, Amesbury and Chicklade services, the world and his dog had stopped there for coffee. More traffic jams and that is how it went all the way down to Martock in the blistering heat.

We arrived around 2.30pm and set up and Mark and Adam arrived at the same time as us with Vanessa and Luiza tagging on later in the 2.5s saloon.

We were met by Colin Watson and his wife and later met up with Sue Franklin and other members of the Devon area and also Carol Coventry and Tony Spicer from Cornwall area. Saturday, we all had a drive out to Sheppy's Cider farm near Taunton. Again it was very hot and a cold cider went down a treat. Had to buy some for later. Rude not too.

Back at the campsite Mark and Vanessa's son, Adam cooked up a curry for the evening meal. Looks like I've lost my camping job.

Sunday, yet another hot day, we all went to the Virginia Ash pub at Henstridge for Sunday Lunch. Mike and Barbara set off home afterwards and we went back to the campsite.

Monday, packed up. Ann and Robin set off earlier and went back up the 303 and had little difficulty getting home whilst Wendy and I went back Via the A30. We had a lovely run apart from the road works at Milborne Port. They had closed the main road and had not put any diversion signs up. After that we had a lovely run home via Shaftesbury, Wilton, Salisbury and Stockbridge where Wendy and I stopped for refreshments, then home via Winchester and said goodbyes at the Stars.

All in all a great weekend, great weather and made some new friends. I would encourage any of our members who would fancy a weekend under canvass or caravan to sign up for it next year. A very big thank you to Colin Watson and his wife for getting this event back off the ground again. Our second meeting of the year at the Seven Stars was again well attended and nice to see the "old" faces returning after the covid lockdown.

At our next meeting as Mike has stated, the MG's have

been invited back, so don't be shy bringing your Triumph out to play. Hopefully in October we could see the return of the Sunday lunchtime meetings this has yet to be arranged and confirmed.

Up and coming events

September 7th Regular meeting The Seven Stars GU32 3PG (MG's attending)

Balls Cross September 4/5th

Newbury September 5th, (Spring Vehicle Meet postponed from Easter)

Alton September 18th

Tilford September 19th (Surrey Classic Vehicle Club) October

5th Regular meet The Seven Stars GU32 3PG

That's all for now folks, Take care

Mark

North Staffs

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Hi Folks. With summer already coming to an end on 22nd Sept it's been a short season for events, still there's a few more yet so lets make the best of them.

Last month we had the Vintage rally & country fair at Kinstone with just a couple of us attending, also the lovely Adlem Vintage show with the traditional drive through the village starting from Hankelow which had a great turn out and good variety of cars.

I unfortunately was unable to attend the July meeting due to an emergency at home, and the pub had to close early due to staffing issues I believe related to covid, so I'm told. Andrew Best has sent me an up date on his GT6 restoration who hopes to make the next meeting hopefully in the car,

he has

been

working

hard

refitting

the steering column, removed the dash and re veneered it refurbished gauges. Seats to be recovered in leather gearbox tunnel to sort as its rotten, door cards and carpets to fit. I would think it might be October before we see the car knowing how these things never happen as quickly as expected, wishing Andrew all the best with his project and we look forward to seeing it back on the road.

By the time you read this the BIG Event (Triumph & MG Weekend) of the year will have happened, I hope many of you made it for the weekend and enjoyed it.





Suffolk

East Sussex - West Sussex

Despite the lifting of restrictions some events have been cancelled, the Shrewsbury Steam Rally on Bank holiday weekend has been cancelled which normally has a good classic car section. Lupin Farm is another. Still on is Tatton Park 21st -22nd August also Capesthorpe Hall 29th-30th August Town and Country Fair 5th September at Heakley Hall Farm, any others you know of please get in touch.

I have new shockers to fit to the stag but think there are some other causes of rattles from the front of the car, the paint I had matched basically is not a good match again, and my attempts to repaint patch blistered so now worse that it started out. Will try again when I get some sort of sealer paint to stop it reacting with colour spray.

If you know of any car events do get in touch, until next time stay safe. Cheers

Dave

Suffolk

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August saw 12 of us at the Sorrel Horse and Triumph's outnumbered the Capri club. 2 x Vitesse Convertibles, 2 x TR6s, 2000 saloon, GT6 Convertible, Spitfire, Herald (and my VW pick-up) made a good spread of vehicles in the car-park. This also provided a bit of entertainment for a couple of families leaving the pub.

The company in the midlands who Peter has entrusted with the chassis strengthening and swap on the TR4, are making great progress and with any luck, it should be back in Ipswich in 2 weeks' time. There is some interesting back and forth to be done so he can swap the wire wheels with his newly purchased steel wheels, as the wires have been sold. But hopefully it will mean a much smoother drive on the 150miles back. It was also cheaper to buy a set of pre-sprayed wheels, than have his other set painted.

Steve is getting very close to having the Spitfire on the road. It's currently with an electrician friend who's fitting a more modern fuse-box and relays. Probably a wise move, for extra circuit protection, modern fuses and brighter lights. He is slightly annoyed that his newly painted bonnet has started to crack around the headlamps in that usual weak spot, so wants to add some strengthening around that point. Rather than weld something in, the discussion revolved around using Tiger Seal which has excellent bonding properties. Although everyone's experience was the same, once that tube is open, it doesn't stay liquid for long, no matter how you try and seal it, so line up those binding jobs, and stick as much as you can in one go.

Chris brought along Bob, who has offered to be the 3rd driver for Colin's RBRR team. He came to have a look over the car, discuss the event and see what he's let himself in for.

The evening finished with discussions of air-shows, nuclear bunkers, possible trips to Malvern for the Triumph Show (weather dependant), sales of non-Triumph classics and possible future purchases.

With more and more shows and events taking place, let's see what September has to offer. See you on the 7th.

Russell

East Sussex

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Hi All Another really good meeting on a beautiful sunny evening , and a car park full of Triumphs, we had 4 GT6s 3 MK111 and 1 MK11, 3 Spitfires, 2 Bonds, and 2 Heralds, so it made for a very nice scenery, whilst sitting in the pub garden.

Amanda our new member came along in her six cylinder Bond, she tells me ,the car has been in her family for forty years, she says it has never changed from the way it looks today and it's still only showing 21,000 miles on the speedo, she also has tons of paperwork, mots etc,so probably a genuine car.

I was recently doing a small job on my 1500 Spitfire and noticed the water pump, was leaking, now I have owned this car for 5 years , and that is the third water pump I have put on it, they are absolute crap, anyway Richard put me in touch with a company who refurb these pumps, they fit ceramic seals and a better bearing, all for fifty pounds, bit of a no brainer really and was returned to me in a week, so let's hope that's the last of the problem, next job for me is to replace the rubber petrol pipe, according to the online fuel filter it is full of what looks like degrading rubber piping, so I will contact the club shop and buy some Gates barricade piping, also check the inside of the petrol tank whilst doing the pipework.

Got a couple of breakfast runs out coming up soon,so looking forward to those,also some of our members are going to the Triumph and MG weekend so hope for nice weather.

Anyway that's all from me this month ,next meeting Wed 1st Sept so hope to see you there. Cheers

Ian

West Sussex

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July is over as I write this month's report, so with improved weather, extended hours of daylight (important to original spec Triumphs) and the lifting of restrictions at many gathering places, we're seeing a bit more activity on the roads of West Sussex.

Not everyone has their car out and about though. Dominic's Vitesse is buried in the garage again, while he's buried in work - he does have that set of TSSC silicone hoses to fit so hopefully he'll get time to do that soon! And although my Spitfire made it out of the garage, following some rebuilding, it was only when I pushed her onto the

West Sussex North Wales

West Sussex Continues

drive. It's me that's been rebuilt and that's going to stop me being able to use her for a few more months. Predictably, I seem to be on target to be able to drive her again soon after you get this magazine - not in time for Malvern, but hopefully before the roads turn wet and it gets dark early of an evening.

Amongst those who are getting out more, Barry took his Herald to an event at Amberley Museum, and spotted one other Herald and a nice 1600 Vitesse. He also got to the first Goodwood Breakfast Club meeting on 1st August, but we'll keep those pictures for next month!!



Jess is using her Herald whenever the chance arises and trying to decide what special Herald bits and pieces she can bear to part with at the Triumph Malvern gathering and its Autojumble this August. I'm hoping there's nothing among them I want, as it would be ironic for them to travel all the way there and then straight back!

Glen is using his Vitesse whenever the weather is good, and has left his spare MX5 seats with Paula, so that she can re-cover them to match the rest of his car's interior.

Paula's impressive entry into the world of vehicle trimming continues. Alongside retrimming a number of non-Triumphs, she has already made the pattern for Glen's seats and has started making a new mohair hood for her Spitfire. She's also continuing to drive her Spitfire whenever the weather allows "7 times in 7 days....then it rained so being roofless it has been under wraps"

Inge continues to enjoy her lovely Spitfire, Lacy, & is treating her to a new wheel bearing.

A number of West Sussex members made it to the The Cowfold Classic Car and Fun Day - certainly me, Nigel, Henrik, Glen, Paula and Alan - with 4 of our Triumphs flying the flag. I also spotted Peter and Maria from the Gatwick Area in the distance, but didn't get a chance to speak to them.

Finding his holiday plans cancelled at the last minute, Area Organiser Nigel arranged an impromptu meeting at The Selsey Arms, not far from our usual venue - which remains closed. Although only publicised on the day, via our Facebook page, 5 of our regular members, plus 2 new faces - Richard and George in excellent and newly purchased



Vitesse saloons - made it on the night. Welcome Richard

and George!

Nigel reports that the landlord of The Selsey Arms made them very welcome and feels this is a strong candidate for a replacement monthly meeting venue. However, if you are going to join us some time - whatever it says on the Website or in The Courier - please check on our Facebook page, or with Nigel, before travelling, as we are in a bit of a state of flux at present!

John

North Wales

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Hello, everybody. Hope that things are going well with you all. Our Zoom meeting on Tuesday 6th July was the worst attended that we have had. M.G. Glen and Barry could not take part as they were visiting family, so there was Julia and Alan, Les, Kevin and Helena, and that was it! Quite disappointing, we hope for better next month.

On Sunday 11th July we had our postponed "Drive-It Day", and we had a good turn-out of sixteen cars. We met at Moreton Garden Centre, Chirk, where we were handed our route plans to take us to our lunch destination, this being Bryngwyn Hall, Powys. On arrival Lady Linlithgow gave us a history of the house, and then a tour of the gardens:- these gardens are unique as they house some of the most poisonous plants in Wales (some of which you would be really surprised at!) This was followed by a smashing buffet lunch thoroughly enjoyed by all. A really different and interesting day, with the weather to suit:- lovely to see our good friends.

The following Sunday was a picnic at Malcolm and Joan's house in Kingsley:- they had decided to offer the opportunity for people to go along seeing as shows had been cancelled. What a smashing day, weather was hot, and a great time was had by everyone. Many of us had a go at playing either croquet or boules, and this was quite an experience as it's actually harder than it looks. Even Roger had a go at croquet, very unusual for him as he does not get on with "ball games". Lots of chatting and laughter, wonderful!

The 25th July was the Audlem Festival of Transport. We had not booked in for this, but it was reported back. It was another great day out with a large turn-out of classics, eleven of them belonging to our Chester & Wrexham group. Once again the weather was good, and it looked like the whole village had turned out to watch and wave the parade through. It was also pleasing to see so many classic canal boats had turned out even though their event had been cancelled.

There are more events coming up on the calendar at the moment, and if it's safe to do so let's make the most of it. That's about it for now, so we say again remember that we are here, and you can contact us either by telephone or e-mail. Take care and stay safe.

Regards,

Helena & Roger.



South Wales - Wessex

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Hopefully by the time you read this South Wales Area will have had our first proper club meeting and general get together at the Lighthouse, St Brides. We are grateful in Wales to have had our social meeting rules relaxed a bit and we can now get together again, at last. Another quiet month for the club with the light at the end of the tunnel being the Triumph Weekend coming up in August so we have all been fettling our cars for the run up to Malvern. An update from last month's report Asda have introduced E10 fuel certainly in Wales so if you are going to use it you would be well advised to upgrade your fuel hoses to P9 specification.

Bern organised a run to Hanley Farm near Chepstow on Sunday 1st August which was our only run for the month and was well supported with some new faces in the club



as well as many of our old faithful followers of rust and oily fingers. Jerad was out again in his recently acquired yellow Spitfire, Bern and Jack in the TR4a and John in his red shiny spit. Paul G had his Vitesse out as well as Maggie Tony in his red MkVI Spit all looking great after months off the road. The Monmouth Mafia, John Pauline and Mike were out in



force with the two Acclams sporting two superb paint jobs from Craig at Rocket dog Racing. Both cars look brand new which is just as well as John is very hard to please with several previous purveyors of bad workmanship holding up many of the bridges on the M4. I have been keeping busy making up new door cards for my Stag project. I discovered that Haddocks were looking over £70 for what is basically two bits of hardboard cut to the original pattern shape so I went to Bee and Queue and got the two sheets for about £15 and started the task of dissecting the original door cards which were fine except that they had got damp at some stage and the hardboard had warped. If taken apart carefully and photographed as you go the task is relatively easy to achieve a good result. I simply made a sandwich of the two new boards and one of the old boards on top and G clamped the lot together. Then accurately drilled all the holes through the originals. There are two steel strengthening plates which are riveted on to the hardboard with brass bifurcated rivets which can be had on flea bay if

you look for them. With all the original parts of the door cards to hand the process of reassembly is an easy task with the aid of Bernis electric stapler and the correct 4mm short staples. I was pleased and surprised with the result as it looks as good as it left the factory in February 1976. I have also been fitting the carpet set which has been a different story. I reckon the trainee who must have worked for at most a week at Doverdale before being sacked had not mastered the concept of dimensions or the use of marker chalk. Measure twice cut once? Not this guy, more like practice on my carpet set twice including cutting 10mm of the measuring tape read the paper, forget to cut out the hand-brake hole drink tea and go home early. I understand the idea of original build quality but I don't want actual 70s authentic build quality!

Anyway as the saying goes buyer beware, maybe I should have used tiles or laminate flooring?

Al

Wessex

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Classics, Park Up & Picnic, Breamore House; did it go ahead... yes, it did! Several of our members attended; unlike Silverstone where at the eleventh hour those still left intending to go, finally decided the omens, if you believe in such things, made us think it might be prudent to give it a miss. Breamore House, Classic Car Show, 15th August, we had at least fifteen cars for our joint stand with Keith, Rex, the TR club from Southampton. As for Basingstoke Festival of Transport 22nd August and Salisbury Racecourse, Sunday 29th August, both of these would of been decided by individuals almost on the day. If you noticed in last month's mag, the Spares Day was cancelled and has been rescheduled for January 2022.

Our monthly meetings are starting to get back to some sense of normality and the conversation thankfully is progressing from covid to car related issues; what projects have been tackled in the past months, or going to be tackled, events that we hope to attend and yes, thinking on to next year. The issues of the day do get a look in, but we try to avoid these as we are there to enjoy ourselves and not be doom & gloom over speculation of what might or might not be the norm in the coming years.

Bournemouth Air Show, 2nd - 5th Sept.

Beaulieu Auto-Jumble, 4th - 5th Sept.

Classic Cars on The Quay, 5th and 26th September.

Classic Cars on the Farm 19th September.

BPPC in conjunction with Swanage Railway, Friday 10th - Sunday 12th Sept, includes the Swanage Folk Festival.

As there is not a great deal to report, I thought now is a good time to go back to the halcyon days when it was a pleasure to drive and some still considered my car, a "mod-



Wessex North Yorkshire

Wessex Continues



ern classic". The photos are of Spit (and of course Pauline) when we toured Yorkshire and the moors, stopping at club headquarters on route. We think the date was around 1995, I cannot imagine

doing the same trip now; back then, we did not even have a mobile phone for when we broke down; on the moors, in the middle of nowhere, with the smell of burning electrics; fortunately it was the bonnet stay that had been rubbing on the positive battery lead, so was a simple fix; though I can still remember the feeling of despair, with not a building in sight, nothing to see but the expanse of moor as far as the horizon! As for the cows we were ignorant of how dangerous they could be, although it was still nerve racking being so low down; but getting my priorities right, I was more concerned about the car being damaged, rather than our own personal safety! Well, a few things have changed since those days, like these photos were taken with a 35mm camera and sent away for development, because it was cheaper and you also received a free film. What has not changed, is that I still have the same car, live in the same house and oh yes!, have the same wife; the only difference is that we are now both retired!



Another reminder to start using E5 Super Unleaded!
Keep smiling,

Martin

Please Send Area News to:
courier@tssc.org.uk

By 8th of each month - Thank you

North Yorkshire

e-mail: warrentr6@yahoo.co.uk

Tel. 07534 820155



Hello all hope you are all keeping well and the Triumph running on all cylinders, we have now held our first months meetings the Wednesday evening at the Motorist was a good turn out but we are changing this now to the second Thursday of the month as they are running a Classic evening pre 1990 but this is bookable on the internet so check on this before you set off.

Our other meeting the fourth Tuesday of the month had a very good turnout a lot of this was down to Grace putting it out on face book so please check on this for other updates, we may be changing this venue the White Swan but will let you all know in advance before we do. Alan Heaton came to the meeting West Yorkshire AO with booking forms for the Yorkshire Dales weekend but by the time you read this it will be over so hope it went well but keep this event in mind for next year.

We had a trip out down to Gaydon for the BL / BMC day very busy with a good selection of all cars including admission to the museum so well worth the long drive. I asked in the last news letter if our area members could just contact me with their current phone and email address so if you haven't yet please let me know.

We plan on getting together at the York Historic Vehicle Rally this is held 19th September on the race course at York so if you intend to come along please let me know.

Keith

ALL TSSC Members!
Please check with HQ
That your Telephone &
E-mail Details are Correct
and Up to Date
As Area Organisers need
this to contact you
re Local events etc.

STANDARD



TRIUMPH



PICNIC AND HOG ROAST 2021

**SUNDAY 19TH SEPT - THE WALTON HALL HOTEL
HOSTED BY THE**

PRE-1940 TRIUMPH MOTOR CLUB



This, the third of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car and all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of Triumph cars produced between the 1920s and 1970s.

This year's venue is the beautiful Mercure Walton Hall Hotel, Wellsbourne, Warwickshire CV35 9HG and, for those without a picnic, Martin's Hog Roast will be available, together with a range of other buffet items and hot and cold drinks. For more information you can call Martin Johnson-Howe on 01455 554624



Yorkshire Dales Run

3,4,5 September 2021

The Christmas themed 2021 Dales Run will be based at High Laning Caravan and Camping site, Dent, Near Sedburgh, Cumbria, LA10 5QJ and once again we will be taking you through some of the most beautiful and scenic areas of the Dales.

For just £10, you are welcome to take part in any vehicle, providing it is capable of keeping up with a Triumph from the 1960s! Please be aware that the run will be organised with Triumphs at the front, followed by other classics with the more modern vehicles at the rear. Anyone is welcome, our event is primarily to raise money for Charity!

All proceeds for this year are to be shared equally between the Yorkshire Air Ambulance and North East Air Ambulance Charities.

Arrival is with us on the camping field from Noon on Friday 3rd September 2021. Saturday 4th will include our run through the Dales with a leisurely lunch stop (you provide your lunch!) with an evening's entertainment and fundraising (raffle, games and general fun OR ELSE!) in the Village Hall with our very own Alan and a Christmas Theme!!
Come along and enjoy yourselves and help us raise some much needed funds for the two air ambulance charities
Wind down on Sunday 14th will include a treasure hunt (on foot!)

We have managed to negotiate once again for the same discounted rates as we have been offered for the last several years. (Only if booked through us)

We cannot guarantee these prices or a place on the site if you do not book through us.

Complimentary tea/coffee/squash all weekend.

Dog friendly site. (Must be kept on leads and all waste collected)

The site accepts tents, caravans and motorhomes. There is an option for a small HIKING only tent pitch but this does NOT include space for any vehicle. If you select this option, there will be an additional charge of £5 per night should you wish to bring any vehicle.

All Donations welcome, including any raffle prize donations.

PLEASE ARRIVE WITH A FULL TANK OF FUEL AS THERE WILL NOT BE ANY STOPS DURING THE RUN

Please note: If you are bed and breakfasting elsewhere and wish to join us on the campsite at any time throughout the weekend, there is a £5 per day charge. We recommend you park in the free parking provided by your B&B.

Any run related queries, please contact Richard on 0776 635 4449
For all booking enquiries, please contact Candi on 0781 046 1252

Tent or caravan (incl. 2 occupants and 1 vehicle) - £21 per night

Motorhome (incl. 2 occupants) - £18 per night

Small Hiking tent (single occupant, NO VEHICLE) - £9 per night

All Extra occupants - £2 per night

Dogs - £2 per night

Extra vehicles - £3 per night (First vehicle free per pitch except on small hiking pitches)

Any Vehicle on Hiking Pitch - £5 per night

Electric hook up - £3 per night

Run Booklet - £10 per vehicle taking part

Please complete and return the following section:-

e-mail to: 72 Stag@gmail.com

Name(s): _____

Address: _____

Tel: _____

e-mail: _____

Car (Make, Model & Reg): _____

Tent/Caravan/Motorhome/hiking tent? (please circle)

Camping Friday___ Camping Saturday___ (Please tick)

Extras:-

Vehicle on hiking Pitch___£5 per night

Extra occupants___£2 per night

Extra vehicles___£3 per night

Dogs___£2 per night

Hook Up___£3 per night

Total per night £____ - ____ x ____ nights = £____ - ____

Run Booklet - £10

Grand Total Enclosed £____ - ____

ANY LEGAL COVID RESTRICTIONS THAT MAY BE IN FORCE WILL BE FOLLOWED. ANYONE BREACHING REGULATIONS WILL BE ASKED TO LEAVE IMMEDIATELY. PLEASE ENSURE CORRECT CONTACT DETAILS ARE SUPPLIED SO THAT WE CAN CONTACT YOU SHOULD THE EVENT BE CANCELLED OR POSTPONED.

WE WILL CONFIRM THE STATUS OF THIS EVENT ON SUNDAY 22nd AUGUST. PLEASE DO NOT TRAVEL IF YOU HAVE NOT BOOKED OR SPOKEN WITH THE ORGANISERS IN ADVANCE.