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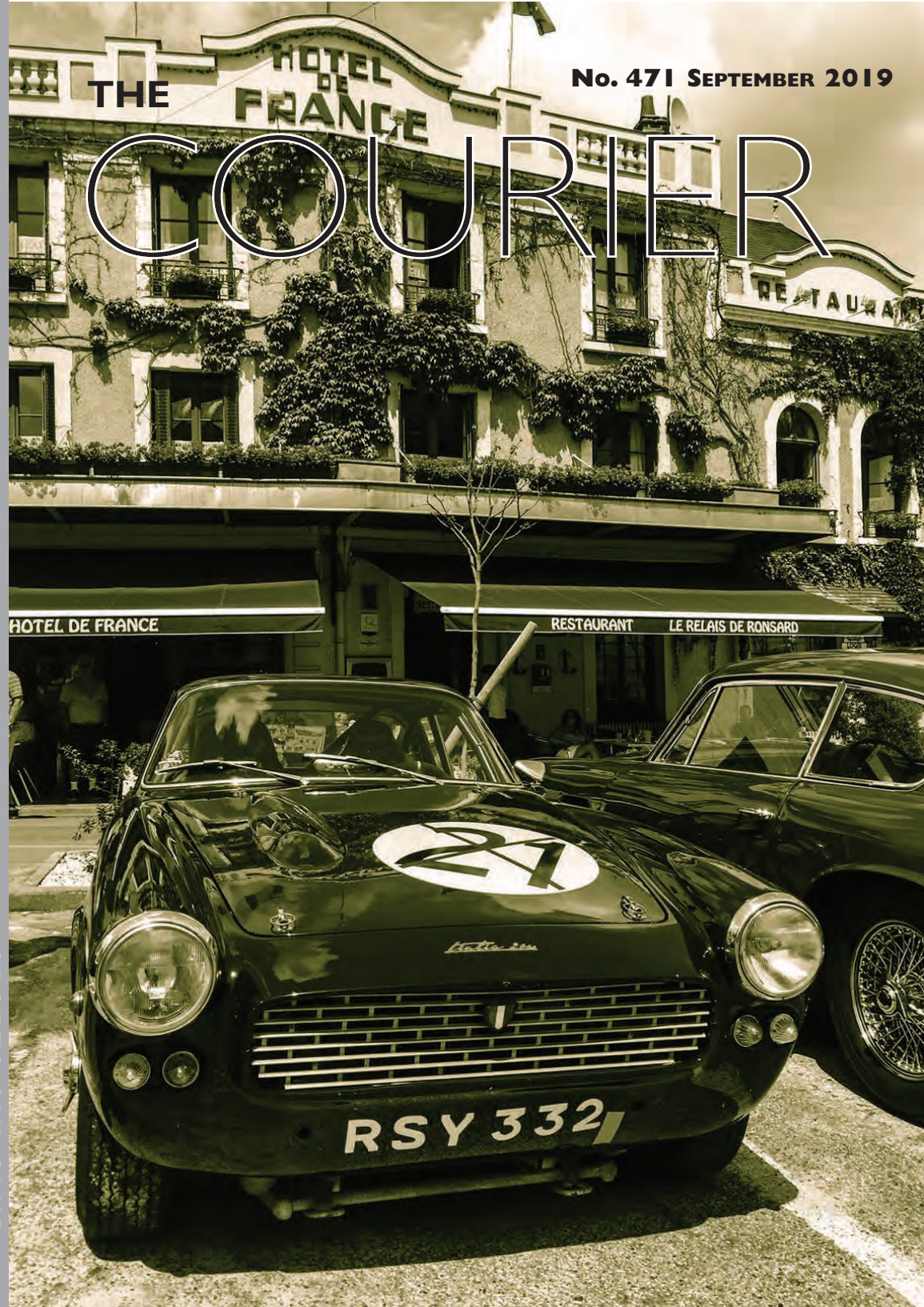


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THE COURIER NUMBER 471 SEPTEMBER 2019 TRIUMPH SPORTS SIX CLUB



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THE September 2019

COURIER

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VIVA L'ITALIA!

SEE SPECIALS REGISTER PGE 8.

PICTURE ANDREW THORNTON

Courier Copy/Area news



Editor. Bernard Robinson

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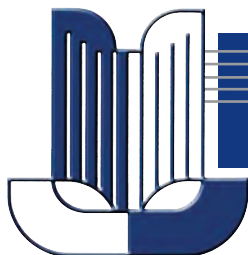
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THE GET OUT

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COUNCIL OF MANAGEMENT 2019 meetings:

27th October

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

Chris Gunby

The New Room, Church Street, South

Witham, Lincs. NG33 5PJ

Tel. 07843 435190

or email: chairman@tssc.org.uk

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

The Way Forward

The Inter Club Triumph Weekend at Stratford on Avon Racecourse has just taken place.

This event has been different from equivalent events in the past few years - firstly it has been a "standalone" event rather than an event taking place at a venue such as Santa Pod or Shelsley where other, motorsport related, activities are taking place, and secondly it has been the first occasion on which the TSSC and the TR Register have combined their respective principal annual shows into a single event.

A joint event organised by two clubs will always have the potential to cause complications because each club will have its own way of doing things. Nevertheless, with the classic car movement gradually becoming smaller as the number of cars on the road reduces



and the owners get older, then clubs getting together to stage joint events can be seen as a logical way of achieving the critical mass necessary for standalone events. This year a larger combined show meant that a variety of attractions were on offer over the course of the weekend ranging from concours and auto Solo to live music and a beer tent plus of course the chance to buy hard to get spare parts either from the Club Shop or from one of the many traders who attended the event. Certainly I was impressed by the numbers of people attending.

There appeared to be large numbers of visitors to the event and all those I spoke to were clearly enjoying themselves and thought that the event was a success.

A lot of that success is of course down to all the work which went on behind the scenes setting up the show. When I visited on Saturday I was immediately struck by the planning and organisation which had gone into arranging for the operation of the site and the various services needed for the running of the event. A big vote of thanks is due to all the volunteers who turned up at the racecourse in advance to put the show together, to those who helped clear up afterwards, and of course to the TSSC staff who erected and dismantled the club stand and operated it throughout a very busy weekend.

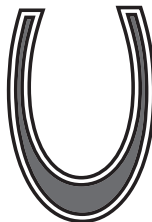
Altogether an excellent show and a real incentive to make the most of using our Triumphs for whatever remains of the summer.



... Do More With YOUR Triumph!

BY NEVILLE WRIGHT

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

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See also further adverts in Courier

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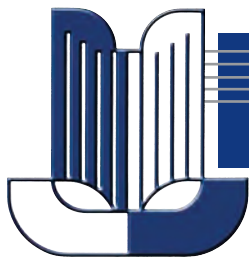
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NEWS REVIEW

Monthly News of a Triumph Nature

OBITUARY Honorary Member Dennis Barbet



Dennis Barbet has sadly left us after a time in Hospital. Dennis & his wife Eileen were regular visitors to TSSC HQ after Dennis rekindled his interest in Triumph

by buying a GT6. Amazingly as the Designer of the **CD Stromberg Carburettor** his first job was to fit it with SU Carbs!

Dennis was heavily involved with the Le Mans Spitfire Team as his first Job at Standard Triumph was to Develop the now Famous 70X cylinder Head and He and Eileen were Part of the Works team in 64 & 1965.

I considered Dennis as an amazing Engineer, a thorough Car & Racing enthusiast (he once took me out in my Macau Spitfire replica and Never touched the brakes Once!) but ultimately a Friend and truly 'Gentle' man.

I will miss him greatly and I am sure all who knew him will do too.

Our thoughts and prayers are with His Family.

Bernard Robinson
Courier Editor.



TSSC Membership Fee Rate Increase

As of the **1st September 2019** the Membership Fee rate of the Triumph Sports Six Club will raise by £1 to **£51 for non Direct Debit payments.**

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Chris Gunby
TSSC Chairman

For and on behalf of the TSSC
Council of Management



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Viva l'Italia

There are no rules... in my book, about what qualifies as a Triumph kit car or special. This gives me carte blanche to write about a broad spectrum of different vehicles. Of course, I always feel obliged to describe how each car I do write about could be considered a Triumph kit car or special. This month, though, I would be very hard pressed – my subject is not a kit, nor a one-off special, but it is substantially Triumph and it is very special indeed.



"Triumph could benefit from a more Upscale addition to their existing offerings"

The Triumph Italia 2000 was a limited production coupé built on the Triumph TR3 (chassis, engine and running gear) between 1958 and 1962. Designed by Giovanni Michelotti – there's a Herald connection – the body and interior were coach built by Vignale in Turin, all at the request of the Standard-Triumph importer for Italy, Dr. Salvatore Ruffino, who was convinced there was a market for a luxury Vignale Triumph, sadly the high price tag meant there wasn't.

Dr. Ruffino reasoned that Triumph could benefit from a more upscale addition to



their existing offerings. His plan called for a small run of 1000 cars, with one car displayed in each Standard-Triumph dealer throughout the world. After reviewing designs from a number of coach-builders, Dr. Ruffino decided upon the one submitted by Michelotti. When the change of ownership, to British Leyland, forced Triumph to abandon its part in the distribution of the Italia, Dr. Ruffino proceeded with the project on his own. Launched at the Turin motor show in 1959 sales were not as successful as hoped, with just 329 built overall, it seemed the world was not ready to pay the Vignale premium back then.

Many of the fixtures and fittings were borrowed from other Italian cars, Lancia and Maserati for example, and there are some rare (and expensive) parts shared with other even more celebrated Vignale stablemates. Italia RSY 332 is car number 210 of the 329 built, and now belongs to **Jeremy Woods**, who lives in Surrey. Jeremy is an interesting man, and his beautiful Italia is not his only interesting Triumph. He has a very straight Courier van, smartly sign written, that Jeremy displays at car shows and fairs, promoting Pat-tesons Pickles, one of his companies. He also has a properly restored early Spitfire, with a history. Both these cars deserve to be written up too, but I'd better leave them to the appropriate Register Secretaries. Back to the Italia.

This Italia is a track/race car which, whilst road legal, Jeremy is currently racing it to K Appendix regulations in the Equipe GTS Pre 1963 series. He tells me that this is the only exam-



ple known to be in race spec and was converted in the UK in the mid 1990s by the cars then German owner. Jeremy has owned the Italia for four years and has used it both as a road car, including all the way to Le Mans Classic last year, and as a track day and race car. He is well used to the question, "What is it?", the Vignale Italian body leads many to realise it's not British, although it's all Triumph underneath. Jeremy is always happy to talk about the Italia and its unique history.



Italia chassis numbers are typical TR3, starting with TS and ending in "CO" or "COO", for chassis-only or chassis-only with overdrive. Except for the first thirteen cars, all Italias were to have received heavy-duty shock absorbers, seven-leaf rear springs and a front anti-sway bar. Italia engines were also to have an "I" at the end of the engine number. Jeremy's car carries chassis number TS76350 LCOO and the 2-litre engine is as supplied TS76558, the engine has not been enhanced for racing. The body still carries its Vignale number "210" on a plate located by the bonnet catch.

This Italia was race modified in 1995/96 in the UK on behalf

of a German private collector, who sadly raced it just three times in 1996 and then put it away in his showroom. Jeremy acquired the car in 2015 with the intention of having a track/race car that was still road legal.

Italia cars have their own racing history, in Italy, in the period they were manufactured. In 1961 an Italia was driven by a well known racer named Marsilio Bonomi in that year's Trofeo Lumezzanne, one of the Automobile Club Brescia events. According to the records the Triumph Italia did fairly well, finishing fifth in class behind four Ferraris and finished 38th overall.

Since Jeremy acquired the car he has set about recreating the original look of the racing Italia, rather than the Nineties looking version created by the previous owner. Recent work includes:

- Refitting of an original Italia front grille.
- New steel wire wheels.
- TR engine as per the originals, with the period addition of Weber carburettors.
- New fire extinguisher systems and new racing seats to meet current specifications.
- Refit of racing TR brake systems and half-shafts.
- 1960s number roundels.

The car competed in the 2016 Equipe GTS series at Silverstone, Mallory Park and Donnington.

In November 2016 the car was on stand with five other Italias at the Lancaster Classic Car show at the NEC.

In 2017, the car again competed with the Equipe GTS series, did a track day at Goodwood and a two races at Brands Hatch (Indy circuit).

It featured on a stand at the London Classic Car Show at the Excel arena.

Anyone who was at Le Mans last year with the TSSC would have seen Jeremy and his Italia. Fitted with road tyres it made the drive from Surrey to Chartres

sur Loire, and up and down to Le Mans each day.

Up to 2018 when raced it was being driven on track by Jeremy's friend and experienced historic race driver **Alistair Pugh**. In March 2018 Jeremy passed his ARDS test with a view to taking part in sprints and Equipe GTS pre-63 race events. He took part in his first race in October 2018, in atrocious wet conditions, survived and got the first signa-

ture on his race licence.

This year he has driven in two races on the Brands Hatch Indy circuit and one on the full GP circuit at Brands, taking part in Equipe GTS. He also competed at Goodwood in the Easter Monday sprint, finishing mid class. The car is still road legal and has again been MOT'd. A further Equipe Pre 63 at Silverstone in October and possibly another sprint event in November are planned. Jeremy is also planning to a trip to Italy, his car's spiritual home.

It's tempting to think that Jeremy is a lucky man to own such a rare and beautiful vehicle, but I suspect luck has very little to do with, more likely down to hard work, perseverance and good taste.

He's still a lucky man though!

The photo of the silver Italia TR59 is from my archive; it was taken at our South of England Meet at Leatherhead in 2017. I recall it was awarded



Best in Show.

If you go to www.triumph-italia.com you will find this car, apparently it is Italia Number 8. This web site is a marvellous source of information on the Italia marque; Jeremy's car is also there.

Trevor

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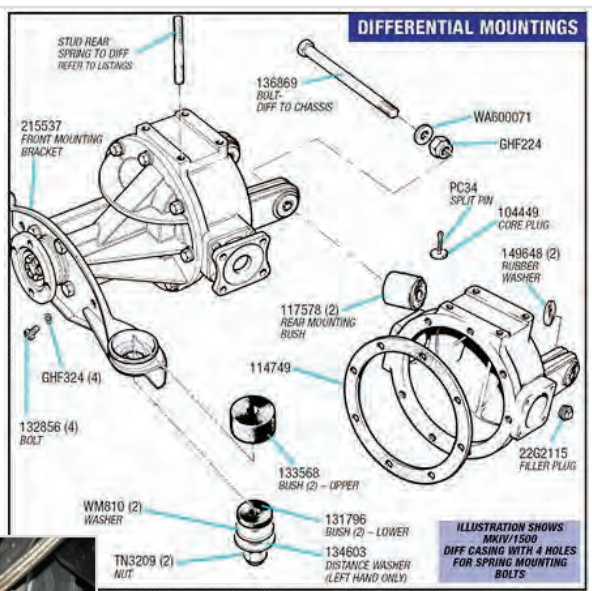
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Gordon Bennett!

The diff' was 'rebuilt' painted and filled with oil.

All that was left was to remove the old one.....

Unfortunately, I didn't have the luxury of a ramp or a 'free' day to swap them out, so it would have to be done over several evenings in my single garage. Therefore, I jacked the rear of the car up and placed two axle stands under the rear chassis legs. I removed the rear trim panel to expose the fuel tank and the cover plate for the leaf spring to differential and removed the four nuts. All the forums suggested the leaf spring



Diff Mount Long Bolt Head

needed to be removed but I was sure (ish) this wasn't necessary. I removed the road wheels and loosened the top and bottom damper fixings bolts and radius arm. Next I removed the drive shaft and prop bolts. I was able to rest

the prop on a piece of wood slotted into the wishbone chassis. The drive shafts were pushed up and

**" I slowly lowered the trolley jack and...
.... nothing!
It didn't budge! "**



Diff Mount Long Bolt Nut

out of the way of the diff. The spring seemed to relax a little when the drive shafts were pushed up and allowed me slightly more 'wriggle' room to remove the diff.

The diff has one long mounting bolt at the rear going through the



chassis 'laterally' and two nuts onto studs at the front extending down from the chassis through a rubber isolation mount. The rear bolt needed an extension bar to reach through the rear wheel arch, suspension/leaf spring etc. and a spanner on the nut at the other end. In the confined space of my single garage, alternating between lying on my back with only 6" between my nose and the diff or with my back to the wall and legs tucked under the hub it was a little awkward. I had to use a 'tapping stick' (an old pozi screwdriver) to knock the long rear bolt out as it was a little tight.

I supported the diff carefully with a trolley jack and removed the front two nuts. I slowly lowered the trolley jack and..... nothing! It didn't budge! So, I got out the prise bars and started to gently 'jimmy' it up and down. An hour later.....I decided I needed assistance! It was tight! It needed 'jimmying' simultaneously from two angles/directions to stand any chance of getting it out.

I rang my old mate Rob who came to assist me once again. Between us we managed to angle the nose down which enabled us to prise the diff down and out, at last! We were fighting the leaf spring all the way! It would have been easier with it removed, you live and learn, as they say.

I had replaced the bushes in the rebuilt diff, the rear ones requiring a hydraulic press to remove and refit. The front bushes were simply pushed over the studs with some grease to ease it into place.

The rebuilt diff was placed on the jack and raised into place, rear end first. It wasn't easy, fighting the spring again, in fact I should have at this point removed it and admitted I was wrong, but obviously I didn't! I pushed and shoved and jimmied the rebuilt diff into position,

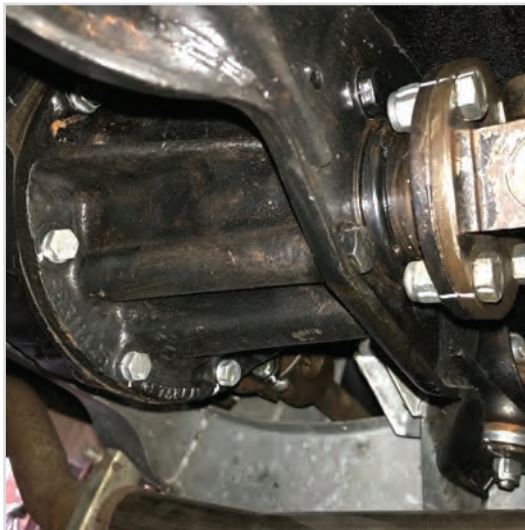


Front LHS Diff Mount Chassis Stud Isolator and Nut

causing some minor scratches to the underside of the vehicle which although minor and easily touched up with some underseal were nevertheless frustrating and annoying.

I applied plenty of copper slip to the new bolts and bushes and any areas that needed to slip and slide into place. There are two rubber washers on the rear long bolt between the chassis and diff mount, these also required some lubrication and force to insert. By gently jacking up the diff and prising it left and right it gradually went into position. However, the diff was about 1/8" out of line on one side which seemed to stack up with the old rubber isolation mount showing some distortion. I suspect my chassis is a little kinked! Maybe from a previous accident? Or maybe there all like that! I guess I'll never know, but with a little prising and plenty of copper slip it went into place.

Diff mount nuts and bolts all tight the prop and driveshafts could be replaced. The leaf spring was then bolted up and the damper and swing arm re-tightened (when the wheels were back on the ground so not to 'wind up' the bushes). Wheels replaced and



Diff Installed Prop Bolts Tightened & Marked

ready for a test run! (I neglected to say I took advantage of the diff being removed and fitted a ½" lowering block to improve the rear castor and, hence handling. This required longer studs in the diff which were fitted at the time of rebuild. I'll expand on this in a future article.)

The test run didn't flag up any issues, everything seemed fine. I replaced the access cover with some 'putty' to seal out the diff and road noise and replaced the rear trim.

With only a few weeks before the **Gordon Bennett Run**, I managed approximately 100 miles before leaving for Ireland. There were two minor issues, firstly there was a 'ting' and 'ping' when pulling away in either first or reverse! Which I could not trace (and am still investigating). The other minor issue was at very light load (10% throttle) at about 50 mph I could hear a low whine from the diff, which Dave did warn me could happen. However, I'll

gladly take that over how it used to be! Despite this the 750mile (plus) trip went without a hitch (from the diff or any other part of the car). Many thanks to **Dave Arthur Wykes** for his expertise and support with rebuilding the diff, without which I think I may have thrown it in a box and left it for another 20 years!

Time for something different, a very interesting tip from **Norman Smith**.

Windstopper!

MK IV Spitfire windstop - these photos show a wind stop from an MX5, (Mk 2 or 3 I believe) and how I've adapted it to my Spitfire. It is not permanently attached, can be fitted or lifted out with ease and works a treat!

The MX5 windstop is from a Mk 2 or 3 and requires no modification whatsoever other than attaching a bracket which will slot between the Spitfire's folded hood rails - I made



This shows the MX5 item with the home-made bracket.

a cardboard template before cutting the shape from a "used" nylon kitchen chopping board! It would be advisable to buy your nearest and dearest a replacement beforehand!

The brackets are then bolted to the pre-drilled holes in the MX5 windstop and the completed windstop is then dropped into place. The windstop holds itself in place between the hood rails when in use and can be dropped behind the seats or placed in the boot if the hood needs to be raised. This particular windstop also hinges along its length and so can be folded down to allow a clear view behind when reversing, manoeuvring, etc.

It works a treat, no more cold draughts down the back of the neck, rain flies over the top and away, the Spitfire's cockpit be-



This shows the "bracket" sitting on and between the folded hood rails.



Windstop in the folded-down position allowing a clear view behind for manoeuvring or reversing

comes quite cosy with the heater blowing into the leg space. I live in the Western Isles, off the NW coast of Scotland, so we get



our fair share of windy days & rain - my windstop accessory



was well worth the £25 it cost on E-###.

Another accessory in my 13 years of Spitfire ownership has been a pair of Stag door armrests, complete with puddle lights, another easy fit which looks like an original fitment as well. One can just be seen below (Drivers side). Regards

Norman Smith

Thanks Norman, if I can find a reasonable second hand one I'm tempted to give it a try.

Finally a couple of shout outs for some long lost Spitfires.

Neil Mesher is looking for his old Spitty - **BMX 373T**. *'She is sitting somewhere on a SORN having not been MOT'd for a couple of years. Of course, someone could be restoring her, or she could be sitting somewhere just dissolving!'*

Kris Kirkman is looking for the current owner of a Spitfire 1500. The registration number is **AAY 617T**, first registered 1978 and it is Inca Yellow. *'This is a car which I owned in the '80s and I recently found that it is taxed and was MOT'd about 3 months ago so still on the road.'*

If anyone can help track either of these vehicles, please get in touch and I will pass on your information to either Neil or Kris.

Steve



Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Spitfire MK2 Find

An interesting 'Spitfire find' story came from the TSSC forum a while ago.

Con O'Kelly alerted me to a story he thought I'd like, and he was right.

The post was from **Todd in Jacksonville, Florida.**

"Hello from across the pond.... A week ago, I was heading home after work. I was coming up the back way to my house and I cursed my luck when I found that I was blocked due to a tow truck that was pulling a pickup truck up onto its bed. I was stuck.

A guy I know was standing there, so I rolled my passenger window down to ask him what was going on. He told me that his neighbour was having it towed off and that he was getting the old vehicles off his property.

He pointed over my shoulder and said "That one is next".

I looked over and saw a Triumph under a blue tarp. I asked

Erick what the guy was asking for it and he said that he would probably give it to me if I wanted it.

I told him I would love to have it, so, Erick went over and told Bob that I wanted it. That's when Bob came over and asked what I planned to do



with it. I told him that I hoped to fix it up and get it up and running again. He said, "It's yours".



That's when he told me it was a 1966 Triumph Spitfire MK2 and it hasn't run for over 20 years. He said it died, so he parked it. He planned on fixing it up but never did. Now he is at the age where he doesn't want to.

I had to wait a week for him to find the title and for me to find the time to push it down to my yard, but here it is..."

When I got in touch Todd told me "From the title: the previous owner (Robert Beers) bought the MKII in INDIANA back in July of 78. MFR's Identification No. is FC6676L. It has 68110 miles on the



Owner used mix match plugs.

After I had them pulled, I shot some PB Blaster into the spark plug holes. Grabbed my big a\$\$ wrench and attempted to turn the engine. She did not budge. I pushed, I pulled, I banged, and I cussed, but all to no avail.

I then shot some ATF down the holes and

Odometer and at some point in its life, it was painted white. The original color under the hood is green. If I am able to bring her back to her former glory, I hope to take her back to her original color. Or close to it... A deep, dark, British racing green."

A follow up post gave some idea of the work that would be needed on the car.

"So today was the first day I had time to play with my new toy. My first mission was to see if I could turn the engine by hand. I pulled the spark plugs and took a look at them. #1 plug looked ok. #2 had a lot of



moved on to the valve cover. When I first pulled off the



cover, all I saw was rust. Not a good sign.

This freaked me out a bit, but I took the air hose out and blew it off. The rust was from what fell off from the inside of the valve cover and not on the engine itself. Then I sprayed it down with a pound or two of PB Blaster as well. Just for the



build up on it. #3 looked like it burnt oddly and #4 looked ok to me. Note: the Previous

heck of it, I also poured ATF all over and in it as well.

Seeing as I had the cover off, scrubbed it clean with a stainless steel brillo pad and hit it with a splash of paint to keep it from

rusting again. I also cleaned the gasket area and put it back together. So all in all, I got little to nothing done. The engine will still not turn and when I sprayed a bolt I planned to remove tomorrow, I messed up the new paint on the valve cover due to overspray. One-step forward..."

Welcome to the delights of our little cars. I'm pleased to see that the stalwarts of the forum are providing their usual help and encouragement. I hope the problems



don't put Todd off and that we get some updates on the car in due course.

And we're now up to the 9th of the Belisha cards.

**Bamburgh Castle. Ivel Road, Sandy.
Sketch of a car stuck in a pond whilst a
Boy Scout looks on and salutes
The Bonnie Banks, Loch Lomond**

I doubt Bamburgh Castle has changed much but I'm sure Ivel Road must have since the 1930s.

Following on from that thought ... Martin Campbell wrote to me:

"In the May 2019 Courier you printed one of your Belisha road safety cards for Baldersby in N. Yorks & asked if the tree in the pic is still there. Well...."

On the way back from the excellent Ripon Classic Car Gathering on 28/7/19 (which I

attended in my Herald) I took the pretty way home, which takes me through Baldersby. As can be seen from the attached pics there is A tree but I don't think it is THE tree. It seems to be a different species (if trees have species). It is quite large though so could date from the 1930's. The hedges round the gardens of the houses behind

the tree have grown rather. But the house with the criss-cross brick pattern looks



like the red brick house on the Belisha card and if you look behind the phone box in the photo you can see a white building as per the card - I

didn't go & look closely at this to avoid being caught by the Neighbourhood Watch. So this looks like the right location for the card. So now you know...."

And finally, it's a while since I've shared on of my car 'trailers' but then

Andrew Burford recently sent me some images



he found on the Triumph 2000 2500 & 2.5 PI Fan Group facebook page.

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COLIN LINDSAY herald@tssc.org.uk

Two Degrees of Confusion

I'm always grateful for any comment on my articles – it lets me know that someone actually reads them – and I've had more than a few queries on my article on camber a few issues ago; we've had some great discussions on the subject and it's led to a lot of debate, conjecture and irrelevance, like most of our discussions do, particularly on the TSSC forum.

I was pleased to receive an e-mail from long-time member **Crispin Allen** who queried the camber settings I had quoted, and caused me a lot of head-scratching until I realised the solution.

garages to work on the cars, particularly new models, that would be coming into their workshops as new ranges were released. Each one originally released to complement a film – which I've never seen and would love a copy – they're a very simplified how-to-do-it series of books and can say in half a page what larger manuals take an entire chapter to do. I refer to them for a lot of tips, and in particular the excellent

illustrations which are a lot clearer than the very dark black and white photos in many other reference books; a sort of a 'Triumph for Dummies' series and much more hands-on front-line sort of mechanicing.

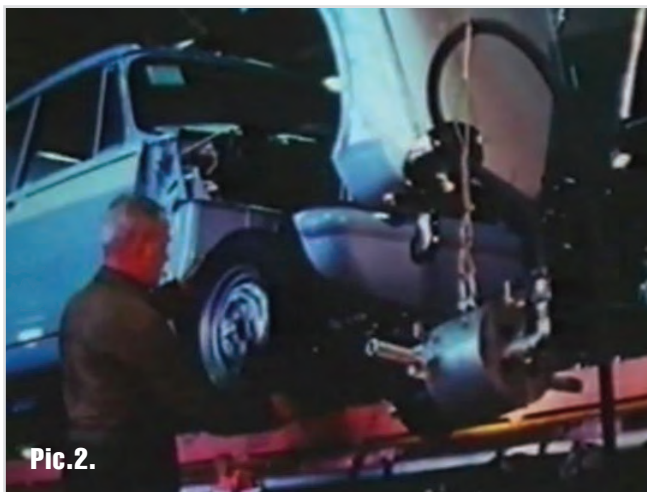
In his message, Crispin queried the camber figure which this little manual gives as 3.5 degrees positive for the front wheels, but his workshop manual quotes as 2 degrees positive. Some of them are actually quite vague – quoting 2 – 4 degrees – which is pretty much the same as the auctioneer on Bargain Hunt quoting a price of 'between twenty and forty pounds' for an item thereby appearing knowledgeable but safely vague at the same time. In this case, I didn't want to be vague, but what was the real answer?

**"a sort of a
'Triumph for
Dummies' series
and much more
hands-on "**

Pic.1.



I had used the closest manual to my desk, which turned out to be the Service Training Manual on Front Suspension and Steering, (pic 1) a great little book that was used to train mechanics in the Standard Triumph 20



Pic.2.

Over the years I've collected a considerable collection of manuals and other literature but studying the relevant section left me no clearer.

It was only when I re-read Crispin's e-mail that it made sense – he had highlighted two words for me: **static laden**.

When Triumphs were assembled at the factory, (pic 2) the suspension was set to specific torque settings, and the

correct method of doing this was with the car resting on all four wheels. It's an easy mistake for members, when working on their cars, to tighten nuts which are easily accessible with the car up on stands or a jack, but this means the relevant suspension is hanging free and in a different position that when it is compressed by the weight of the car, and will lead to unnecessary strain and potentially restricted movement when the car is lowered again.

The factory assemblies were hand-tightened, then the car was lowered back onto the wheels, but then laden to simulate four passengers, and the additional weight of a full tank of fuel and other everyday loadings. The recommended weight was 68kg per seat, so with an expected four passengers this gave a total of 272 kg. I'm assuming the factory had a collection of suitably weighted sandbags or whatever to hand! The Herald duly lowered by this weight, and the suspension compressed, the nuts were



Pic.3.

then torqued up to the correct final setting.

If you use this line of thought with the camber, then a wheel, set to a certain positive angle, will straighten as the car lowers under weight, thereby becoming more vertical, or will move out at the top as the car rises, becoming even more positive.

This is why the factory setting is two degrees – the car is weighted and the wheels more vertical – but the garage mechanic guide, where he wouldn't be expected to have four friends standing by, or four bags of sand or whatever to weight the seats, would set the camber to a more positive setting which would then adjust as the car became progressively heavier as driver or passengers got in. (pic 3) Simple when you think about it... except that the saloon is 3.25 degrees positive, and the convertible – which has no roof and is therefore lighter – is 3.5 degrees... whilst the one with the heaviest roof of all – the estate – is the same setting as the convertible and not

the saloon...

...I need more coffee.

So that's the meaning and usage of static laden, as opposed to unladen, which at the simplest definition is empty of both occupants or fuel. Not 90% of fuel, or spare tyre removed, just picture a car with no passengers and an empty boot. I've spent a morning researching kerb weight, or curb weight, and gross weight, and net weight, and read a long story of how a man complained that the car he received from a dealer was 205kgs lighter than the one he had ordered... so accept the vastly simplified explanation unless you're using your Herald for towing articulated trailers or horses and need further variations. I definitely need more coffee...

In the meantime here's a great series of photographs (pics 4,5,6) sent to me by member Alan Jarvis and showing his very nice Herald fording the river Ver at Redbournebury Mill, Hertfordshire, not far from St Albans. You can drive round,



but it's more fun to go through.... Alan says he's lucky to be there at all as an hour before, the front nearside wheel came off and went hurtling on ahead due to loose wheel nuts.

Thankfully the Herald does not appear to have suffered.

I'd guess with all the rain there has been recently, next crossing will be in an Amphicar...

Thanks Alan, and many more fords may you see! See you all next month'

Colin



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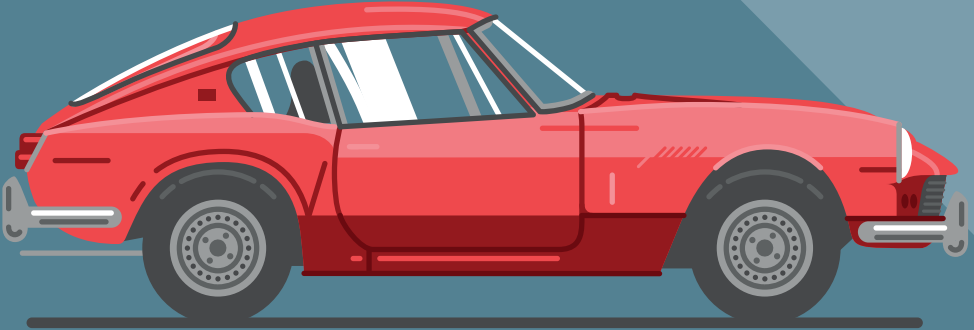


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Final (North West) Frontier

I'm writing this a few weeks before, and you'll be reading this (hopefully) a few weeks after the big Triumph event of the year, the Inter-Club Triumph Weekend along with the TR Register. Unfortunately I won't be able to attend, but it promises to be a brilliant event and a fitting way to celebrate the Herald's



I'm sure you were all a little disappointed last month not to find the concluding part of **David Taylor's** great story, so you'll be pleased to hear that you won't have to wait any longer. So without any further ado I will hand you over to David.

Triumphs on the North-West Frontier (Part 4)

Or, more accurately, a Triumph from the North-West Frontier – the continuing story of my Herald 13/60 after its return to the UK from Pakistan in 1972.

Part 3 of the story took us to 1998. By the year 2000, the restoration comedy featuring VRW 900J had ceased to be all that funny. Little progress had been made. So January 2001, a New Year resolution to do more for my Triumph. Courtesy of a trusted practitioner, it

"This year all those in a Herald took part in a parade lap as part of this great little cars birthday celebrations."

60th Birthday, I can't wait to hear all about it from those that went along and see all the photos which will doubtlessly appear on social media.

In mid-July was the ever popular Powderham Historic Gathering near Exeter, never fails to be a terrific event and **Sue Franklin** the Devon Area Organiser always does a brilliant job on the TSSC Devon Stand. This year all those in a Herald took part in a parade lap as part of this great little cars birthday celebrations, with Sue doing a

wonderful job with commentating as we drove round (see Pics above). Thank you to **Mike Hadley** for being the Devon Area official photographer on the day.



Pic.1.

received various welding improvements including new rear frame extension outriggers, boot floor repairs and new treadplate panels. With a new exhaust system, new seat belts and brake shoes and a couple of new tyres, it passed the MOT in April 2001. I also replaced the rear overriders, having cut out the rusted originals and lower fixing bolts, which had fused with their by then non- captive nuts. I replaced the lower bolts with a length of 3/8 ins UNF studding, enabling the securing nut to be attached within the boot. Much more accessible for the future and I would certainly recommend this method of rear overrider attachment.

At about this time, I joined the TSSC and hoped to commission bodywork repairs but once again, other priorities of life intervened and not much was achieved, notwithstanding the incentive offered by

the car's acquisition of "Historic Vehicle" status. It was not until 2008, after my retirement, that I was able to give more attention to the project, my wife's prediction back in 1990 fully vindicated! [Pic 1](#) shows various dismantled and improvised parts. I doubt you would find a boot lid stay like that in the Club shop catalogue! [Pic 2](#) illustrates the severe rot in the bonnet. The doors were in a bad way too. But at least the brake hoses and wiring were protected from mice by the Paw Patrol ([Pic 3](#)).

In the "repair v replace" debate concerning



Pic.3



Pic.4



Pic.2.

the major items, I opted for replacement as a cost effective solution.

Either way, a comparison with the "Trigger's broom" scenario could be made! I managed to win on eBay a sound bonnet and had it prepared in primer and delivered to me. I was also able to buy two very good doors, albeit in white, from a TSSC member. [Pic 4](#) shows the car with new rear valances fitted

and the fuel tank back in. With a new clutch master cylinder, copper clutch pipe, wiper motor and taped up wheel arch edges, it passed the MOT in June 2009. Whilst looking for a suitable bodyshop, I decided to have various mechanical improvements carried out by a known local mechanic, who fitted the work in around his other duties. So during 2010, the Herald received a full set of copper brake pipes, new brake callipers, numerous bushes, gaskets, engine mountings, track rod ends etc and a new MOT.

My mechanic friend's company said they could help with the bodywork too, so I got them to prepare the doors in primer and this was carried out entirely satisfactorily.

On that basis, I accepted their quote for a full 'glass out' re-spray and restoration.

company changed hands, the designated painter left and the car had to be moved to another premises. Whilst still nominally in the care of my mechanic friend in its new refuge, very little work was done on the car during 2012, a very bleak year in this respect. I should have intervened earlier but matters came to a head early in 2013 when a new local painter was found at a different works. The Herald was then taken there on a trailer along with the new



Pic.7

bonnet and doors for the restoration.



Pic.5.



Pic.8.



Pic.6

Pics 5 and 6 were taken in May 2011, just before work started. The bonnet and new doors were collected and the car partially dismantled. Then trouble, as the

At last, in May, work was underway (pic 7). The car was to be painted in Valencia blue two-pack paint, which I was told would be harder wearing than the original cellulose. Pic 8 is of the new bonnet. I was disappointed not to have the original bonnet locks installed but the painter said he did not have the means to do so, even though he had cut the wing mirror holes perfectly well. But I let it go rather than risk

damage to the new paintwork. Also, can you spot the minor re-assembly error (later corrected)? Everything was completed in due course using new parts where necessary or advisable. The car was serviced and passed another MOT.

In 2015, the Herald received a complete set of carpets (from the Club shop), including a boot carpet to replace the perished original rubber mat. A replacement steering wheel



was added (Pic 9). The seats were put back in with new covers and the door cards refitted. At last, a proper new

clutch in September 2018 and what a difference that made!

Finally, Pic 13 is of the Heritage Certificate, which sort of takes us full circle, confirming that the Herald was built on 13 July 1970 and sent to me on 7 October 1970, which is where part 1 of the story ended.

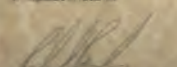


boot-lid stay was installed. Pics 10 and 11 are from 2016. And it's always good to see a new generation of Triumph drivers coming through! (Pic 12). The car was treated to a new

things are rather different and maybe there are fewer surviving saloons as compared with convertibles. For anyone contemplating a restoration project, I do not recommend you go about it as I did! With hindsight I can easily conclude that things should have been done differently and

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Certificate Number: 2019/631	
1. Make & Model	TRIUMPH HERALD 13/60 SALOON
2. Car/Chassis Number	GE/72267-DL
3. Engine Number	GE/77400-BIE
4. Body Number	40479
5. Specification	RHD, Export
6. Colour	a) exterior Valencia Blue
	b) trim Black
	c) hood (top) Not Applicable
7. Date of Build	13 July 1970
8. Date of Despatch	7 October 1970
9. Destination (Dealer)	Personal Export Delivery for Mr D. Taylor, British Deputy High Commissioner, Lahore, West Pakistan
10. Other Numbers (where recorded)	Key number FS305
11. Details of Factory Fitted Equipment	Heater, Laminated windscreen, 528 x 13 tubeless 4 ply tyres, Armstrong shock absorbers, Wood veneer fascia, Miles-per-hour speedometer, Locking petrol cap
12. Other Information	This vehicle was shipped from the Tilbury Dock, Essex aboard the vessel 'Sirius'. The registration mark VHW 900J (quoted by you) was issued in Ceylon under the Home Delivery Export Scheme
13. Issued to	Mr David Taylor
14. Date of Issue	12 February 2019
15. Signature of Archivist	



better. But there were always circumstances to take into account and I got there in the end.

Not a Concours result maybe but a presentable 13/60 is still on the road.

So whatever approach you take, go for it!

Your Herald is worth it.

David Taylor

Thank you David, I have thoroughly enjoyed your story as I'm sure the rest of the readership have.

If ever there was a Herald to be an unlikely survivor after all these years, then this little Triumph must be right up there.

It has survived being transported half way round the world and back, a war, and a difficult and long restoration.

Many a Herald must have disappeared in far easier circumstances, so well done David for your perseverance.

That's it for another month.

Darren



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4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
Fan idler pulley bearing	£9.50
Recon w/wip motor (exchange)	£85.00
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£185.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£500.00
Recon exchange J Type overdrive	£450.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£250.00
Recon rear hub assy (exchange)	£150.00
Recon Brake Callipers (exchange)	£65.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trims	£100.00 set

TR6

Front L/H flitch panel 907097/576477	£350.00
Late type rear centre bumper O.E.	£195.00
Rear quarter bumper 910158 O.E LH Only	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£75.00
Front trunnion 142377/8	£35.00
Top ball joint GSJ131	£10.00
New Brake servo	£125.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£62.50
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£500.00
Recon drive shaft assy (exchange)	£250.00
Recon rear hub assy (exchange)	£150.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPIFFIRE MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	£18.50 each
Front outer wheel arch 903137/8	£65.00
Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£62.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£85.00
Door skins	£90.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£410.00
Dash top cover 714482	£55.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Synco (exchange)	£425.00
Fibreglass Gearbox Tunnel Cover	£42.50
Recon Exchange Diff	£450.00

Recon Exchange Diff (NCW&P)	£550.00
Recon exchange brake caliper type 12	£55.00
Recon exchange brake caliper type 14	£45.00
Original head gasket GEG314	£9.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£75.00
Front wheel arch inner 909797/8	£85.00
Headlamp support panel assembly 818871/2	£65.00
Front quarter valance 815391/2	£110.00
Door skins	£80.00
Sills non original. 903097/8	£62.00
Sills O.E. 903097/8	£95.00
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£32.50
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£180.00
'A' post lower filler panel 706288/9	£27.00
Bonnet hinge pivot box RK3C62/3	£62.50
Chassis front gusset 2185267/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
Rear wing non O.E.	£195.00
Rear wing front repair panel	£30.00
Rear wing rear repair panel	£32.50
Rear lamp panel 716182	£240.00
Rear valance 908970	£115.00
Boot floor	£180.00
Boot lid 911327	£600.00
Rear inner wheel arch 725563/4	£190.00
Rear outer wheel arch 909661/2	£112.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£60.00
H/I top seal roof/ door glass 716183/4	£12.00
Door hinges 708724	£21.00
Exterior door handle (black) UKC2837 LH only	£85.00
Window regulator 911271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£57.50
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
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Front suspension vertical link	£125.00
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Steering joint 142140/FAM1718	£22.50
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Recon exchange brake caliper type 14	£45.00
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HT lead set	£8.00
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Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 808383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
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GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,500.00
Front wings Mk II 908113/4	£140.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£75.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
Front suspension vertical link	£130.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes per side	£25.00
Brake shoe Mk I/II/III rotoflex GBS750	£17.00
Brake shoe non rotoflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

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Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00
Mk II boot reinforcement panel 910505	£75.00

Bonnet seal 613894	£12.50
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Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
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Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
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Interior grab handle ZKC 7017/11	£20.50
Boot carpet 728551	£35.00
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Recon manual steering rack (exchange)	£75.00
Gearbox (exchange)	£450.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£65.00
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Brake shoes Mk II (axle set) GBS803	£19.50
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Set of Sprint H.T. leads	£59.50
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Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Sprint gearbox (exchange)	£450.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£425.00
Gearbox exchange 18/50 3 rail	£425.00
CV joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£75.00
Track rod end	£9.50
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Lower steering column joint FAM1718	£22.50
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Toledo front shock/spring assembly	£48.50
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Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£50.00
Brake pads Dolo/Toledo	£19.00
Brake pads Sprint	£24.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
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Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

When things don't go with a Bang!

Hello Folks, we should now be into the benign days of early September, hopefully warm and dry, but not over hot as we had back in July of this year.

To meet the dead line for the September edition of the Courier I am typing this in late July and therefore before the Inter Club (Triumph-Fest) Weekend, so this will be covered in a later issue. Those that went I hope you all had a good time.

"As last month I covered how the ignition system works in our vehicles it makes sense to look at things that can go wrong "

Damp, heat, age and poor manufacture/design can all cause the ignition system to fail. Problems with the ignition system can manifest themselves as poor starting, poor running, misfiring, lack of power and in some cases the engine just will not run. Fortunately for us the Vitesse doesn't have the later bal-

Pic.1.



last resistor set-up, used on the later Triumph models, which added additional components and circuitry to give further problems. As I have raised the subject of the ballast system, [Picture 1](#), I will start with a common problem which is a spin off or maybe confusion is more to the point. This system uses a 6 Volt coil, whereas the Vitesse uses a 12 Volt coil.

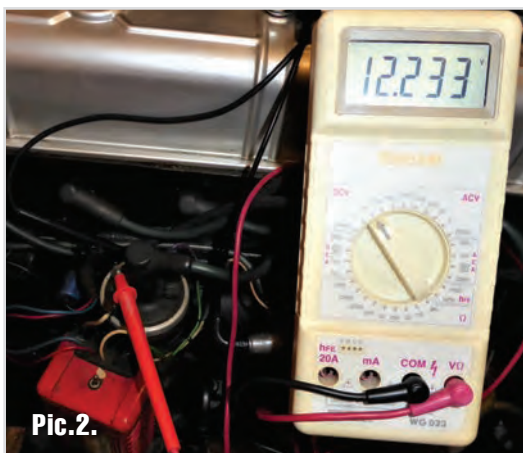
Supply

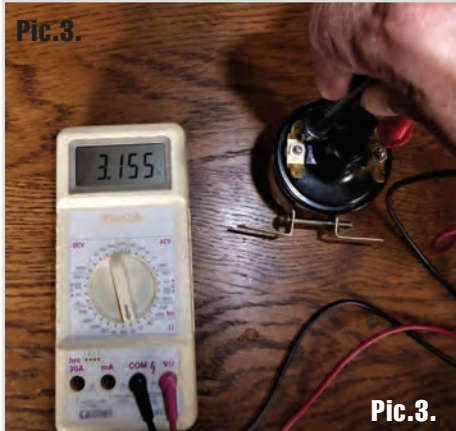
If the engine doesn't start firstly check you have 12 Volts with the ignition switch on at the coil positive terminal (+) on positive earthed cars and at the negative (-) or B terminal on negative earthed cars. [Picture 2](#).

Coil

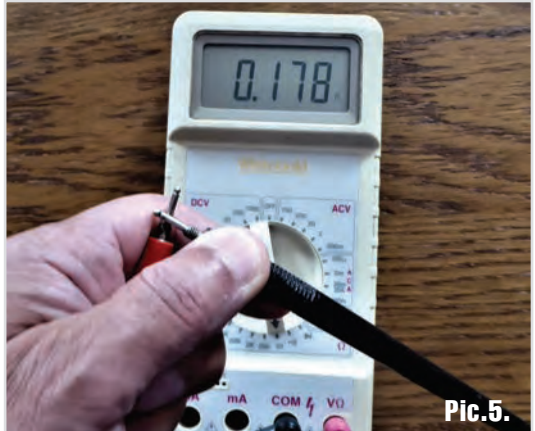
As the later Triumphs used a 6 Volt coil this has resulted in this type being supplied as a replacement for the Vitesse which normally causes a failure of the ignition system. The problem is the 6 Volt coil will pass roughly double the current of the correct 12 Volt version. This will over heat both the points and the coil itself. The points contacts burn out and the plastic shoe normally melts. The extra current can also cause the coil to break down internally due to extra heat. This normally caused the engine to misfire then stop after a

Pic.2.





Pic.3.



Pic.5.

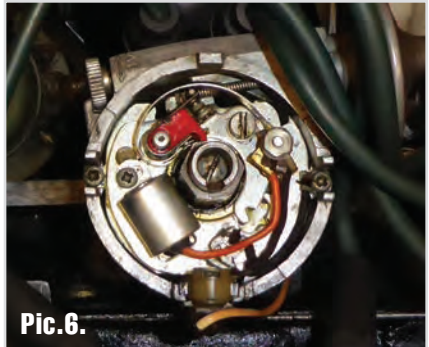
few miles and if the points haven't burn out once the coil cools down the engine will then restart.

The problem is once the coil over heats again the cycle starts all over again. A 6 Volt coil or defective coil normally starts to give problems after it heats up. The car will start and drive OK, but only for a few miles. If you are not too sure if the coil is correct type there is a simple way which is to use a multi-meter to check its resistance. The correct 12 Volt type will be around 3 Ohms, [Picture 3](#). Whereas the incorrect 6 Volt version is around 1.5 Ohms, [Picture 4](#). Remember to take

the resistance of the multi-meter leads into account by connecting the leads together and measuring their resistance, [Picture 5](#). Then subtract this from the reading obtained when measuring the coil resistance. You only need to do this when measuring very low resistances, which is what you are doing in this case. A faulty 12 Volt coil will give similar results, but if you replace it ensure you are not supplied with a 6 Volts version.

Points

[Picture 6](#). Moving on to points, it's important the contacts are clean, not pitted, the shoe is not worn away and the cap is set to the correct 15 thou. Generally, if the points are in a poor condition then the engine will be



Pic.6.

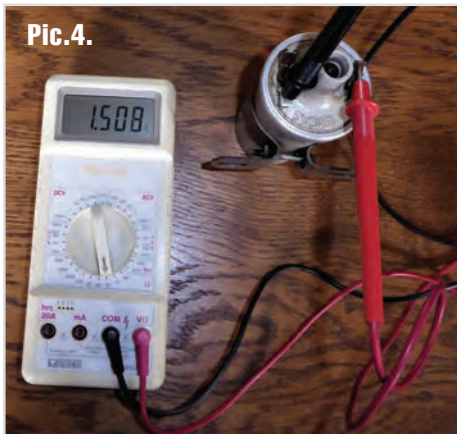
difficult to start and there will be a loss of power.

Condenser

Now on to a faulty condenser, [Picture 7](#), this will result in difficult starting, loss of power, misfiring, backfiring and arcing of the points. If you replace the points because the contacts look pitted, then the new ones pit up very quickly



Pic.7.



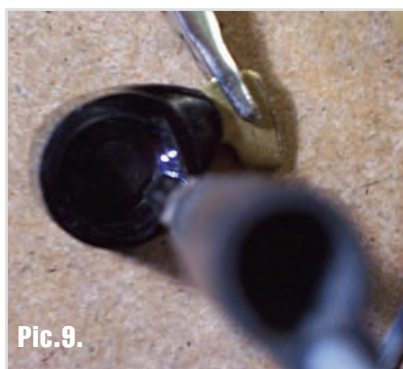
Pic.4.

and the original problems are still present then chances are it's the condenser that is at fault.



Rotor Arm

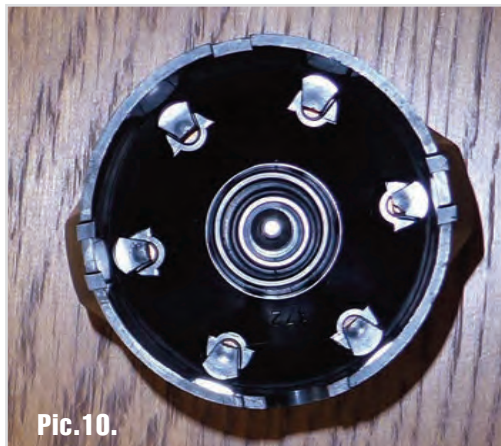
The rotor arm can fail by arcing down to ground and shorting out the HT/spark before it gets to the plugs. The normal result is misfiring, backfire and the finally the engine stops and will not restart. Some of the late Lucas types arms were made with a rivet holding, [Picture 8](#), the copper contact arm in place and this has a habit of arcing through the bakelite to the centre of the distributor shorting the HT/spark to ground. I have also had this happen with a non-rivet new old stock Lucas arm. [Picture 9](#) shows this rotor



a few misfires it stopped my Vitesse dead, fortunately I had a spare so was back on the road very quickly. If you have total ignition failure, then chances are it's either no battery supply to the coil or the rotor arm. Smell the rotor arm and if it has a burnt carbon smell then change it. Most of us now buy the modern Red type rotor arms.

Distributor Cap

[Picture 10](#) inside cap. Problems can be arcing around or across the cap which will cause misfiring, backfire and loss of power. Once again apply the smell test both inside and



outside the cap.

Hopefully you won't be arrested. Sometimes spraying with WD40 will provide a very temporary cure.



HT Leads

The standard Unipart HT leads have a resistance of 25,000 ohms per Metre , [Picture 11](#). Over the years these leads age and their resistance will normally increase to a point where the HT at the plugs is reduced and this results in a weak spark. The effects are poor starting, misfiring and lack of power. You can check the resistance of the leads with a multi-meter. If their resistance has doubled then fit new ones. As you are measuring a high resistance you don't have to take the resistance of the multi-meter leads into account.

Spark Plug

A faulty plug will cause a misfire on one of the cylinders. Remove each HT lead in turn and the one that makes no difference has the faulty plug.

Centrifugal Advance

Broken springs will cause poor starting and misfiring.

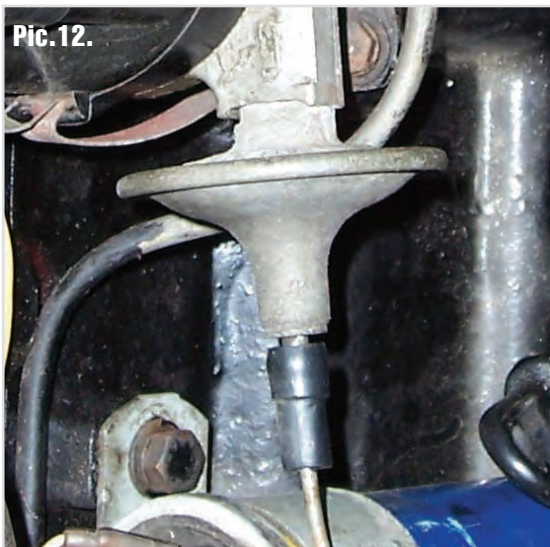
Vacuum Unit

If the bellows become detached from the operating rod the points plate will move in an uncontrolled manner and could cause poor starting and misfiring. If the bellows are not operating, then there will be no advance when required and this would reduce the miles per gallon. If you suck on the vacuum pipe the points plate should move. If it doesn't then the bellows are not working. [Picture 12.](#)

This isn't meant to be a definitive guide but more of a pointer to areas that are worth checking if you suspect your Vitesse has ignition problems.

One of the key tools is a multi-meter so it's a good idea to buy one and understand how to use it.

Pic.12.



That's my stuff for this month and as I am typing this in July roll on the Inter-Club Weekend. By the time you read this I will have been there with the Newbury Area.

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Dave



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Inertia reel position.

original static belts had 3 fixing points whereas the inertia belts have 4 fixing points with an ad-

that later Mk3 body tubs would have had the fixing point available as I would have expected Triumph

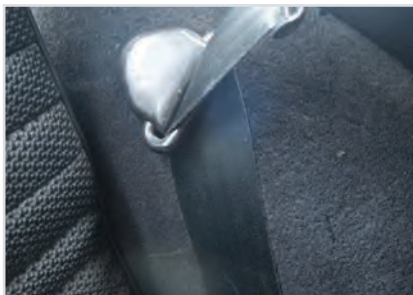
to have put the extra mounting on all cars at the factory that was required for the US cars.

So if you are fitting inertia belts to a car without a mounting for the reel you'll need to drill a hole and using a strengthening plate behind the hole. I had strengthening plates that came with a set of seat belts I had fitted to a previous car (an early Mini) designed to be

used if mounting points are not available, the plate is about 3/16 inch thick (c5mm) and about an inch and a quarter square (c32mm). The plates were used to back up a nut and bolt fixing. The mounting point for the reel is at the bottom of the wheelarch above the shelf where the occasional rear seat squab fits. The plate is held in place without any issues by the fixing bolt but if you wanted to you could weld it into place.

The other mounting points are the lower point just next to the inner sill behind the seat at the rear of the floor pan.

A seat belt guide on the wheelarch above the inertia reel is fitted which is where the upper mounting point would be when



Wheelarch Seat Belt guide mounting point

used by the static belts.t

And finally the seat belt socket on the transmission tunnel beside the seat



Backing plate within the wheelarch



Lower Mounting point

ditional point for the reel. My body tub had no fixing point for the reel available. I suspect



Seat belt socket

Unless you are lucky enough to find a set of inertia belts as fitted to US cars the seat belt sockets will also need to be changed.

There is also a seat belt park



hook fitted as standard, I had to modify this to suit the inertia belts.

One nice aftermarket accessory that I've recently fitted is a guide

though it's a rotoflex early MK3 with the PVC basket weave seats which were not fitted with headrests I've replaced my seat frame with the later headrest type but with the early covers modified to take a headrest.

The Cadbury GT6

You may remember that a couple of months back I asked if anyone had any pictures of the Cadbury's Dairy Milk GT6 that was at the TSSC Stafford International in the 90s. I was prompted to ask as a friend of mine had just given his convertible VW Beetle a bit of a Cadbury's style makeover..



**Headrest Mounted
aftermarket Seat Belt Guide**



that fits around the headrest stalk, this makes the seat belt more comfortable and ensures it sits in the right place, it stops it getting wedged under the headrest and also dispenses with the need for a park hook. The one I bought is made of machined solid polished aluminium so looks pretty classy. There are alternative cheaper plastic ones but I've been told that these tend to break as well as looking like a cheap and nasty option. I purchased mine on ebay, they were listed for MGB, Spitfire and TR6 but not GT6, I did contact the seller and he has now updated his listing to include GT6s. Of course these can only be fitted to GT6s with headrests, my car is a bit unusual in this respect as al-



Geoff's Dairy Milk style Beetle.

The Good news is that ex GT6 Register Secretary and current Herald Sec **Colin Lindsay** obliged with some pictures, he had actually written about it in one of his GT6 register reports at the time. The bit of not so good news is that Colin subsequently found it was all an elaborate hoax!

The Cadbury GT6.



Anyway here is Colin's reply!
"I've been sitting at the Mac
for the last hour waiting on
O2 sorting out a mobile

myriad others who read the article I wrote about it... but in my defence I was young and keen in those days..."

So thanks Colin!

GT6s out and about

Mine and **Steve Lloyd's** MK3s at the East Berks TSSC monthly meet in July.



The Cadbury GT6.



From the Archives

As well as sending me details of the Cadbury's GT6, Colin also sent through some other nostalgic GT6 photos from the mid 90s taken at the Stafford International. This line up of GT6s at Stafford from the mid 90s in-

cludes my car (Saffron Yellow one on the right) and Colin Geer's Ferrari Red GT6 (with the black bumpers) next to mine.

At the time Colin's car would have had a turbocharged Triumph 6 pot, short stroke with maximum bore (2.3L), the powerplant in his car nowadays is a Sierra Cosworth Turbo Engine...



... I did a write up in the Courier back in January 2015 on the evolution of Colin's car from triple twin choke Webber equipped Triumph 2.5L six pot, then the addition of nitrous oxide injection, then the change to a Turbo charged Triumph 6 pot and the final incarnation of Sierra Cosworth power.

Andy

It was only a good few years later that I discovered it had been an elaborate hoax; if I remember correctly the car was unfinished and the sills had been painted white either as a stop-gap or else as a trial colour scheme, and this gave the owner the idea of the 'Cadbury's prize' story. I think it also appeared in Triumph World where the myth was again debunked as a hoax. It certainly fooled me, and then



This one features Colin Lindsay's own MK1 (SAL338F) at Stafford in the mid 90s.

ACCLAIM ALL MODELS

CHRIS GUNBY acclaim@tssc.org.uk

Now a Driver of Acclaim

Hi All. It's been along time since we had an Acclaim article, things are ticking over very nicely on the telephone and on Facebook, the go to place these days.

I have been very busy with my other jobs in the Club so if anyone wants to have ago at being the Acclaim Register Sec drop me a line at e-mail address:

chrisgunby71@outlook.com and I can let you know what it entails (it's not difficult).

The thing with these cars is the fact that they just don't go wrong so no one can report on a breakdown and fix as it doesn't happen !

Someone new to the fold is **Edwin Shield** I will let him tell you his tale below

"I would like to tell you about my first foray into the world of classic cars. I have read classic car magazines for years- including Triumph World until it disappeared from the shelves, but never actually dipped my toe into ownership.

But with a cleared out garage and a few spare quid, I've taken the plunge.

Having bought an Acclaim in 1990 at auction for £500 in Blackpool as a cheap runaround, which I sold a year later for £800, I thought I'd relive my youth. I'd loved it at the time. Compared to my previous Cortina I had been impressed with its 5 speed gearbox, ad-

justable headlights, internally adjustable door mirrors and the fan that could re-circulate the air. It had been really nippy and sat smoothly on the motorway with its 5th gear.

So when I was looking for my first classic I thought I'd get an Acclaim. Oh dear. Not many about. None ever for sale. Not considered a classic. No club.

"Turns are not just an easy one-handed manoeuvre as I found out as I crossed lanes "

The difficulty in finding one drove me to want one even more. Searching online brought up a few old websites, no longer maintained, which gave me a lot of practical advice but no active cars for sale. A brain-wave led me to search for Triumph Acclaim appreciation and up popped a Facebook page with a car for sale. Result!

I'd wanted one with the blue interior, like my old one and this 1984 HL in Zircon blue fitted the bill. With less than 30k miles and MOT checks showing only about 300 miles per year for the past 20 years, it looked immaculate. The previous owner Terry assured me it would get me home if I came to Oxford by train. He wasn't able

to use it as much as he wanted to and had decided to sell it. Certainly Terry knew a lot about Acclaims, had owned and sold a few and pointed out things he had done to this one. A deal was struck and with a wave and a toot of the horn I was on my way home.

I'd come prepared with a portable sat-nav, but hadn't been prepared enough to foresee a loose lighter socket. My phone got me to the motorway from Terry's house then I relied on my memory of the motorways and followed the signs north. A 200 mile drive is a good way to get a feel for your new car. The first thing I noticed was the lack of air-con on what was the hottest day of the year so far. So, windows open, fans on. Next was the lack of power steering. Turns are not just an easy one-handed manoeuvre as I found out as I crossed lanes trying to turn left on a roundabout. Ah yes, it was all coming back to me now - old school driving. No ABS and warped front discs (probably - not looked yet) compel you to take more notice of what's going on in front of you. A wobbly door mirror with a killer blind-spot (not a curved mirror like on my modern car) implores you to take more notice of what's coming up behind. A stop at a services allowed a lorry driver to ask "is it a Honda?". I'd only



owned it an hour and already I had been affronted!

It wasn't until I got home and familiarised myself a bit more that I realised why not one single person had thanked me when I flashed to let them in.

Pulling the light stalk doesn't flash when the lights are off. There is a button for that. It's on the end of the light stalk, which is on the right and doubles up for the indicators. This explains me putting the wipers on at every turn as all my modern cars have the indicators on the left. That I now put the wipers on in my Skoda when turning tells you how much I've been driving the Acclaim.

My wife Kath was indulgently supportive when I said I wanted to buy an Acclaim but after a few drives out she says she now 'gets' why people like old cars.

On a run out to Blackpool

along the front, a holidaymaker on seeing the car ran into the road to lower his arms in bowed appreciation in front of us. It was hilarious.

I've had a discreet immobiliser fitted and the auto-electrician put some photos of the car in his workshop on his website, where it has garnered 10 likes! My local garage said they'd do the brakes for me if I got the parts. This has highlighted another aspect of classic ownership I hadn't thought about - hunt the part! Without the club support say of a Stag, a Mini or a Morris Minor, which have the numbers to justify a parts supply akin to modern cars, I'm left with ebay and the ingenious detective work of the Triumph Appreciation Society members on Facebook who report on all they have found to be good and bad and who can be a

source of parts themselves. I am awaiting new plug leads to cure jittery driving, discs and pads to cure jittery stopping, and am hunting parts to carry out a service. I'll try to avoid cracking any more 35 year old plastic parts (the wiper arm nut cover) and I faithfully promise to cherish, use and improve this 35 year old rare classic. It's a hoot to drive it about and we're already booked in to a local classic show in Lytham. A neighbour guessed I'd paid £25k for it. If I had, it would be worth every penny."

Great to see Edwin back into a Triumph Acclaim please if anyone has any more tales to tell do not hesitate to contact me so we can get it in the Courier Cheers for now and remember

there is no shame in an Acclaim!

Chris



STAG

PHIL WILLSON stag@tssc.org.uk

Smartening Up The Office

This month I thought I would move away from the rather more technical aspects and into the hitherto unexplored interior (like Dr Livingstone, I presume). Quite a while ago my predecessor, **Martin Marrison**, wrote about the fitment of MGB head restraints to the Mk2 Stag because they use longer version of the same stem. This means that they work better as a restraint rather than the originals which, on me anyway, just come up to the middle of my neck.



Photo 1: New height on left, original on right



Photo 2. The MGB head restraints in place

Martin found that the 'D' style MGB restraints, fitted from 1970 to 1976, do a rather better job. So he purchased a secondhand pair at an autojumble for about £30. New ones start at around £75 each.



Photo 3. The two types compared

However, they are recognisably MGB units. On digging inside one I realised that the cores of the MGB and Stag restraints are identical. Good old BL parts bin! So, as I had only fairly recently fitted new foams to my Stag headrests, I just transferred them across. Easy! So now I have restraints that came from an MGB but they look like Stag ones, so I have the best of both worlds.



Photo 4. Identical under the skin



Photo 5. The two types of cover plate to remove

The work is very easy. The main difference is that the MGB ones are glued together whereas the Stag ones are not. The photos tell most of the story. To get access to the stems you will need



Photo 6. New carpet and dash

to remove the backs from the seats, 4 screws on each, 2 being slightly hidden by the elastic of the pockets. The tops of the panels are held with simple push clips which must be engaged first when you refit the panels. It is a good idea to make sure that the stems are super clean so that they operate smoothly. If your head-rest covers are in good condition then it would be a good opportunity to fit new foams if they haven't been done already.

Earlier this year I fitted new wool carpets as the originals were a bit tatty, mainly in the footwell area. They were supplied by **Coverdale of Wigan**. They sent me samples of the 100% polypropylene and the two grades of 80% wool/ 20% nylon. I chose the middle grade called 'Wessex'. I bought the version that has the thick felt bonded to the back of the main carpet sections, just as in the originals. Separate carpets and underlay are not as good in my view. In the interests of fairness, I must point out that **Aldridge Trimming** also comes highly recommended on the various forums.

While I was at it, I also fitted an excellent new burr walnut dash from **Classical Dash** (bought from **Rimmers** during one of their 15% off sales). Again, there is a worthwhile alternative in **Chapman and Cliff** who will re-veneer your existing units. I will cover these items in future articles, but I think the new look is very smart.

For Stag owners who thought they had everything you can now project bright Stag symbols on the ground or on your footwell floor (or anywhere else that takes your fancy) every time you open the doors or turn on the interior lights!



Photo 7 . Stag projector kit and image

New from **Better Car Lighting**, it comes with instructions and an 18mm cutting tool to help with the installation. Check out www.bettercarlighting.co.uk and enter the word 'logo' in the search line. There are also Jaguar and MG versions.

Gil Keane at Better Car Lighting has produced a catalogue specifically for all his Stag products. Just email him at enquiries@bettercarlighting.co.uk or phone 0121 773 7000 and he will email a copy to you or post one if you don't have email.

The Feature Car this month

Is the Inca Stag belonging to **Tony McAlpine** from Kent. Tony bought his car in, I think, 2016 soon after I bought mine. He paid a sensible price for an excellent car that had been well looked after by the pre-

vious owner. I got to know the car quite intimately one evening at an event in Greenwich Market when Tony noticed that his lights had stopped working – and he had an hour's drive home in the dark at the end of the evening. On removing the cowling on the steering column I could see that the supply wire to the main light switch was completely burnt out. What had happened was that the last person to put the cowls back on hadn't dressed the wires very well and the power wire had been squashed against the metal mounting bracket. It was that evening when it finally decided to short out. To cut a long story short, we were very fortunate that someone else at the event had a full set of electrical tools, connectors and wire so I was able to perform a temporary bypass operation to get it all working again. On the plus side I earned a pizza and a pint, but don't tell the tax man.

Stagger Ye onwards.

Phil



Photo 7. Tony McAlpine's Inca Stag

Have you Filled in one of these lately?

£15

For 2 Years
Peace of mind!
£7.50 a Year.



POLICYHOLDER'S DETAILS

Title (Mr/Mrs etc.) and first name(s) Surname

Date of Birth Membership No. / Expiry Date

Address (Including Post Code) Post Code

Daytime Tel. No. Evening Tel. No. E-mail:

Fax No.

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

VEHICLE DETAILS

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

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

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

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

A1+ TOP CLASS The vehicle must be in excellent condition with little effort to be considered to be Concours.

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

A3 SERVICEABLE The vehicle must be in a reasonably good condition and be capable of satisfying an MoT test requirement. A considerable amount of work may be required to make the vehicle condition A2 or better.

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Panel Member

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

What does fifteen pounds buy you nowadays?
A round of drinks down the pub with your friends? Steak and chips at the local?
Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can **"Value your car Yourself"**,

then it **IS NOT a TSSC "Backed" Agreed Value policy.**

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

For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers.

You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by **Post or Email** and we can value your pride and joy that way.

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

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

one from HQ on **01858 434424** email **info@tssc.org.uk** or Download and Print one from the Bottom of the TSSC Website Home page. **www.tssc.org.uk**

TSSC INSURANCE - CAR VALUES

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

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

Please remember originality and rarity will always add to value

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

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

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

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

Above Values Revised as of 1/9/18



Lubenham Scarecrow Open Day at TSSC HQ

Sunday Sept 8th 10.30am to 4pm

Come and celebrate the Scarecrow Festival this year! We will be **OPEN** and offering a **Barbecue** and some liquid refreshments (for a Small Donation) From the '**HERALD**' **Members Bar** which will, of course, include a Guest Ale for those of you who are not driving.

This Open Day is going to be one to remember. Generally relax and maybe use this as an excuse to **USE** your Triumph **BEFORE** the season closes?

It is also Lubenham Village Scarecrow Weekend
see the Scarecrows and Festivities on the Green!

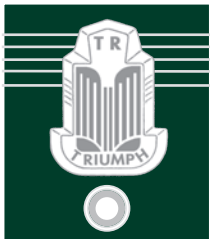
The Club Shop will be Offering **5% Discount** over the Counter Only, on this day
Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as shop offers.



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Market Harborough, Leics. LE16 9TF**



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Making an Impact!

No report of about how many Snickers bars I managed to fit in the boot of my 4A this month, thanks to my mate John taking the time to write to me about his latest findings while working on his TR, thanks John, as always, very much appreciated. So in John's own words.....

TR4 IMPACT CLAMP

" I have suffered steering wheel upwards "float" "

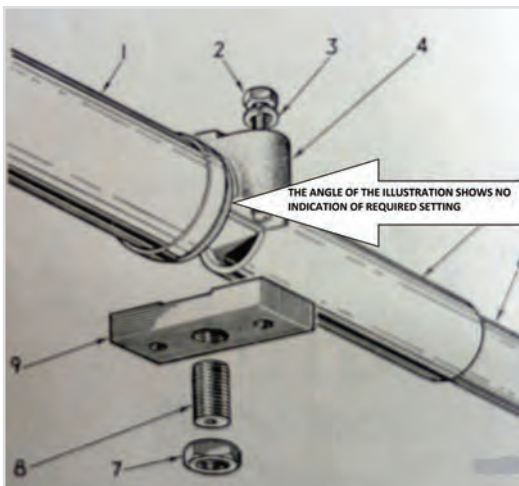
I don't know about anyone else, but I find that certain items just aren't covered clearly in Triumph Workshop Manuals, and therefore not anywhere else! (EXCEPT BERNS' TR REG SEC COLUMN IN THE COURIER or the book **A PRACTICAL GUIDE TO TRIUMPH OWNERSHIP - Contact Bern**)

One such example which has frustrated me for a couple of years but happily is now cured after a casual chat at the annual Blaenavon Classic Show & Steam weekend in August.

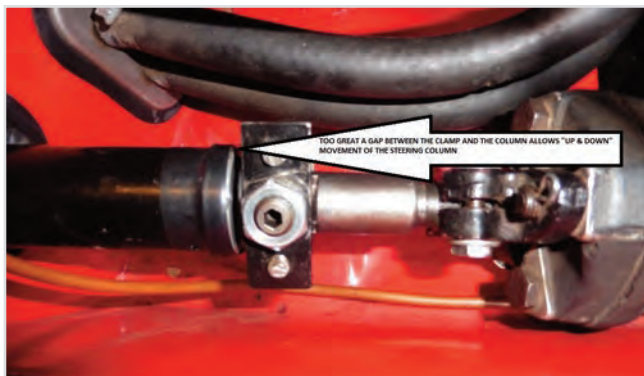
I have suffered steering wheel upwards "float" of which I was unable to establish the cause. I thought it might be on the rack, although really I had no idea. I tightened two of the clamp bolts located at the lower rubber coupling and at

the rack to ensure they were not allowing movement. So much torque, I sheared the bolts! New items did not cure the issue. Studying the original workshop manual displays the

impact clamp components but does not refer to the positioning of the clamp relative to the



too tight against the column tube. This is where I finally found the error. In driving,

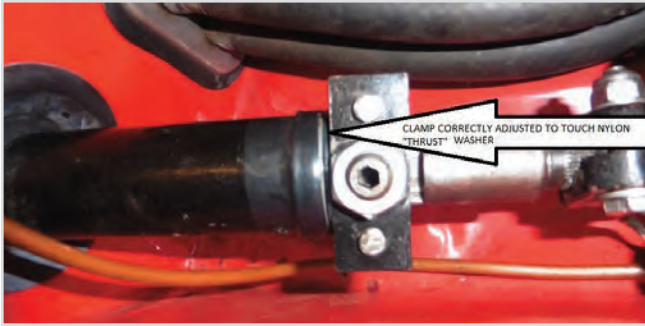


Clamp pre final position

end of the upper outer steering column shroud [the bit containing the upper column bushes].

I set the gap so as not to be

there was always a "repositioning" of the steering wheel required - push it down against the upper end of the column tube by about 2mm. Very con-



Clamp final position

cerning. Now the clamp is a gentle interference fit against the nylon washer/spacer at the bottom of the tube, and after a 160 mile round trip from Hereford to Neath not a fraction of movement! The proximity of the clamp to the nylon spacer blocks movement. SORTED.

Whether a 2thou steering column clamp gap or 4, a TR is more!

**HOGGS HEAD SHOW
JULY 13th 2019**

I had never been to this show before but had been told that it was a "small intimate gathering" by others who had attended in previous years and as I wasn't booked into any other shows my very late application (thanks Al) was accepted.

On the morning of the show the TR fired up first time and I stopped off to fill up with fuel before meeting the rest of TSSC S. Wales at Cardiff Gate services. Only AO Al was there in his Spitfire and even more unsettling was the fact that he was punching the show post-code into his clockwork SAT NAV!

In the glorious sunshine I led the way along the M4 (as Al's SAT NAV couldn't locate it), turning off onto the A449 until the Raglan turn off when as pre

be manufactured and that union rules dictated at the time that "1 in every 17 cars produced had to be a Spitfire". I don't know how accurate that is, but I had no reason to doubt him perhaps somebody could shed some light on this?

We decided to backtrack (literally) and when we found somewhere to park up safely Al realised that he had a more modern navigational device in his glove compartment, so after a few calculations and his sextant safely put back in the glove box we continued on our way and eventually came to signs which directed us to the Hoggs Head (in all seriousness I couldn't have found my way there it was in a very rural area about 6 miles into the countryside from Raglan) where waiting for us at the entrance was Mikey J in his GT6.



We were marshalled into a prominent position and Al soon had our new flag erected (very nice) then along came John in his Spitfire MkIV, John & Pauline in their TR4 and Ian Shorrack in his Vitesse engined Marlin.

My first impression of the show was "I want to go home", the venue was very nice with great views, but the showground was filling up fast and we could only see two portalooos. This misconception was soon dispelled after a stroll around, there was a large area near the venue's main building which had a Hog roast selling hot dogs, bacon rolls, pork rolls etc, a noodle bar, pizza oven, donut stall etc etc. In the building there was a bar, coffee shop and excellent toilets.

Over the next hour more cars arrived and I believe that in total there were 350 cars and motorbikes. We were also joined by Glenn and his family, Glenn is currently having his 1500 Spitfire re commissioned, welded and painted at **Lazarus Cars** so he will soon be joining in the runs and shows in a well sorted Classic! The day flew by and it would be remiss of me not to congratulate the organisers on such a great and well organised show, will I go again next year? You bet!

The return journey was an interesting one with giant tractors to be negotiated along the narrow lanes leading directly from the showground, but then it was onto the A449 then the M4 for some 70mph driving, I gave Al a wave as I turned onto the private road near my house and as the speedometer needle passed the ton I thought to myself what a great day out it had been and what we had lacked in numbers was more than made up for by the quality of those who had attended!

Whether 1 bacon roll or more a Hogg Roast is more!

R.T.S.

A new Tyre company has recently opened between Cardiff and Newport S. Wales. As both of the owners are both Classic Car and Track Car enthusiasts they are offering a 10% discount for Classic Car owners (for any tyre, whether for their Classic, Modern or Track Car) with another **5% for TSSC members**.

They are located at **Walnut Tree Farm St. Brides NP10 8SQ**.

STROUD SHOW 28/7/2019

I had never been to this show before so I didn't know what to expect, sometimes shows can be a disappointment, sometimes you can be very pleasantly surprised, thankfully today made the latter!



TR4 at Stroud Show

We took a direct route along the M4 into the Lost Lands then along the M5 with AO Al riding shotgun in my TR4A (he wasn't able to drive his Spitfire due



TR6 at Stroud Show

to a bad knee) we met up with John (Immaculate Spitfire Mk IV), Monmouth Mafia John & Mike (Immaculate Acclaim) and John & Pauline (Immaculate TR4) and with Al trying to get to grips with my Sat Nav ("is that the SAT NAV talking?") we arrived at the showground in good time (very early). The showground started to fill up rapidly and there was an extensive range of makes and models.

As TR2 – 6 Reg Sec I concentrated on the TR's and



Canadian TR6 at Stroud Show

apart from my and John's TR's there was this beautiful TR4, lovely metallic blue TR6 and a Canadian Spec TR6 (complete with heated seats) which the owner Ken told me he had owned since 2004 (I hope I recall that correctly) and it had been imported only 8 days ago! Ken has promised to send

me some more info about his car so hopefully we will know more about it in the near future.

At around 4pm we decided to start off for home and the Monmouth Mafia led us onto the A38 with John taking over the lead when the Mafia turned off for Monmouth for another great roof down run in the sun.

Whether 6 cylinders or 4 a TR is more!

Bern

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Updated 4 Disc Magazine Archive

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The TSSC has always produced a range of highly informative publications for its members, so there is now an uninterrupted history stretching back over thirty years.

The entire range of TSSC News Letters, Turning Circles and Couriers is available in this box set of DVD's, offering an amazing wealth of technical information, history of Triumph and the TSSC itself.

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BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

The Lowe Down on Restoration

September already - where did the season go? I must try to get out and do more, it will soon be time to think about the winter season and the jobs which need doing over the winter.

Firstly an update from **Graham Lowe**.

"Hi Guy, still doing many hours on my Equipe but it's getting there. Everything here has been done by me alone! The bonnet is stunning - I've spent an awful lot of time aligning the body & doors - now I've added the seals they need to be adjusted yet again. I spent weeks trying to sort the Rag Top 'Jigsaw puzzle' it is the original turn key top



that is shown in the Triumph workshop manuals.

I've made the Rag Top lining the same as my new Roof Lining. Spent a lot of time refurbishing/cleaning the interior. Hot-wired the engine.

With a rebuilt engine & gearbox, new electronic distributor, new electric fuel pump, totally rebuilt SUs & alternator it fired up on the 1st attempt.

Shot blasted the bumpers, someone had powder coated them,



" He is doing a stunning job on the car it will, I think, be one of the best 4s around "

good. The Roof lining was a challenge but looks really good - needs a clean but fits perfectly.



*It even folds correctly!
Still to do; I've stripped & re-built the wiring loom, just need to wrap & fit it, I'm introducing in-line fuse & relays but it's a big job because I struggle with colours. I also need to build an acceptable exhaust system.
I'll keep you up to date."*



I'm flattening them with 320 grade wet & dry then popping them on the buffer - looking





He is doing a stunning job on the car – it will, I think, be one of the best 4s around once it is finished and I very much look forward to seeing the car on the road.

Next an message and a warning from **Paul Grogan** who has had trouble with ethanol in petrol – but not in the way we usually expect – he tells the story against himself....

"Returning home last Wednesday evening (hood down, windows down and an outside temp of 23° C) after a beautiful round trip of 70 miles to see some friends, the 2 ltr convertible was getting very low on fuel. Deciding it probably needed fuel sooner rather than later, I called into Morrisons as it was on the way home.

Mistake number 1: I have got into the habit of running the Equipe on Super unleaded. It is more expensive but the engine seems to perform better

on it and it doesn't suffer from 'run-on' when it gets hot. As both of our other cars run on the cheaper 95 octane unleaded (with more added Methanol?) I just picked up the familiar nozzle and operated the trigger.

Mistake number 2:

I tend to run the tank down to nearly empty and check the fuel consumption each time. Resetting the trip-meter gives me an idea of the range I can cover.

This time, the gauge was reading nearly

empty but it was at least 30 miles short of where I thought it should be. I decided to fill the tank right up and check the fuel consumption.

Mistake number 3: I really did fill it up to the top! The Equipe sup-



posedly has a 9-gallon tank (40.95 litres in new money). I managed to squeeze 40 litres in!

Mistake number 4: OK, so after driving the short distance back home, there was a faint smell of petrol but over the last 18 months

of ownership this has never been a cause for alarm. I put the cover back on the car in the driveway and thought no more about it. Several days later, on taking the cover off you can see the result of not checking the petrol smell.

It appears the over-full tank had let fuel seep into the well under the fuel filler cap. Left there for a period of days it has softened and wrinkled the paint as shown. Washing the area down with large amounts of water has (hopefully) stopped the damage from spreading but it is still there nonetheless.

We all know the Ethanol in petrol is bad for rubber and plastic and I was aware it was not good for paint either. Maybe the Super unleaded fuel I usually use has less Ethanol in it or it has never spilled onto the paintwork before? Too late now, I have found out the hard way.

Moral of the story is don't fill up the tank to the top and if you do smell petrol after filling up, investigate the source to make sure you are not going to have a future problem. If I had spotted the fuel sitting under the filler cap and wiped it up / washed it away I might not have had to write this article. Stupid boy!"

Paul

Personally I do not use supermarket fuel in any of our classics and run them on Super Unleaded as in most areas of the country the perceived wisdom is that it does not contain ethanol - yet!

I am still gently putting my convertible together, trying to sort out the little bits and niggles I have lived with over the years – I had not realised how many niggles there are!

Last month this consisted of replacing the channel in the quarterlight runner, I could not find the Triumph channel for sale, and eventually settled on a channel for a Land Rover door which fitted OK. Hopefully now starting on the hood frame.



On facebook I found Nigel Hook advertising fibreglass footwell panels incorporating a recess for speakers.

As my old ones were very tatty I plumped for a pair them – at £32.00 all in I think this is a good deal – if you are interested you can contact him on nighook@talktalk.net

And finally, a useful tip from **John Eastwood** which may be useful to some of us:



"Just read about ignition shield which reminded me of quite a few years ago when I fitted a fibre-glass front to my Mini. As a wing aerial was no longer viable I fitted a roof one. This resulted in severe HT interference. My solution was to stick aluminium foil to the underside of the bonnet area. This was only successful with a strong signal. When I decided to fit a radio to my Bond I knew I would have to fit the aerial as far back as possible. This coincided with respray time. When I started removing chrome parts I realised that the rear bumper was insulated from any metalwork, so this became the radio aerial, by connecting the centre core of coax to a bumper bolt inside the boot."

Guy

Summer Shows

Hope this edition of the Courier finds you and yours are well.

The weather has been good enough most of the time to attend a good number of shows, and the big saloon has been out and about. It still attracts a lot of attention, and rare that when at the petrol station, I have a chat o someone who has either owned one, had a family member who had one, etc. Nice that it allows that mental journey of

Thanks to Micky from the Thames area, we have a club stand, and we had two big Saloons on the stand. Peter, who owns the other one, has owned

fault some years ago.

Almost opposite, the 28th Jul we attended a local show at the Chiltern Open air museum, who holds a classic car week-



for some twenty plus years. He had always wanted wire wheels, and was not going to change his mind for the big saloon, so he managed to find a set of Stag wheels and converters, that fits the saloon.

It was reasonably well attended, but much quieter than it has been over the last few years. There seems various reasons why, but no one can put an actual cause to it. It could be a 'perfect storm' of various reasons, but for whatever reason, it seems to be a show that may not continue as is.

Things may need to change, or maybe some parts of the car scene has changed.

Good to see a Mk1 and 2 together, The Mk2 is owned by a mechanic who worked on mine to find the mysterious running

"It's a very relaxed show, no cost but put what you can afford in the collection box."

end, and seems to be getting bigger every year. We attended on the Sunday. Very busy show with several hundred classic cars in attendance. The museum actually wants classic car owners there, so as long as you pre book, entrance is free (usually £10) plus two drinks vouchers! Can't argue with that!

On the 7th August we attended of my favourite shows. 'Classics on the Green' at Croxley Green, Hertfordshire. It's a

those who view it to look upon it with great liking.

One of the larger shows that we attended was the Uxbridge Autoshow. It's a general car show, with a mixture of many cars.



very relaxed show, no cost but put what you can afford in the collection box. The weather improved in

Area All Triumph show at Duxford Imperial War Museum which is great place to visit.

Recommend that one as always pulls in a lot of cars and many superb planes to see.

If you liked the idea of the Classics on the Green at Croxley Green near Rickmansworth, they repeat it on **Sunday 15th. Sept.** If you fancy a fun, please be aware they share the common with



the late afternoon, which meant again, several hundred, maybe into the thousand cars on show. It would have taken 10 to 15 mins to walk from end to end and it's a minute of so from side to side at



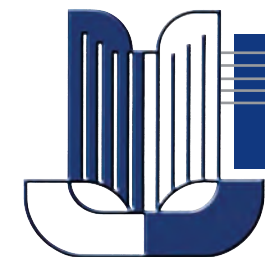
its widest point, and it was full! Yet again, my car was part next to by a very expensive Ferrari so I'm quite sure my car was in **MANY** pictures! Very clean Mk2 Pi on show too..

At the time of writing, the tickets for the big Triumph show at Stratford have arrived, so looking forward to that.

On **September 1st, there is the Herts and Beds**

a local Steam fair. So, make the effort and get there early unless you at to park near the noise of the fair! Anyway, hope you can find an event or just your big Triumph out and about while the weather is hopefully good for you. Then, please let me know, send me a quick writeup and some images of the trip!

Carl



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AREA SHOWTIME

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Powderham Historic Show

by Sue Franklin - Devon AO

The biggest show in Devon is the Historic Vehicle Gathering at Powderham Castle in mid July. This was the 46th show, with around 2000 vehicles on display. Over 70 car clubs displayed, and TSSC Devon had probably the largest stand space, with 45 cars entered.



Herald Anniversary line up



We also had around 18 camping spaces. There were over 300 individual entries as well as some Modern



Classics. Add to the mix, Hot weather, trade stands, food and live music, and you have a brilliant weekend experience.

We were invited to display in the main ring on both days, and restricted this only to Heralds to celebrate

their 60th anniversary. Sadly we could not find a 948 or Coupe to display but we had a good variety of Herald models on show, from Dan's 1200 Es-



tate, a 12/50 and two 13/60 Estates and Ian's special Herald Pick-up which Triumph did not actually produce.

Apart from the cars, there are Commercials, big and small on show, together with Steamers, both full size and miniature, stationery engines and motorcycles on display.

INTER-CLUB TRIUMPH WEEKEND

60 YEARS
HERALD
50 YEARS
TRIUMPH TR6



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RACECOURSE



16 - 18TH AUGUST 2019

www.triumphweekend.com

Well I just had a great weekend at Stratford at the new Triumph Inter-Club meeting.

It was something else ..with Triumphs as far as one could see.

With the TSSC together with the TR Register there was lots of interesting cars to see and keen owners to share their knowledge and enthusiasm, and then of course ten times as many non-standard 'personal touches' ..as one massive 'spot-the-difference' game. Lacking

by Peter Bird - New Member Suffolk Area



Triumphs as Far as you can see!

weather on Saturday and Sunday. This photo was taken on Saturday during the 'Pride of Ownership' competition, not, realising the absolutely gorgeous familiar midnight-blue TR4A which had caught my eye had a registration number to me as a TR club member

many of the many variants of Triumph saloon cars though, and I'm certain the majority of attendees were from the TR register.

Despite the weather forecasts for a wet weekend - it turned out breezy but otherwise good





Amazing Herald 60th Anniversary Line up



Great Range of Models too!

who uses his car frequently for touring.

Just last week he and his wife were travelling around Ireland accompanied by a TR4. So personally (..as a non-participant in this years event myself!) ..and bearing in mind how that car gets around a bit and is obviously just so very much enjoyed - I was delighted to see it taking 1st Place in that competition. That was a truly a sterling-silver achievement with so many cars entering and of all different Triumph models.

In between times, it was equally as wonderful to wander around the camping site to quietly chat to owners and to see what delights they had brought out to show us.. This piccie

shows a Triumph Herald, three Peerless, a Vitesse and a Stag.

The Peerless was TR3 based. Another low volume coach-

when nobody wanted such "gas-guzzlers".

Being a prior owner of a daily driver TR3 - I'm a big fan of

being the 50th anniversary of the TR6, there was a fabulous turnout of that model, and then I was astounded by how many TR5 and 250's I saw over the weekend. I'd never imagined so many had survived and were cherished.

I'm old enough to remember the day



Doretti

built sports car was the Doretti, based on the TR2 power train and chassis (above).

Sunday was less packed but

TR2 and 3 cars, so I spent quite a while looking and taking photos of those. And then again because I'd restored a TR4 (in

the early 90's) ...

..and am still keen to buy 'Chance' - an American TR4A (project).. a fair amount of my interests was focused on the TR4 and 4A models too.



This event also celebrated the Triumph Herald's 60th anniversary, manned again as a prior owner of a 1200, and having a Jacob from the (local-to-me) Suffolk group with his Herald estate there - I was delighted to see Heralds in abundance.

Mind you, I'm not familiar enough with them to know whether I was looking at 13/60 Heralds or Vitesse. I might easily envisage having a Herald estate as a nice n' practical town car and to use the 4A for spirited cross-country jaunts and sunny weather touring.

Again I never realised there were many Herald coupes around, not least because I don't remember seeing any when I was a young person.

Now it seems coupes and con-

vertibles are the favoured models at this time.

Similarly Spitfires & GT6's were in number and on Saturday. There was a brief but excellent fly over in a Spitfire with particularly superb Merlin soundtrack. Brian also from the Suffolk group was with his 'Lightning McQueen' Spitfire complete with expanding camping trailer. What a friendly chap he always is. The Triumph 2000 / 2.5 estates always tend to catch my eye, and whenever I see Triumph Stags - I think back to my dear old Mum, who

I think was quite disappointed when I bought a '64 Daimler 2.5 instead of the Stag (always a favourite style for her).

A few oldies of the Standard and Vanguard marque were a welcome sight and the 1948 Motor-Show Triumph (?) Roadster was there too, with features reminiscent of a post-war Frazer Nash but a very much more bulbous a car. The body is all alloy so I guess not very heavy as it looks. Despite not having been restored it looks to be in really very good condition. Its headlamps have pop open covers (think Lotus Elan and you'll get the picture of how the covers look when closed) and the car also include many hydraulically operated features including its hood (soft top). This is a fascinating vehicle and snapshot of the era in car design trends in response to 'Export or Die' British post-war politics and steel rationing. It's looking for a kindly benefactor-enthusiast to restore it.

There was so much to see for a returnee to the Triumph marque (after my having been away for many years) - so I had a great show.

As for my own self.. Well, I camped next to the very gentlemanly Yoop Van Liempt (a Dutchman) and his dearest wife Connie ..who have been frequent visitors to international TR events for the past 20 years. I understand Yoop has some 40 cars including a collection of TR's: 2 through to TR7 models and a Stag ..all in very nice very original-specification condition. We spent a very pleasant time sitting in our garden chairs drinking coffee and watching the many and varied Triumphs



parade passed us into and out of the main arena field.



The now mega valuable and always gorgeous Triumph Italia.

Talking of mega amounts of money ..I spread a little wealth of my own around the various auto-jumpers. I'm well-pleased with what I bought

- a pair of black with white(ish) piping TR4A seats and their runners for £40, and a brand-new aluminium rocker-cover at half price - for £55. Both of course were for 'Chance' the TR4A I'm still trying to buy. I also picked up an instrument panel from a TR3 for £10.

More about plans for that - another time.

My ever faithful 228-thousand-mile Chrysler Voyager LWB served again as both economical / reliable transport, camper and kitchen, so with £32 entrance fee for the weekend and £10 for 2-nights camping - it was an inexpensive self-cater-

ing weekend (..pretty much all I could afford for my annual holiday this year).

I left soon after 3pm on the Sunday.

Even so on the return from, Stratford to Suffolk I stop-started passed the M1 roadworks at a slug's

pace, rather than go around the A14 roadworks & Cambridge at a snail's pace. On-route home via Stotfold in Hertfordshire I stopped to pick up a TR3 gearbox cover in steel, which I want to use on my car ..to help stiffen its body tub up.

Aside from the motorway - the two hour drive across country to home was great. And the Chrysler 2.5 diesel is a surprisingly decent car. I was perhaps driving a little fast for some local out-for-a-tootle Sunday drivers ..but it was fun and "only to the speed limit Officer" ..as a golden sunset illuminated the fields all around me.

Autumn is fast on the way.

Anyways up., I could babble on and on, show dozens of photos of car details and deviations from 'standard', but I'll leave that for others to contribute.

My big thanks to all who attended Stratford and showed their cars (..the real stars of this event), to the traders and auto-jumpers who brought so much to tempt us, the excellent commentators and evening entertainments, and to everyone involved in making the event so excellent.. the organisers who pulled it all together, as well as the marshals and volunteers who made all things happen pretty smoothly.

Great job boys and girls !

All in all an excellent a gathering of Triumphs ..sorry for those of you who missed it.

Pete

p.s. Friday was heavy drizzle (rain) all afternoon, and I was camping there. So, bearing in mind I'm a towering 6' 5", broad and have a short but scruffy greying beard. I strode into the marquee which was the beer tent.. from the dark and literally dripping-wet, dressed in my summer clothes befitting that evening's British weather ..ie. size 13 wellington boots, a XXXXL sized dark brown cape-like waxed cotton Driza-Bone full length coat, and a flat wide-brimmed waterproof hat ..of a style not dissimilar to that of the witch-hunter general ..and this guy just looked up at me and froze ..so I walked straight faced in his direction, then lent over the top of him and asked him in a low gruff voice *"Have you seen where I left my chain saw.?"*

His eyes visibly went round, jaw dropped, and his complexion drained to pale grey. I solemnly walked away ..leaving his mates (sitting around the other side of the table) cracked up with laughter.

TRIUMPH SPORTS SIX CLUB CLASSIFIED



Herald



13/60 SALOON 1970. 1296cc Mot till 12 Sept 2019 2 owners Dry garages Runs and drives well. £3,500 Brian Chapman (Dorking) 01306 888382.

12/50 SALOON 1965. Two Tone Green Webasto Sunroof. VGC. New Carpet. £2,750. Nichola (Essex) 07950 622711.

Spetere



MKII 1970. Overdrive. Shiny Signal Red, black hood. A1+ Almost concours condition. TSSC 2019 Value £16,000. Owned for 15 years. Just MOT'd. Heritage Certificate. £13,500 Chris Chambers (Surrey) 07469 211650.



1500 1980. MOT May 2020. Goldseal engine. Very sound car, valuation £7,800. Inc Hard Top. Selling due to lack of use. Sensible offers please. Hywel Griffiths (Gloucestershire) 07472 771581.



1500 Selling on behalf of The Severn Hospice following the recent passing of one of their residents. Sensible offers. Simon Morgan for David Sear at The Severn Hospice (Telford) 07786 806189



1500 Selling on behalf of The Severn Hospice following the recent passing of one of their residents. Sensible offers. Simon Morgan for David Sear at The Severn Hospice (Telford) 07786 806189



MKIV Selling on behalf of The Severn Hospice following the recent passing of one of their residents. Sensible offers. Simon Morgan for David Sear at The Severn Hospice (Telford) 07786 806189.

1500 Purchased April 2015. Over past 4 years vehicle has passed MOT with no advisories and various work completed since purchase. Inspection and road test is welcome. Reluctant Sale. £7,000. Victoria Hotson (Preston) 07838 835217.

GT6



1971 MKIII. Reliable runner, used daily. Chassis restored by previous owner & converted to swing spring. Overdrive, sports exhaust, new carpets, halfshafts & 3.63 differential. £12,000 ONO. Simon Belt (Glasgow) 07719 313777

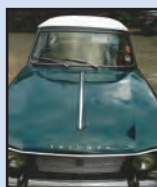


MKIII. Reluctant sale, house move. Late non-rotorflex model. Bills show a rebuild circa 2002. Many parts replaced inc J type overdrive & gearbox, electronic distributor, radiator, battery, alternator etc. Repupholstered/new foams. Bodywork showing it's age with small areas of rust, usual places. TSSC A1/A2 condition. Ring for details. £8,500 Barry Kemp (Montgomery, Wales) 01686 669865.

Vitesse



MK1, 2 LITRE SALOON. White, blue interior. Overdrive, original Minilite wheels (original wheels available), twin stainless steel exhausts, drilled discs, new radiator & battery. Resprayed. Only 3 owners from new. A1 condition, new MOT. Agreed insurance value of £12000. Full history from new. £9,250. Grenville Avery (Torbay, Devon) 07977 951079.



MK 1 2.0L CONVERTIBLE. Overdrive. Rebuilt 20 years ago, still in good condition. Regularly maintained. Stored in garage. Hardly used, hence sale. New clutch. Tyres good. Being sold as just not getting used. TSSC Valuation £16,500. Sensible Offers for a Quick Sale. Paul Tinley (Solihull) 07739 280744

TR6



1972 TR6 150 BHP CP Model. Restored in 2005, body off restoration. New MOT, no advisories. Many New Parts totalling to £2,500 spent at Enginuity Last year. Rosso Red. Stainless Steel exhaust. New injectors, hoses, metering unit. Spin on oil filter conversion. More Details . £23,000 Tony Mcalpine (Kent) 07973 539081.

PARTS 4 SALE

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GT6 3 REFURBISHED WHEELS & TYRES Recently refurbished Original GT6 MK3 Steel Wheels. 4.5 X 13. New Toys Tyres 155/80/R13. Peter Snelling (Saffron Walden) 01799 541543.

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

TYPE12 BRAKE CALIPER REBUILD KIT. 43mm diameter pistons x4 and seals to suit trw. Brand new. £48. Darron Withers (banbury oxfordshire) 07956 119443.

MAGAZINES FOR SALE. Assorted Club magazines, some bound, 1986-2019 and some Turning Circles 1985-1990. Free for collection or post at cost. Peter & Louise Milner (near Cambridge/Newmarket) 01223 290540.

HISTORY FOR 13/60 Saloon K VX 449J Do you own this car? Slate Grey saloon, blue trim, if so please contact me, I bought another car and in with the paperwork were some servicing bills, original HP agreement and Original sales invoice for K VX 449J, so would be nice to return to the car. If you have this car let me know and I will post. Hampshire County Classics Ltd (Hampshire) 07876 616886.

HOOD FRAME AND VINYL HOOD Good condition Spitfire MK III hood frame and Vinyl hood. No tears or rips. Offers accepted. Clearing the garage. Can be collected from Newmarket Suffolk or East London (with notice). £250 ONO Matthew

Sweeney (Newmarket Suffolk or East London) 07889 825083.

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ENGINES & GEARBOXES FOR SALE. TR6 engine /vitesse engine and several gearboxes for sale, at least one with overdrive. Buyer to collect. Offers Joss.Bee (Sheffield) 07492 867975.

CARS WANTED

CHERISHED TRIUMPH SPITFIRE 1500 WANTED. New Club member looking to dip a toe into classic car ownership. Looking for a cherished Triumph Spitfire 1500 (ideally with overdrive) for which I can offer a good home. Fairly practically

minded mechanically, not up to welding, so need a really good, sound example. Willing to pay up to £12,000 for right car. Richard Potts (Norfolk) 07525 367730.

PARTS WANTED

SPITFIRE MKIII OVERDRIVE GEARBOX WANTED I'm looking for an overdrive gearbox for my 1970 Mk3 Spitfire. Paul Rhodes (England) 07887 766507.

SPITFIRE MKIII DOOR CARDS AND SUN-DRIES. Pair of Mk3 door card panels needed, condition of fibre-board not

important, but vinyl must be good. Also require a dash heater demist capping. Chris Bayne (Gloucestershire) 07960 088646.

BODY TUB WANTED. Looking for a 1500/MKIV body tub in good condition. Please send pics to paul@mustarde.co.uk.

Thnx. Paul Mustarde (East Sussex) 07791 974761.

13/60 FRONT SEATS Looking for pair of front seats in Black for Herald 13/60 in Nice condition. Steven Adams (Birmingham) 01212 400518.



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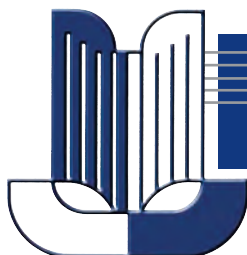


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Triumph Sports Six Club

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, 6 Govetts Field, Launceston. Cornwall. PL15 9FQ.
Tel: 07806 351499 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

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

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e-mail: youngmembers@tssc.org.uk

TRIUMPH WEEKEND 2020

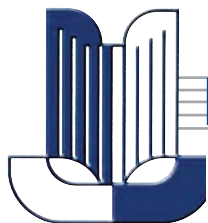
Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
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August 2019

AREA NEWS

AREA Directory • News • Events



TSSC Herts & Beds Area
Present the 26th



ALL TRIUMPH & at CLASSICS DAY **DUXFORD**



Event Tickets

Adults

£16.00 each

Under 16yrs

£10.00 each

Full site access
till 6pm

TSSC Club
Shop

Refreshments
as usual

Location

Jct10. M11

Sat Navs use

CB22 4QR

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations
ALL PRIZE GIVING AT 3pm

SUNDAY September 1st 2019

Club Entry Gates open 9 am - Close 12pm (mid day) don't be late

To gain event entry!!, be at the IWM main car park between 9am and 12pm (mid day)
when the club gates will close and be in a classic, **Or** present this advert
or ANY valid car club membership card. Payment By Cash Only Please.

Contact Pete Lewis 01582 750943



AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

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

NORTHERN AREAS

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

MIDLAND AREAS

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

AREA DIRECTORY CONTINUES OVERPAGE

MIDLAND AREAS Contd.

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

EASTERN AREAS

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

SOUTH EASTERN AREAS

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

SOUTH WESTERN AREAS

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

WELSH AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 Nortel Social & Athletic Club NEWTOWNABBEY BT37 0EB	1ST WED. 8PM.
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SWITZERLAND	Philip Bellamy	0041 79 347 1221



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

TSSC AREA NEWS

AREA LIAISON OFFICERS

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

September edition of the Courier we sometimes wonder where does the time go. Never enough hours in the week or year for anything else but here we are.

It has been nice to see many Area Organisers and there areas going to local and main events that are organised by yourself or the Club. Camping weekends and large events such as Silverstone, Laon and Spa. Modern technology is a great way of life now and as we use it more we can see activities happening quicker. We know there are a lot of areas now that are joint with other clubs such as Club Triumph, TR Register and other classic car groups.

It is always nice to think inter club groups are now working together to support the roles not just for the love of Triumphs but for each club. TSSC is about the joining us altogether as friends and an interest in the classics we own. Life is certainly far too short to think of bickering about my engine is bigger than yours, we do this and you can't etc. Over the years we have lost members through illnesses or other reasons. We need to think as Area organisers about the future of our cars and our areas.

Who are the next generation to take over. We have young members as organisers such as Oxford area, Somerset area and our Scotland young member reporter does a wonderful job. Keeping the enthusiasm going as the moto says "TSSC Do More with your Triumph".

Nigel & Di.



ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipee.org
e-mail: spitfires@cadley.org

The end of the month meet at the Downgate was a good one for those of us from the west of the areas as Graham and Caroline from Hungerford were able to join us for a while - in Graham's black Mk3 Spitfire. With Tim and Helen in their Mk IV Spitfire and us in Suzie's Mk3 that made 3 Spitfires at the meet, and with the 4 TR7s from Newbury made a good showing in the car park.

Next meetings

September 7th & 8th - Beaulieu International

Autojumble (We'll be on Stand R051)

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

September 25th - Newbury Area meet at The Downgate, Park St, Hungerford RG17 0ED

Guy & Suzie

AVON

Tel. 01454 313768/07816 952524

email: avon@tssc.org.uk

Hi Everyone. Let's hope that this time I don't press Delete button instead of Send as I did last month. Over the last couple of months there has been a number events attended by our members some close by and others further afield. The furthest rally attended was a jolly boys outing to France



to the Laon Historique. The group comprised of Jerry, Adrian, Paul, Colin, Lee & Chris. Knowing that Jerry & Adrian with their track record of slight mishaps, were amongst these six intrepid car enthusiasts, normally rings bells of concern like, will they get there who will break down first will they get lost or even WILL THE FERRY BREAK DOWN and so on.

But not so on this occasion or so it seems other than there seemed to be a shortage of petrol for Adrian and Jerry, I am led to believe lost a few essential sparks from his distributor. They did in fact get lost just once or twice. As I do not have all the information, I can't say any more other than they told me the overall trip was great.

A number of us attended the Powderham Castle event which I have to say is the biggest event of its type that I have ever been to. So big in fact that I never got to see it all. Mind you, as the weather was extremely hot I spent a lot of time sat in the shade asleep so that could have been the reason that I missed some areas of the event.

Those of us that attended were with the Devon section group on their club stand arranged by their AO Sue. There was a good selection of all models of Triumphs many of which were Heralds, not so surprising as it was they were celebrating the Heralds 60th anniversary.

It was good to see Martin & Mandy Hughes there as Martin had a broken foot and thought they would not make it to the rally. But thanks to Steve & Sue who towed Martin & Mandy's caravan to the event they got there. The only problem was how to get Martin around the site, so an electric wheel buggy, with heavy duty battery, was obtained and so he was mobile.

One of our more colourful/flamboyant members Linda, the lady with the two tone Herald (Pink & Lilac) called HARRIET which is in dock awaiting repairs, will be doing a sponsored sky dive in aid of "St Peters Hospice" in September. This is not the first time that Linda has supported various charities; other events include travelling on a Zip wire and Fire walking. We wish her well for a soft landing as she is terrified of heights.

Our programme of events is slowly coming to an end, and in the main all have been a great success thanks in part to the brilliant weather that we have had this year.

By the time this is published members of our group will have attended the South Cerney, Hay on Wye and TriumFest rallies will all have been and gone. Still, if we look hard I am sure that we will be able to find somewhere to travel to with the Triumphs.

Safe driving

Dave

SOUTH BUCKS

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e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk

Hi all. Hope you had a good month. I'm having a very relaxing holiday and have been to a few shows this past month such as Chiltern air show, a smaller Uxbridge show and a massive Croxley green show with a huge verity of cars of all eras.

The shows for this month are:

Tuesday 10th September is the classic night at the **Harte and Magpies** at HP7 0LU

Wednesday 18th September is the monthly meet at the **Harte and Magpies** at HP7 0LU

Sunday 29th September is the show morning at the **Fox and Pheasant** at SL2 4EZ

Sorry if this seems fairly short!

Harry.

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 8th of Month please

CAMBRIDGE . . . CANTERBURY CHESHIRE

CAMBRIDGE

Tel. 07795 436149

e-mail: cambridge@tssc.org.uk

The August meet at The Plough was warm and dry so we spent all of the evening in the carpark admiring the dozen Triumphs that came along; double figures of beautiful classics no doubt brought out because of the balmy summer evening weather.



Andy's new acquisition in green of a Dolomite Sprint was the centre of attention for the start of the evening, looking remarkably beautifully presented with a high quality paintwork and clean and tidy throughout. It even features a factory fitted electric sunroof and dealer fitted radio cassette player; truly an acquisition to be jealous of.



The engine bay was as clean as the immaculate chassis and subframes, with its Leyland oil filler cap belying the relatively recent birth of this particular car. Andy told us that he'd not yet given it full beans as he was still getting the feel of it having had it only a week or so. We quickly arranged an Agreed Value valuation for insurance purposes which can be had at any of our meetings at the Plough. Andy proved to have a shrewd eye for a near concours bargain as the valuation was £1,750 more than he paid for it.



We had Ron's 2000, which he was pleased to see had recently improved in value, and the big red saloon from a couple of months ago too as well as a couple of Heralds and a Vitesse. Andrew brought his blue Spitfire mkIII with the chrome spitfire bonnet mascot in for a valuation; his car is now A1+ everywhere that isn't blue and had nearly doubled in value in the four years he has had it. This is despite the matt surface of the paintwork which he believes might be his car cover slowly sandpapering it to death.

There were two more lovely spitfires - a green mkIV and a white 1500 too. Tim came on later in his TR5 and Martin brought his TR3 which popped a little on starting but seemed to be a lovely car.

We talked about an idea to do a Tulip Photo Twinning rally, which is where the route is defined by small diagrams of the junctions and the distances between, interspersed by photographs that were taken by the organiser along the route, sometimes from rather odd angles. As well as following the route, and trying to keep to the average speed (so as to avoid any hint of racing), drivers and their navigators must try to reproduce the photos as best they can on their smartphone. This might involve leaving the car and wandering through a field, up a stream or around a churchyard perhaps.

The next meeting is **Monday the 2nd of September** at the Plough when we'll no doubt be feeding back on the Triumph Weekend at Stratford-upon-Avon on the 16-18th of August.

Tom

CANTERBURY

Tel. 07932 179459

Fewer at last month's meet, maybe due to the magazine arriving a tad late as I was contacted many times the next day inquiring when it was. Hopefully we shall see Nick, Geoff

TSSC AREA NEWS



and Stan at next month's, especially as it could be the last outside due to the nights drawing in.

Nice to see Mike S turn up after so long. Apparently his Spitfire turbo still runs and he still talks about clearing his garage to house it.... something about pigs and flying!?

During the heatwave I wandered down our local show at Tankerton, a good turnout with a few Triumphs to represent the marque. One Herald caught my eye, a obviously well used, but I believe they call it "distressed" car that belonged to a local racer group usually catering for souped up Peugeot's and Clio's. Reminded me of when all the triumphs round this way were owned by university students and although tired were greatly loved.

Aah! the days before PCP credit.

Whatever you drive (or ride) enjoy it.

Dell

CHESHIRE

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Capesthorne was on the 23rd, and the day was reasonably warm and dry, in some contrast to the torrential rain we saw in the days before. There were as many cars and people present as I can recall from previous good weather events. However the MD of Cast Iron World turned up at the Branch Office (so we could drive there 'in convoy') in his German 6 cylinder car. After interrogation, said MD admitted that the GT6 had started to misbehave earlier that morning and would not run on all cylinders. Anyway, the day was excellent, with two Bonds (that cuddled together for a Facebook photo later in the day), Mark the Manchester AO, and just lots of interesting cars. Later it transpires that the GT6 lack of cylinders was due to an oiled up spark plug, on a cylinder which had oiled up in the past.

A recurrent theme in recent days has been rain. Lots of rain. At the weekend we visited Halifax and the M62 and M60 on the return journey were seriously wet, standing water most of the way, huge amounts of spray, happy to get home in one piece. During the following week (last week in July) the rain simply got worse, and places that we didn't think could flood did so, and both the newish roads in the locality (A555 and A34 Alderley bypass) flooded.

I wonder what that tells us?

On meeting day, the morning was sunny so we did a test run round our run out route. To help, the middle of Bollington was being dug up, so to get from the C & P to the Dog & Partridge involved a lengthy detour along narrow roads. Then the route was largely clear, except for one bit between Adlington and Alderley which caused the passenger alarm to go off, water flowing across the road. Later it transpired that the road with flowing water had been shut, so a decision was taken to go to the destination (Red Lion in Lower Withington) via main roads rather than the traditional route. In the afternoon it rained, with a brief respite allowing Heap the Vitesse to proceed to the Cock and Pheasant, where a lonely Spitfire was parked. Previously I had received several permission to be elsewhere requests, and it turned out that Heap the Vitesse and said Spitfire were the only candidates. As 8 o'clock approached, the rain started to fall, so we headed inside and decided that a pint in the Cock was a good alternative to driving in the rain to the Red Lion. The Herald Estate in Crewe is progressing, albeit gently, and the technique for fitting window glass was discussed. 3mm multi-function rope is the weapon of choice here, the official FM calls it strong cord. Wearing a tie (as in the official FM) is deemed unnecessary.

September events are a little thin on the ground (at least in the Cheshire events list), only Cholmondeley Castle on the 1st being in the list.

Our next meeting is on **Thursday 5th September** at the



CHESHIRE CORNWALL . . . COVENTRY

TSSC AREA NEWS

Cheshire Continues

Cock and Pheasant. It's back to 'normal' so it's an 8:30 start. One hopes for more clement weather...

Henry

CORNWALL

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www.aautos.groups.yahoo.com/group/cornwalltriumphs/

Hi All. Here we are going into September! Can't quite believe that we will be approaching the winter months, but before we do that let's have a great September. It will see members heading off to Lanlivery Rally, Swanage Steam Festival, Goodwood Revival, Road circuit hill climb at Watergate Bay and St Mawgan Rally. So as you can see lots going on, please do let me know of your adventures and maybe do a little write up for me for the next months Courier. I have a report from Trudy and Tristan about our trip to Powderham Castle and here is how our weekend went:

We arrived on Friday and set up our tent with help from Malcolm and Ross who were there already relaxing. Carol then arrived and we all helped put her tent up. We had tea and then went down to the beer marquee where the Cowboys were playing, they were amazing. Tom turned up



Saturday morning in his Dolomite

On Saturday we got down to the TSSC stand for 9am, where we were strategically placed by Sue. It was the 60th birthday of the Triumph Herald so all Triumph Herald owners had the privilege of driving around the ring. There was 9 Heralds on the Saturday and 10 on the Sunday.

The weather was beautiful all weekend. There were loads of stalls and it took us all day Saturday to get around them all and also to try to look at the thousands of cars and club stands. (Might be a bit of an exaggeration but I certainly went over my 10,000 daily step target on both days). We went down to the marquee again on Saturday where Amberwine (Amy Winehouse tribute) singer opened followed by Forever Free (a rock band). Sunday was just as good. We packed up and left at around 6pm.

A really enjoyable weekend with a lot of variety and good entertainment, food and drink. Can't wait until next year.

Many thanks much appreciated

Two weeks after Powderham several of us attended Boconnoc Steam Rally. I arrived on Thursday night after work, having put up my tent the night before along with some others members which gave us more time to relax and take in the show. An amazing 3 day event, with very good weather, which really made the weekend. This year the military section had a great display being the 75th year of the D Day landings, even had a real Spitfire with opportunities to have photos and to start her up. Lovely display of classic cars, bikes, and plenty of steam to see all weekend. Wonderful music with good beers and ciders that flowed very nicely all weekend.



CHESHIRE CORNWALL . . . COVENTRY

Looking now into October we shall be doing a car run, normally the third week in the month. Des is organizing, date and meeting venue to be arranged. More info will follow via email or give me a call.

As some of you will know our dear friend Mike Crewes is very poorly, and as I'm writing this a critical Mike is currently staying at Mount Edgcombe Hospice in St Austell. I'm sending you Mike along with all of us from Cornwall Triumphs our love and prayers to you our dear friend of many years. On that sad note I shall close for now
Safe and Happy Motoring

Carol

COVENTRY

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Hi Folks, Sorry a bit late this month with the newsletter, it maybe too late for Courier.

July started off with a trip to Hollowell Steam and Heavy Horse Show, there were 8 in our group in 4 cars, the weather was excellent and the show was brilliant as always, lots of stalls, steam engines, cars etc a really good event.

The Heart of England meets still not well supported only about 20 vehicles at each of the meets and at the one on the 23rd Tommy got the BBQ out.



We attended the Northants Camping weekend on the 12th-14th for the first time, we had good weather and the turnout was about 30 units camping, the lads worked hard preparing breakfast and BBQ for us all and on the Sunday we attended the Kimbolton Show which had more vehicles on show than any other we have been to a massive turnout. Thanks to Nigel, Tracey and co. for a great weekend.

Rainsbrook Valley Model Railway Picnic Day on Saturday 20th we didn't attend due to bad weather on the Friday and the forecast of more rain on the Saturday which we did get



in Coventry but a number of our members did go and they had no rain at all and reported that a great day was had by all.

Dalos Day Run on Sunday 21st was planned by Roger and Dot who are now becoming seasoned veterans at it, this being their second time, a great run mainly in Warwickshire concluding for lunch at the Three Horseshoes in Princethorpe for lunch there were 10 of us in 6 cars, the food was good and the service excellent its a shame the landlord is leaving in September. Another great day out in great cars and great company well done Roger & Dot.

The weekend of the 2nd - 4th of August it was off to the Leicester & Rutland Sunshine Rally Camping Weekend, again about 30 units attending, there was a fabulous run on the Saturday followed by a terrific BBQ and quiz at night, a treasure hunt around Oakham on the Sunday which was good fun then back to camp site for presentations and prizes.



CUMBRIA . . . DEVON

TSSC AREA NEWS



Tuesday 6th August our monthly meeting at the Bull & Butcher, Corley Moor not a bad turnout with 11 enjoying a meal pre meeting and another 8 joining us for the meeting held outside by the cars of which there were 7. A special welcome to Dean Tranter who attended for the first time in a lovely TR 250 and also Alan Gilbert who turned up in a very nice Spitfire 1500 we hadn't seen before. We will be camping at Stratford on the Triumph Weekend on the 16th - 8th August so anybody going please give us ring on 07711 337797 when you arrive so we can get together. There was a full itinerary sent along with last months courier.

Sunday 25th the Dalos Day Run is planned by ourselves we will meet in the car park of the Sparrow, Coombe Field Road, Ansty at 12.15 Ready to leave at 12.30. Must know numbers by Wednesday 21st.

Weekend 30th August / 1st September Shackerstone Family Festival we are camping on show ground, could you please inform us by email what days you will be attending so we can save you a space phyllincovtssc@yahoo.co.uk Don't forget be there before 9.00am otherwise you may not get in. That's all for now folks,

Phil & Lyn

Forthcoming Events :-

Tuesday 3rd September our monthly meeting 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 8th September HoE meet Bulkington from 11.00am Just turn up.

Sunday 8th September Wellsbourne Classic Fun Day 12 noon till 4.00pm Free entry if you pre book free Burger www.wellsbourne-lions.org.uk

Sunday 15th September Dalos Day Run. Planned by Rikk & Jeanette meet at the Elms, Lutterworth at 11.45am Ready to leave at 12 noon. Must know numbers by Wednesday 11th.

Sunday 22nd September Kettering Vintage Rally & Steam Fayre, Cranford, Northants. www.ketteringvintagerally.co.uk

CUMBRIA

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The gods were kind to us for the annual Distinction Show 7th July. A beautiful day with plenty of sunshine, not too hot and a light breeze. There was a good selection of cars on our stand with plenty of interest in the Blue and Red Spitfires. Rod also brought along his C5 again and it kept young and old entertained all afternoon.

21st July we were at the Gosforth show, only two club stands but that helped to promote the Triumphs. A couple on holiday from Wales heard about the show and come along in their Triumph Herald. A lovely example of a 50+ year old car. We have to thank Rod for bringing his Scalextrics which kept the kids entertained. He also brought the C5 again. Both these do make the public make a bee line for our stand, which helps to promote the cars.

Sunday 28th July was the annual pilgrimage to Ripon. Most of us braved the wet trip over and enjoyed a nice sunny day, which made a change. As usual there were plenty of stalls and we all stocked up on those essential nuts and bolts etc, probably only to find that once home the ones we bought last year were still on the shelf in the garage. The trip back was not good. Torrential rain made the trip take twice as long and visibility was down to a few hundred yards. Thankfully Anne

and I took the Spartan which turned out to be a good swimmer. The Spitfire would not have made it through the floods. There were a few absentees as some of our members, Tony and Helen and Mike and Esther, had gone to Silverstone.

Forth coming events: Outer Hebrides trip 8-15th Sept. The Green, Near Millom bike and car show 15th Sept. We will have our usual stand but we will be down on numbers as those doing the Scotland trip will not be back in time.

Anne and I have sold our house in nearly record time and have bought a bungalow. Hopefully we will have moved before Xmas. We will have to down size the car fleet so if anyone is interested in a Vitesse Spartan get in touch with me as one Spartan has to go.

Safe motoring

Roy

DEVON

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We enjoyed a fantastic weekend at Powderham show in the middle of July with perfect weather at this beautiful location. On both days we were missing a few cars, through illness either of the car or driver, though we were particularly sad not to have Sam's Mark 1 Spitfire or Brian's TR4, neither of which made it from Plymouth. On the Saturday we totalled 32, with a massive 37 on the Sunday, and we were grateful to CBCCC for ensuring that we had a pitch large enough for our needs. On parking duty were Russ and Nigel (that is when the latter was not selling his wares or doing valuations). We were invited to parade in the ring on both days, and we made this a celebration of the 60th anniversary of the Herald model. Dan had made a huge effort to get his 1200 Herald Estate there after not running for some 3 years, and he also resurrected the 'petrol pump' we displayed a few years ago. On the Sunday we welcomed new members Nick & Sue who brought their Vermillion Spitfire with hard top and Mark with his lovely Jasmine TR6. Alice Northcott, daughter of our predecessors as AOs Rob and Helen, celebrated her 14th birthday with us together with a scrumptious cake baked by Rob.



Closely following was our July Club Night at the Claycutters. Despite the threatening rain, we had a good number of Triumphs on display, including Hugh's lovely Stag and the third of Robert's cars for Nigel to value. Nick & Sue came along to their first Club meeting and we were delighted to



see Morten and Lilian over from Denmark again, with Lilian braving the open Burlington Arrow with Tim, Morten meanwhile travelling with Dawn! Last month's new member Richard told us he is making progress with his TR and Jon's work colleague Paul joined us. He is also restoring a TR and has a huge amount of technical knowledge for us to tap into.

Mid July saw The Prouses, James D and our Herald at Dawlish Lawn - a lovely informal park up to replace the old Historic Transport Run. Nice weather and scrumptious pies over the road!



TSSC AREA NEWS

DEVON . . . DEVON NORTH

Devon Continues

We had a weekend off at the end of July, but loads of members camped at Boconnoc in good weather for a change, and some managed to get in to TOWC show at Paignton Green. Then the first weekend of August was really busy. Mt Edgcombe was very full despite the hassle of getting in and out, whilst others travelled to Norton Fitzwarren for the West Somerset Railway show, both of which are Club favourites. For a change, John and I popped up to Rosemoor Gardens in the Stag, where we met up with Malc & Mandy in their Spitfire and members from Bude Chris & Lee in one of the latest 13/60 convertibles I have seen, on a K plate. There was another 13/60 there, belonging to friends from Exeter, a smashing Laurel Green 2.5 Estate and a couple with a TR4. Three green cars of varying shades, fitting for a show in an RHS garden.

At the beginning of the month we had a day out, and ended up at the Bickford Arms with the North Devon crew, along with Mike & Irene and Nigel & Sharon. Also at her first Club meet was Jo who has a Herald we are looking forward to seeing, along with her parents Mick & Sue, more restoring a TR1. **COMING UP IN DEVON**

Club BBQ On Sunday 1 September Peter & Vicki are organizing a short run from Kingsbridge Quay car park (starting at 11.30 am) followed by a (bring your own food) BBQ in a spectacular location at Cornworthy. Hopefully you have let us know if you are coming as we'd like an indication of numbers. Club Nights North Devon – Thursday 5 September – Crealock Arms nr Bideford

South Devon – Wednesday 18 September Claycutters Arms Treasure Hunt We have changed the date of our annual Treasure Hunt to the second Sunday in October this year – Sunday 13th. We will start from Hatherleigh (Bridge Street car park EX20 3HY, free Sunday mornings) and finish at Lydford. Be there for 10 am for a 10.30 start. More details via the TSSC Devon Facebook page or via email. Apologies for my mixing up of the start points once again – it is actually Hatherleigh and not the other town up there beginning with an H !!

Christmas Meal Saturday 7 December at the Dartmoor Lodge Hotel Ashburton . 7.30 for 8. £24.75 for 3 courses. £21.50 for 2 courses. Reduced price accommodation available if pre-booked quoting event. Menus will be emailed. Deposit of £10 per head please by 1 October to Sue at Willowbrook, Diptford, Totnes TQ9 7NJ. Cheques payable to TSSC Devon, or via BACS to Sort Code 20 87 94 Account Number 83764737 quoting name and Xmas as reference.

DEVON DIARY

Sunday 1 September Club BBQ at Cornworthy

– see above for details

Thursday 5 September North Devon Club Night – back at the Crealock Arms

Wednesday 18 September Club Night at the

Claycutters Arms TQ13 0EY

Sunday 13 October Treasure Hunt / Observational Run starting Hatherleigh

Sunday 3 November South Devon run from Tesco Lee Mill

Saturday 7 December Christmas Evening Meal Dartmoor Lodge Ashburton

Sue & John

IMPORTANT NOTE

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

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When you read this, it will be September. I can't believe where the year is going.

As I write though it is the beginning of August and Powderham is still a recent memory. What a great event it was – glorious weather and a great display of vehicles. Sue had organised a fantastic TSSC Stand and in prominent position were a good number of Heralds to celebrate their 60th anniversary, as well as many other Triumph models.

The August meeting on 1st August was at the Bickford Arms, Brandis Corner. I went straight from work and arrived at 6 PM. To my surprise, Sue and John



were already there, seated at an outside table enjoying the evening sun. They had been in North Devon during the day so went straight to the pub.

Within a short while we were joined by Mike and Irene then Nigel and Sharon and all moved indoors.

The numbers were boosted further by the arrival of Mick and his wife. They had brought their daughter Jo Blake. Jo is from Bratton Fleming and owns a 1964 Herald. It's great to see a new face and we hope she will join us again.

Darren, Geoff and Dawn, Malcolm and Simon also joined us and my wife Jules plus my children Matt and Esme arrived in a separate vehicle.

Geoff had successfully completed his sponsored abseiling event and showed us the video. It looked very scary! The most challenging part for him was climbing up, not coming down, as it involved a steep climb next to a waterfall. He was understandably pleased with his achievement and managed to raise a good amount of money. Well done to him!

Malcolm had prepared a "Show and Tell" but is going to save it for next time – that is because Esme and I had prepared a 3 round Triumph quiz. The quiz proved popular so I may host others in future meetings. The winners were Mike and Irene but in close second (within half a mark) was Darren. The winners were gallant and the prize (two bottles of Spitfire beer) was shared with the runner-up.

Sadly, Mick and family had to leave early to travel to Mick's Mother's funeral the following day. Despite the good weather, only three Triumphs were in the car park (see photo taken by Mike Hadley).

Coming up:

Next Meeting - Thursday 5th September at the Crealock Arms, Littleham EX39 5HN

15th September - Triumphs at the Cliff Railway in Lynton and Lynmouth. Various Starting Points – contact Darren for information

13th October – Treasure Hunt starting at Holsworthy. Sue will be providing details

Andy

ESSEX . . . HERTS & BEDS ISLE OF WIGHT . . . M25 EAST

ESSEX

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Facebook. Triumph Sports Six Club Essex Area

Another fun packed month what with events and holidays. We headed out to a regular event at Hodderston on 13th July. The girls love the shows in town centres and it did not disappoint. We had 7 cars and were joined by another 2 so a nice display of 9 triumphs all in a row. Plenty to do and see and shopping as previously mentioned.

The next day was club day 14th July, and again very well attended with several new members coming along, we filled the bottom end of the cafe with 18 of us, we adjourned out to the patio area for desserts, chatting and plenty of coffee.

The following Sunday saw a few of us heading out to Battlesbridge breakfast meet, second time we have been and it did not disappoint. Quite a few cars of all sorts, plus a nice chat in the sunshine, coffees and cooked bacon or sausage rolls. The girls again headed out to the antique part of the centre for a little walk round. We stayed till nearly lunch time, I had an impromptu lesson in fuel injectors on the 2.5 still can't get them right but getting there.

We had planned to take the grandchildren to the Isle of Wight and fortunately Graham had rung to say he had completed the refurbishment on the diff. So on Friday I popped over with Jack while Janet took Poppy down the beach to pick up the diff. I must report it is now back in the Spitfire can't wait to get back in for a drive. Now just to fix the injectors on 2.5. Big news Toledo will be going up for sale soon as can't justify having 3 Triumphs, a couple of little jobs to do and it will be advertised.

Up and coming.

Club day has been moved to **Sunday 1st September**
due to **Capel Manor on the 8th.**

8th Capel Manor we have a club stand, 9 places taken
if anyone wants last place contact Capel Manor and
say Essex TSSC club stand.

15th Lower Castle Colchester.

22nd Battlesbridge breakfast meet

Birthdays

Mick Smith on the 15th. Jack Dains on the 28th. Tina Hamish-Wilson on 29th (special one)

Allan & Janet

HERTS & BEDS

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Hi folks enjoying the sun and blistering heat, well it didn't last long, we had a brilliant day organised by Martin at Shuttleworth's Military air show and the Best Area Car night at the Raven had 36 members attend and a car park full of Triumphs, Antonio and his young Daughter had a good look around and picked Pat Taylors rather Smart Bond in blue, this is the second time Pat has won the shield, we paid for a free buffet and all that got consumed, the raffle went well we made some good income from really generous members.

Nice to see newcomers John made a flying visit and Liz with her Stag its certainly is getting busy, it's not easy to talk and welcome everyone through the evening.

Preparations for our All Triumph Day at Duxford are well underway, I have all the volunteers I need (so far 23 names in the frame for a busy day).

Barry, Martin and Myself are making a site visit on the 8th to double check all is well, Christine has a £100? of raffle

TSSC AREA NEWS



prizes but this is for the raffle that's not a raffle!

Refreshments on the day will be our usual high quality !!!!! We have an extra gazebo (now 3) to aid the girls doing the prep right on hand with water and power on tap. we do need some sunshine so start the dance now please.

Anyone coming its pay on the Day, Cash only please £16 each adult, Club entry closes at 12pm - you have full site access to everything on display.

Modern cars need our advert or a Club Membership card to get in close to the classics.

We have some members having major hospital treatments and an update on that is:

Valerie has been given a Big C all clear, John had major heart surgery and is performing well on all 8 cylinders and Ray has started Treatment this week ...it's looking good for a change.

Happy motoring

Pete
and team

ISLE OF WIGHT

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What great weather we have been having, perfect for our classics and some fabulous drives to our meetings. Elaine's Spitfire misbehaved on the way to Culver Down but soon to be sorted - we had a lovely evening with a fantastic view across the Island; Derek's sister-in-law from Jersey was visiting and joined us, all in all it was a fun evening. Jo led our next gathering to Barletts in Ryde for brunch - we all started out together, but by the time we arrived the back of the convoy had split from the front and got there first! It was lovely to see Pete, Char and Ollie with their 'new' Herald, look forward to seeing you at more meetings.

We are currently packing to head off to the Inter-Club Triumph Weekend at Stratford-Upon-Avon, we are really looking forward to this one as it has been years in the making, the Triumph clubs joining together at last! Huge thanks to all who made this happen for all their hard work and perseverance.

Our September run on Sunday 15th is a brunch run and Saturday 19th October is an evening meeting. Do come and join us, all welcome. If you have Facebook follow us: Isle of Wight Area Triumph Sports Six Club for information or drop us an email at tssciow@hotmail.com to be added to the mailing list.

See you all soon, happy motoring.

Elaine & Tracy

M25 EAST

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Hi all, hopefully you have all been enjoying your Triumphs over the summer. We're getting towards the end of the outside shows for this year but still a few to go to this month.

We've been proper busy with quite a few weekends away lately. It was our first visit to the Northants Areas 'TV Cops n Robbers' Weekend back in July and it definitely won't be our last. What a fab weekend they put on. We were fed all weekend and the games on Saturday night were hilarious.

M25 East Continues

11 of us from our area turned out and I must say we all looked resplendent in our Cops n Robbers outfits, Paul definitely stole the limelight ha ha. A big thanks to the Northants team -

Tracey, Nigel, Chris, Jane and to Jonathon for all the cooking, the food was fantastic!! We'll be

back for more next year. Oh, and to top it all our Barry won a trophy at the car show for 'The car that most makes you smile' and Paul won the trophy for 'Best Soft Top', well done lads.



The following weekend saw our ranks split between The Silverstone Classic and a steam show in Kedington, Suffolk. It was mostly the lads at Silverstone except for Lisa who upheld the honours for the

girls. I've not heard too much about the goings on but I gather there was copious amounts of drinking done, well, 'eating's cheating' ha ha. We've heard on the grapevine that the price of the campsite had gone up quite a lot and that the facilities weren't that good. So, it might be worth trying out the other campsite next year.

A few of us other lot went to The Kedington Steam Show. It would have been a very nice show had it not rained almost continuously from Saturday morning until Sunday evening. Nice and dry in the new and improved Dandy though. However, there were some good moments, a nice BBQ Friday evening, the steam engines and toot stalls in between the rain on Saturday, the band Saturday night and not forgetting the excellent company - Colin and Andrea and Maic and Lesley.

A show we returned to for the 2nd time was the Leicestershire and Rutland Sunshine Rally. Eight of us turned out in 4 Dandy's and once again had a marvellous time. It's such a relaxing weekend in beautiful surroundings. Dinner in the pub Friday, a road run and visit to Rutland water for a boat trip followed by a BBQ and quiz on Saturday and a coach trip into town for a treasure hunt, absolutely mahoosive pub lunch and finished off with a car show at which an old red Herald won a trophy ha ha, and raffle back at camp on Sunday. All this was laid on by the Leicestershire and Rutland Area and big thanks go to Jan, Neil and all their crew for all the hard work and for looking after us. Thanks a bunch folks, we'll be back for more next year.

Well, on to other things - and yes at the Wings and Wheels show we finally got to see Chris's Vitesse in the flesh after all the work that's been done to it over the last few months.



Obviously we ripped it to bits which is standard practice in this area ha ha, but truthfully it looks lovely, and well worth all the effort. A big disappointment at the Wings and Wheels Show was that our new blow up gazebo really did blow up, bursting while being put up. After only three outings that was the end of that. We decided not to bother with a replacement, instead opting for a refund. Still at least everyone got their cash back.

That's about it for this month folks except to say get those cars out to a show cos after this month that's it for this year. Oh, and before I go - the date's been set for **Saturday 9th November for our Firework Night** Shenanigans at the Hill Household. Should be a good un, I wonder what the Guy will be this year - Brian ??

Until next month,

John.

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www.facebook.com/groups/tsscmanchesterarea

Well summer... Think we need to change the seasons to Spring, Deluge, Autumn and Winter, what a change from last year, loads of shows cancelled or washed out. We managed to get a few things arranged, we went to Capesthorne Hall for one of these classic car shows, first time I have attended but won't be the last, beautiful Hall and grounds and one for our calendar for next year.

Quiet a few of our members attended the Silverstone Classic weekend, had a great time as always despite the rain and damp camping. We attended the annual Avro Air Fair Wings and Wheels, again it was a wet one to start off with but dried up for the day, field we were displayed in was very wet but there was still a good and varied display of classics there, we were treated to the memorial fly past of the Lancaster Bomber which flew right over our heads so we got a great view and air displays from an 1943 Anson which did loads of flybys and a Huey helicopter which circled and then landed in front of the



public and stayed there as a static display. There was loads on from Hotrods, Military vehicles, BBC memorabilia, flight aims, static displays etc, hopefully the weather will be better next year. Also some attended the Hebden Bridge Vintage weekend.

Obviously the main August event is the Triumph Inter club weekend where we have a few of our members attending and the later part of August taken up by summer holidays. In September we are planning a drive out and visit to the Crich Tramway Museum, seems a popular destination for car clubs so going to give to a go, dates times and route TBA so check out our Facebook page for more information once it's decided. **On the 23rd November** we have our early Christmas do at the Alma Lodge Christmas party planned and deposits paid, having it early in November so it frees up December for us to

TSSC AREA NEWS

attend the Manchester Xmas Markets and also everybody is busy over December due to other commitments.

Quick update on our area cars, Paul's Spitfire 1500 has had all new brakes and front suspension all shiny and new also had his diff apart and replaced shaft bearings and seals, my Vitesse had a cracked exhaust manifold, so replaced it with a spare by taking it off together with the inlet manifold and got it all back together the day before going to Capesthorne Hall show, then on my Spitfire 1500 I put Freelanders studs on and put my MGF alloys on, really pleased with the look and stance, Gary's Six fire had a faulty electric fan, Hugh helped out and traced the fault to a bad ground wire.



Also please look at our

Facebook page www.facebook.com/groups/tsscmanchesterarea or join us at one of our monthly meetings where you will be warmly welcomed.

Well that's all from me for this month
Cheers

Mark K

NEWBURY

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Hi Everyone, I cannot believe it is September and almost the end of the show season. July has been another busy month for Newbury cars with another story involving cake.

Saturday 6th July we were at the Cottage Inn, Bucklebury with a good selection of cars on display. Tony and Tina in the splendid Red TR3A had already been to Browns classics, Leckhampstead for breakfast. The Vitesse of Sue and Steve along with the three TR7's of Ian, Mary and Dave, Malcolm and Josie. Roy was in the Midge which performed well after the distributor fault corrected. See photo courtesy of Dave.



Wednesday 10th July was our club night and we met at AWE REC SOC, Ian's local. It was a lovely evening and we drove top down in the TR7. On arrival I was impressed to watch the tennis players on the grass courts. Ian arrived in his white TR6. Inside Josie and I enjoyed a good meal and a chat with Robert, Roy, Ian, Sue and Steve.

Saturday 13th July the good weather continues and a good selection of cars at Greenham control tower, Ian in TR6, Steve and Sue in Vitesse, four adults, three children and a dog, that must have been a squeeze. After coffee and cake we headed for the Bull at Stanford Dingley, the Vitesse behind us enjoying the run up the hill to Bucklebury and along the straight where we opened up. It was good to see all the family enjoying the Vitesse which is what it is all about. On arrival it was a pleasant surprise to see Phil and Jackie in their yellow Spitfire looking resplendent in the summer sunshine. There were a couple of unusual cars one a Czechoslovakian black sedan, very stylish and Wartburg which got a lot of interest.

Saturday 20th July, Ian's mystery tour and my birthday. After opening all my cards and presents Josie and I drove to Tesco on Greenham common, a little light rain falling so kept the top up. Although we are the TSSC the convoy was all TR's, good to see Helena with Roy in the white TR3, Mary and

Dave in red TR7, Ian in white TR6, Robert and Daughter Alice in a modern, Steve with Granddaughter Evie in LR Defender a good rear guard for the convoy. Steve left home in the Vitesse but had to turn back as there was a loud banging noise from the rear. I wonder if Sue was trapped inside the boot? We left Tesco in White, Red format driving around Greenham to Ashford Hill through country lanes towards Burghfield and tour of the boundary fence of AWE. Trying to guess the venue we passed The Hinds Head, umm could it be the Berkshire Arms but no we arrived at the Butt Inn where we all enjoyed a superb meal. Thanks to all of you for making my 69th birthday so special, a lovely card that you all signed and a wonderful birthday cake made by Ian with a picture of my GT6 in the icing. The cake was very tasty and went a long way leaving the car picture last to cut, alas it is all gone now. Thanks Ian for all your hard work of organising another superb magical mystery tour.



Wednesday 24th July, our club evening at the Downgate, Hungerford. This meeting is proving very popular with excellent attendance as we can include the Swindon group. We drove there and back with the top down as the weather is still warm.

In attendance were Graham and Caroline, Spit MK3. Malcolm and Josie, TR7. Ian, TR7. Nigel, TR7. Dave and Mary, TR7. Helen and Tim, Spitfire MK4. Roy, Fiesta. Robert, CMax. Guy and Suzie, Mk3 Spitfire. Andy in MGZ S. Nigel was telling us all about his European tour with France being his favourite for touring, Turin for the Italian job, amazing photos of the where the filming took place. Switzerland was very expensive with a steak meal costing the equivalent to £100. Roberts engine is still in bits but he hopes to have it back together soon. There was chat about the Triumph weekend as it looks to be a very good event. Mary ran a raffle with some very good prizes on offer.

Club Meets and shows for September.

**Wed 11th September. The Travellers Friend.
07.30 p.m. Club meet.**

**Wed 25th September. The Downgate. 07.30 pm.
Club meet.**

**September sometime, Ian's magical mystery tour. TBA.
Sat 7th September. Firs Farm, Leckhampstead.
10.00 – 12.00 noon.**

**Sat 7th September. Aldermaston and Wasing show,
Aldermaston.**

**Sat / Sun 7th / 8th September
Beaulieu international autojumble.**

**Fri / Sun 13th / 15th September Goodwood revival.
Sat 14th September. Cars and Coffee. Greenham Control
Tower 10.00 – 12.00 noon.**

**Sat 14th September The Bull Inn, Stanford Dingley.
12.00 noon TBC.**

**Sun 22nd September. Festival of motoring, Andover.
Sun 29th September. White Lion Antiques, Hartley
Wintney. TBC.**

**Sun 29th September. Shalbourne Classic, near
Hungerford. 11.00am – 4pm**

That's all folks, mind how you roll.

Malc



NORTH EAST . . . NORTHANTS

TSSC AREA NEWS

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Not a great deal to mention this month, other than our trip to the Silverstone Classic.

Everyone who went said what a fantastic weekend they had. It all kicked off at 6.00 am on the Thursday when we departed the North East for our 200+ mile trip south.

Deryck took the lead towing his caravan. Joe, in the Vitesse, Kevan in his TR6, Andy in the GT6 and myself and Steve in my GT6, taking up the rear was road rage Emma driving the Discovery. We met up with John in his Spitfire further down the A1, and made up a decent convoy, the temps when we set off were a pleasant 17c but as we approached the half way mark at Rotherham the temperatures were starting to rise, after a coffee and refuelling, off we went again, arriving at Silverstone at 10.30, by that time the temperatures had soared it was now 31c, the cars were getting a bit on the warm side by then but no overheating problems, after setting up site and sitting in the shade for a while, Deryck and myself went into Towcester to get the shopping, by now the temperature had risen to 38c, I am glad we decided to set off early as that would be a car killer.

Gavin was setting off later than our group but he only got as far as Wetherby when his Spitfire decided to go no further, not a heat related issue, he lost all drive an had to be relayed home, after swapping his Spitfire for his Mothers Pink Hairdressers car he arrived early evening, after his return home he took the engine out to reveal what was left of the clutch, it had ripped the centre clean out of the clutch plate, with no other damage, just a new clutch and back on the road. The tales of woe continue, Ian had a puncture in his jag and all he was left with was the space saver tyre, deciding it was best not to tow his caravan far with that type of tyre, so had to get off the motorway and get a new tyre fitted.

After Everyone eventually arrived we had a very social evening sitting under the Gazebo, and having a laugh at Kevan who as usual had forgot something, this time it was his sleeping bag, Deryck to the rescue with a spare he had in the caravan. but Gavin did bring someone with him to keep Kevan warm our new mascot TRIXIE.

The next morning there was some sorry looking faces around, Brian christened his new caravan, it must have been that lettuce (nothing to do with all the alcohol)

After a full Breakfast we went over to the Circuit and had a good day mooching around and watching the practise races, after watching the band we all headed back to the campsite, Kevan was wandering around looking for his running belt which contained his car keys which whe eventually found, (that lad can loose anything) then it started to rain, the next morning Andy and Emma had a lake on there awning and a paddling pool inside, and John had a river running through his tent, and yes you guessed it the temperatures had tumbled, after a full day on the circuit and doing a track lap which for once was not a slow procession we headed back to the campsite and bed

Pauline is a bit like the Queen and she has 2 birthdays Saturday (wrong) and Sunday, Silverstone classic sponsored by the Alzheimer's society.

As we packed up on the Monday morning the sun came out again, not as hot this time.

Andy GT6 decided it would like a top up of oil as he spilt most of his out because the oil filter wasn't tightened up enough, after putting in about 6 pints it was back where it should be and the oil pressure appeared to be OK on the run home, he just needs to get his carbs sorted though, I returned about 40mpg and Andy only got about 20mpg

John had a small issue with his overdrive solenoid sticking but once warmed up it Resolved itself.

The last of us arrived home around 4.00pm on the Monday and had completed close to 500 miles and apart from Gavin's clutch failure, all the cars performed well, cruising at motorway speeds in some pretty high temperatures.

See you in September and we will hopefully do a few runs, and don't forget to book yourself in for **Whitley bay show on the 15th.**

Geoff

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Hi all. We know that July is always a busy month in TSSC land but this year seems to have been a kind of marathon. Tracey and I started the month up in County Durham where we watched England beat New Zealand in the cricket World Cup but while we were there we also took the chance to meet up with Geoff Dent (North East Area AO) at a pop up Car Show in Durham. Although we got there late there were still some interesting and well kept cars there and it's always a pleasure to meet Geoff.

Straight off the back of that holiday we went into final planning for our Northants Camping weekend and then the weekend itself. Personally I don't think the weekend could have gone



any better. Everything seemed to fall into place perfectly largely due to the efforts and planning of the amazing team we have here at Northants.



Jonathon, Richard and Rene excelled with the food, Jane kept everyone entertained with the games and quizzes and Pat with the Friday night raffle. Tracey as usual kept an eye on everything including me and did a great job of getting stuff printed and under control. Thanks to everyone who helped to make the weekend as good as it was especially everyone who attended and took part. If it gets any bigger we may have

NORTHERN IRELAND

TSSC AREA NEWS



to start using part of the main campsite.

Although we have no date for next year yet, we have decided on an Hawaiian theme so look out for those shirts and start practicing that paddling action.

While having our event at this time in July lead to a fantastic turnout it meant that we had Silverstone Classic only two weeks later. This year we had 101 cars booked in of which we had 51 turn up but I'm sure we still had at least 200 members in attendance. Given what the weather threw at us it wasn't surprising that numbers were down. More cars would have been better but we still had a good display with plenty of variety and a big thank you to everyone that made it work, especially Rob and Kevin for their help with the parking and Jane and Tracey for helping with the Parade lap. As yet I have not found a reason for a lap next year, but you know me if I can I will. Provisional dates have been announced for next year dependant on Grand Prix date confirmation, usually around November/ December. Ticket sales are normally launched around the end of October/ November. Check the Courier or TSSC Silverstone Classic on Facebook for info as I receive it. As you see this is only a short report, it is my intention to do a full report later on both our Camping and Silverstone.



Then we had Sunshine Rally which lived up to its name. Finally a chance to relax and enjoy an event run by someone else. Thanks to Neil and the Gang for a lovely weekend in the heart of Rutland.



Like I said a busy month but there is still plenty of the season left so pop along to a meeting to find out more about what is going on.

Cheers

Nigel

NORTHERN IRELAND

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Glad to hear that several of you enjoyed last months report even if you got a mention. It's nice to know that the report is read, although I got no feedback on my request for details from members who aren't on my email list – please get in touch as you miss a lot of up to date area information.

Our Sperrins run this year was well attended. Mainly due to the fact, I might add, that we were visiting a garden centre in Maghera and the promise that we would see the Sperrins early on and not at the last minute. Robert brought along Daphne and it was good to see her again and, in the absence of Simon, Heather brought along her sister Pauline and her husband Guy in their people carrier, over from England for a family meeting. As is usual for this event we met at Dunsilly, Antrim although this time we drove straight to Randalstown via the M22 to reduce any confusion. A quick run through there, leaving by Church Road, brought us through the Clonkeen and Groggan areas to Taylorstown

Hill that then afforded us a great view of Lough Beg to our left. A quick scoot along the Grange area eventually brought us to the main road to Portglenone. Our next port of call was then Clady where we deviated right to the Inishrush district before passing through the Culnady area to our coffee/tea stop at the Mid Antrim garden centre. It was here that we were joined by Edgar and Philip but unbeknown to each other as they had travelled separately from home to meet



up. Just goes to show the power of passing out route information beforehand!

I thought Pam and Alan (F) were never going to have a bite to eat but then I remembered that this was their favourite garden centre in Northern Ireland and so buying was the order of the day before food. I'm not sure if the centre brought back romantic memories for Barry and Elaine but maybe I'll hear later! Food and buying over, with Heather and Pauline keeping us behind schedule, we set off for our travel through the main part of the Sperrins. It is always difficult not to repeat parts of a run and so this time we left Maghera passing Ballynahone Bog before travelling towards Lisnamuck and the Five Mile Straight to Moneyneaney. Lost a few cars in this area prior to the cross-roads with Robert and a few others, as we'd got strung out a bit. A phone call soon sorted it out and we were quickly together again. Not always easy to keep up in an unfamiliar area, as we all know. Next on our list was Straw as we joined the main road from Draperstown to Omagh taking us through Six Towns before arriving at Broughderg. It was here that we travelling through an area of the Sperrins I'd never been on before as we made our way over the hill by a very twisty and enjoyable route and then dropping down to the Glenelly valley at the very aptly name "village" of Sperrin on the other side.

A quick buzz along the B47 brought us to Cranagh and a well-earned toilet stop. Everybody sorted we headed south-west towards Plumbridge to take to the hills again to Mullaghclogha and Sawel mountains via the Park and Feeny areas before arriving at Dungeniv.



Heather left us here to go to Londonderry with her sister whilst the rest of us travelled through Dungeniv and then on full power on to the Glenshane Pass and our lunch stop at the Ponderosa Bar and Restaurant. Happy this time that the gas was on so that we all could have a warm meal. A good satisfactory lunch was had by all as our needs were well attended to by the staff before the parting of our ways. Some headed straight to Dungannon whilst others to the Belfast area and some continued the run to Kilrea for an ice cream and a reminder for Robert of his youthful days in the area. Thanks to Alan (F) for looking after the ice cream run as I had to travel to the family meeting in Londonderry. A good day was had by all – I hope. As has been mentioned in previous Couriers Aug was to be a busy

Northern Ireland Continues

month and so Sat 3rd saw the BBQ and short run in the North Down area with Alan and Pam (F) meeting at the hall at Six Road Ends. Tea/coffee and scones were available but I'm not too sure that Alan had a hand in them. Notwithstanding that we all had our fair share of the scones, as they were a treat. As is usual for this event we had a very good turn out and as well as the usual regulars we had Valerie and Ernie, Ian, Molly and Michael (K) and returning to the club Colin (McG) in a very tidy red Spitfire 1500. Not a bad looking car for the money spent on it – health to enjoy Colin. We were joined at the last minute by Stephen and Elizabeth (K). This was a shock to most of us as not only were they not on time, but they were late! Anyone who knows Stephen knows that he is always first to arrive and first to leave. Everything explained when we saw how difficult it was for Elizabeth to get out of the car – hope the leg get better soon as you have had trouble for a long time now.

After the usual briefing we set off and made our way to Carrowdore and then across to the Ballywalter then inland for a period before making our way along the coast to Ballyhalbert with some lovely views in the area although, at times, we came across quite a number of tractors. Reminded me of our run in Donegal and years ago in the Carnalbanagh area when we met an international group! Inland again and then a further sweep round to the coast to Portavogie where unfortunately it began to rain and rain and rain. As Cloughie was our toilet stop we made our way there, but I suspect most were like me, we forgot all about the toilet as we so determined to get the roof up! Next area coming up was Kearney which had bad memories as last year the suspension of the TR6 gave up and I had to make use of a transporter to Donaghadee. Safely through, thankfully, we then arrived at Portaferry for a tea/coffee/drink break and a dander before most of us making our way to the antique shops at Greyabbey whilst others headed on to Alan and Pams home to prepare for the BBQ.

Greyabbey must have been good for shopping as some people went back again on Tues and Wed! Eventually we all met up at Alans, along with Barry and Elaine (F) and Laurence, for a very enjoyable evening BBQ. Thanks to both Pam and Alan for a great day as well as those ladies who provided the desserts. The following Wed we had our area meeting that was reasonably well attended as we had some on holiday and others ill. It was good to see Frank (B) and Edward there with Frank looking well. We had an update on the progress of his pickup that now only really needs some spraying and John (G) might be able to provide a location for the work – thanks John. We discussed the proposal for exemption from the annual roadworthiness testing for vehicles of historical interest. This proposal will, if introduced, bring us into line with the rest of the UK as it is already in place in GB. Will need the "folks on the hill" in office first though. A while ago the club offered areas flags, poles and banners at a discount and so



we had a showing of what had been bought for the area – looked good, even if I say so myself. Alan (F) is hoping to design and provide a stand for same. By the time you read this we will have had three runs provided for Aug and hopefully all went well. The Sept run has been brought forward and will now be on **Sat 7th Sept**. We will meet at Sprucefield leaving at 10.30 am sharp to visit the Boyne Centre near Drogheda with a light lunch there first. After the visit to the centre we will travel to Carlingford, for shopping, before travelling north again to have an evening meal at Annalong. Alan (F) needs numbers asap as the centre needs to be booked in advance. Remember our monthly area meeting on **Wed 4th Sept** at Nortel.

Douglas.

NOTTS

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Notts area have been to a few local shows over the last few months, and July and August was no different. We had a lovely show at the lovely location of Newstead Abbey on the Sunday 7th July where many classic cars from our adjoining group Little John classics, we all convoyed into the grounds and a beautiful sunny day was had by all. Grand children enjoyed the little train and Di and Julie had a tour around Byrons Home with the beautiful sites of the lake and wonderful peacocks that Roam around the gardens.

On the Wednesday 17th July as the mighty Mansfield Stags football team were playing at home we decided to go for chips into Matlock the Charlies Restaurant. Such a pleasant evening and filling Charlies with all of us for home made Quiche and lovely fish and chips freshly cooked to order. Finishing up in the Fishpond pub at the top of Matlock a great evening all round.

Looking for ideas for runs out and doesn't have to be Wednesdays if you fancy letting us know what you would like to do and where to go let us know. You can text, email or call us.

Our next meeting at the newly refurbished Stags ground restaurant is on **Wednesday 18th September** at 7pm. After that is **Wednesday 16th October. Wednesday 20th November and next is Christmas**. Nothing has been decided yet on this years Christmas dinner arrangements but up for ideas.

Don't forget to look on the Notts TSSC page for up dates on venues and go onto the TSSC web page for any other information. Look at the club shop site and events. Club events coming up is September 1st is Duxford look in the Courier for details and following Sunday is the annual **Scarecrow festival at Lubenham HQ. On Sunday 8th September** HQ will be displaying scarecrow and museum and shop with bar open on this day. You can get food and drink for members price and is worth a visit around the village. This is a great event one not to be missed.

Hope to see at one our meetings.

Cheers

Nigel & Di.

IMPORTANT NOTE

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

OXFORD

Tom Tel. 07972 039532

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TSSC AREA NEWS

PETERBOROUGH

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Oxford trip to the Festival of the Unexceptional 2019. Yours truly went to the Festival OTU with Poo Brown (see photo evidence) which this year was held at Claydon House. My daughter and fiancé came together with my brother in law his wife and son. Three other Oxford TSSC members also came but I did not see all, so maybe even more were there?

The winner this year was a blue Morris Marina estate which was in very good condition, a barn find I believe? A good day was had by all and the expected rain never showed. We finished our evening at Cabbages and Condoms restaurant in Bicester.

Oxford area August meeting: For once a beautiful summer evening, warm and dry so it was a beautiful drive out in the TR7 to the Duke. I counted twelve members around the table (plus the dog) but there may have been more as we had some late comers and much moving around. We also had a good selection of classics, Tom and Jen's Spitfire (with our new banner which looked good), MG Metro in very good condition, Dolomite 1500HL, TR4, GT6 MKIII, TR7, Vitesse and a Toyota MR2. As we left there appeared to be a yellow GT6? Which must have come very late and a Merc.

By the time this goes to press we will have had our camping weekend, let us trust we will have good weather! A couple came from Northampton in their Vitesse and local Dolomite owners made a good show. Two members also made a welcome return after work kept them away for six months!

Animated discussions around the table as usual and at our end we even got on to wedding preparations of respective children! We left around 9.30 ish for a beautiful drive home in the dry. As Tom and Jen were packing up a late comer arrived in a lovely Dolomite Sprint (from Bicester!). Had a chat and look forward to welcoming them to an event/meeting soon. Too dark for photos by this time.

Photos are on our Facebook page for those interested. (I cannot save them to my machine)

Tom and Nick

Just got back from a Jaguar Enthusiasts Club event giving track day rides in aid of charity. I blagged rides in a 1969 E Type, Mark II Jag, was allowed to drive an XJS and an XFR! So my bucket list of cars to drive has been fulfilled. A great morning out. OK so not Triumphs but classics!

Classic Car Weekly of Wednesday 26 th June 2019 featured the June Scramble at Bicester Heritage. Well TSSC and JEC Oxford areas both get a mention... 'bringing big displays of classics on the day!' So well done all who could make it. (Bicester Heritage take note!)

NOTE to ALL:

**If I don't reply to your email
I Haven't received it!!**

Bernard, Ed.



Hi everyone, hope you've all had a wonderful couple of months under the stewardship of Paul. My apologies for non-attendance at the June and July Club nights but the commitment to the Baston Car & Bike Show morally demanded a meeting every Monday from the May meeting.

Our new Peterborough Area banner has now arrived - 1.5 x 0.9mts. We just need to sort out a quick, easy and robust way of displaying it! AND it's yours to use at any event to help promote the Club. Have you got your TSSC P'boro business cards - or do you need some more?

A few of us had been intending to go to the Maxey Classic Car Show on the 10th of August. This always sees a good selection of vehicles in a relaxed format - but unfortunately it was cancelled due to the inclement weather. The organisers decision though difficult to make was vindicated as 2 trees did blow down.

The visit to the Bubble Car Museum at Langrick on Sunday the 11th was a success - and Paula had put on some Ploughmans lunches for us all. In Winston Churchillian terms - 'Never has so much food been presented to so few people!' - and very good value too. Thank you Paula. We then moved off through the odd shower to sample some of Laddies Famous Ice Cream at Holbeach on our way home. Though it rained a bit on the journey home I believe everyone enjoyed a relaxing day out.

What was interesting the previous evening I went to top up with fuel at about a mile and a half away and on the way back the 6 started running on 4 cylinders. I replaced 2 of the special 3 earth plugs I had 'invested' in the old NGK's and the GT struck up on all 6 cylinders - so I replaced all the other 'new' plugs with the old NGK's and it never missed a beat all day. Must be a motto in the brand name here methinks.

Peter Barwell was showing us the 'staining phenomena' that the recent rain has inflicted on his Stag's brown paintwork. Steve Abbott experienced the same last year on his GT6. T-Cut won't remove these stains. Would anybody out there have any ideas of how to remove these blemishes?

Fabulous to see 19 people gathered at the Club night and all busy exchanging conversation and information. It was good to welcome a new face to the Area. David Parker is a new Member living in Bourne and he has a British Racing Green Spitfire. Hope to see it soon David - and you too of course. Welcome aboard.

A few of us are heading across to the Inter-Club Triumph Weekend at Stafford over the weekend of the 16th to 18th and no doubt the Courier will be full of reports of the events happenings in the next couple of months. Hope it all goes well for all the hard work the volunteers put in!

I had an interesting experience a couple of weeks ago. As I keep on updating and 'completing' the jobs on the GT6, I decided it was time to change the oil and fit the Spin-Off oil filter conversion that had been sitting on my shelves gathering cobwebs for about 10 years. As I am trying to reduce surplus stocks I have been using up the old paper oil filter elements first! It all fitted well and I topped up with fresh Pennine Classic Multigrade oil from my stock. I started it up and ran it for a minute or so until the oil light had gone out and the oil had circulated to the rockers, etc., switched off and checked the level when it had settled. Checked the tight-



PETERBOROUGH SOTLAND NORTH EAST . . . SCOTLAND CENTRAL

TSSC AREA NEWS

Peterborough Continues

ness of the filter and for oil leaks – nothing at the bottom and just a little damp near bolt head and another quick tweak with the spanner. Topped up the oil and left it running for a few minutes and happened to look under the car and there was a pool of fresh oil on the floor – about a mug full!! Switch off quickly and investigate. The Mocal aluminium body had blown a hole in the machined face where the bolt tightens up to!!!! See photo. So please take a tip from me - run it well before you take it on a trip as this could have cost me a trip back on the wrong end of a tow rope or on a lorry with a damaged engine and a mighty cost too! It's either £68 incl. VAT for a replacement kit from the Club or find an engineered solution to seal the whole face!



A Chris Allebone phoned me from Switzerland with regards to a gearbox I had up for sale in the Courier – sadly for Chris it had gone. As we got on to chat about things GT6ish, he mentioned in the rebuild of his car that he had experienced a vibration following the polybushing of his differential. As the only thing he had replaced was the bushing he took it to be that as the bushes don't compress quite as far as the rubber bushes probably there is an alignment issue. So he managed to reduce the thickness of the bushes and this obviously brought all the shafts into re-alignment as all the vibrations stopped again on the next run!!

Our next Club night will be on **Monday the 9th of September 2019 at the Five Horseshoes at Barholm, Stamford, PE9 4RA** around 8.00pm and we look forward to welcoming TSSC Members – old, new and prospective alike. No matter what the weather the car is always the star. Come and join in with the raffle to fund Matt's superb buffet and a natter and of course that regular friendly exchange of experiences – and now and again some pretty good advice in the bargain too! Thanks to those who bring prizes for the raffle.

Though we have experienced some very extreme weather of late – make the most of all the hot and dry spells when you can, as winter with short days and very long nights will soon be upon us.

Doug

SCOTLAND NORTH EAST

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

Hi All. Since my last report the two big events that some of us attended was the Scottish Transport Extravaganza at Glamis where there was a good turn out of Triumphs on all 3 club stands (TSSC, SoC, & TR). Other events that we have been to is Blast from the Past, which is a mix of old and new vehicles. Jaguar day we were invited as part of the Garioch group and the big one in this area for the season the Garioch Rally which this year was hosting the Champion of Champion Event. There was a reasonable turn out of Triumphs which included a few TSSC cars, Graeme's TR8 & Spitfire, Les's 2000 mk1, Geoff's Herald and my Stag. Graham R's Stag is still in the repair shop and his "new" Acclaim is still in getting some body work prior to showing so he took his Duster instead.

While I was at the Glamis Show I received my TSSC Car Valuation Training by Michael, Mark and Colin from TSSC Scotland, so if required I am now in a position to value your TSSC car for insurance purposes.

The events still left for this year are;

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

7th-8th September Scone Palace Show

14th September Kildrummy Run

15th September Five Castle show.

Triumph Meetings for this month are;

12th Sept Clubnight & Meal evening, venue is still TBA so look out for the email from Mike.

26th Sept Clubnight & Meal evening at Dyce Farm

Also, the local Stags meet at the Broadstrait Inn on the 3rd Wednesday of the month.

After spending quite a bit of time rebuilding the carbs, changing the fuel tank, adding fuel filters, renewing the coil and changing the dizzy on my Spitfire Mk3 she was running really well with good pickup and no hesitation. I was very disappointed when returning from a show the Spitty started popping, back firing and generally running very poorly, anyway I made it home and took the cap off the distributor to find the rotor arm looking like this (see photo). There is no damage to the cap and a new rotor arm has been fitted and all is good again.



Well that's the classic season almost over and I cannot believe how quickly it has passed.

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

On occasions we do have to change the meeting venue, so before travelling do check out the "Stop Press" page of the website for up to date information

<http://www.brmmbrmm.com/club/grampiantr/6.htm>

Or look on the Facebook page.

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

Danny

SCOTLAND CENTRAL

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July Meet Night seen a few of us meet up for some pre meet SCRAN at the Harvester, the food is decent and the free drink refills kept flowing all night which turned out to be great value for money, so if you can make it early enough please join in and enjoy some food in your belly and some good chat. The area of the restaurant where we meet in is ideal and out of the way of the general public and probably just as



well as they would not want to hear our gabble about cars etc. The meeting saw only 9 on the night but despite this we had some good car chat.

Glamis Castle Rally seen quite a gathering and a great selection of cars not only from our club but from all clubs. I only attended on the Sunday and according to the group I seen the best of the weather. Many of the group stayed on site or nearby in their caravans or in a B&B and I am led to believe that the partaking of refreshments lasted well into the night. The rally and venue was fantastic and I can recommend tea and scones from the Castle café. Thanks to Dave Fray for organising the entries for our club, definitely a must for next year.

Silverstone Classic only seen by a few members from Scotland at this fantastic event, this is one of my favourite events of the year. The weather travelling down seen it reach a high of 39c on the Thursday, however the Friday was more normal for the time of the year and it ended up dry and warm, the Saturday seen rain till about 2pm but this made for some excellent racing for the spectators in the afternoon. As usual there is so much to see and do at this event and will always remain on my calendar.

The Inter Club Triumph weekend is shaping up to be a good event at Stratford showground. This is a new venue and will be interesting to see how this turns out, by all accounts it cannot be any worse than last year's event known as Gazebo Gate where our newly purchased one was destroyed by the elements. More on the members feedback next month.

Biggar Albion was a bit of a washout with the weather, 4 of our members turned up despite this and hats off to those who did attend. It is always a two-sided decision when the weather is bad, firstly no one wants to sit in the middle of a field with their car in the pouring rain, and secondly the organisers have spent much of their year making preparations to make the day a success only for the place to be half empty.

East Coast Meet for August seen a quieter than usual gathering, I think this must be due to the holiday season or people having other commitments during this period. I am led to believe that a lot of the meeting chat ended up with Jaguar talk. We must thank Alan for his consistency with this meet and it great to see that it is not only the TSSC who join the meet.

Remaining Events for this year are Bo'ness revival and Triumphs Distinguished Gentleman's Ride that raises money worldwide for Prostate cancer and suicide awareness. This is always an interesting and different event that our area supports. Bo'ness is a great wee rally and really ends the show season for us, I know there will be a good display of Triumphs on show and as usual we will do our area proud.

A Movie Night is being organised for November, we can secure a private screening of Le Mans 66 when Ford were competing with Ferrari. The cinema holds 30 people and will cost £18pp for the private screening, this includes a drink and sweets. Let Jacqui know if you want to attend and see the Facebook page for more information.

Embrace yourselves for the end of summer -

Michael

September's Meets:

The Next club meet of 2019 will be at 7:30 on Thursday 5th September at The Harvester, Hillington Industrial Estate, Napier Rd, Glasgow G52 4DR
East Club Meet is at The Hawes Inn South Queensferry EH30 9TA on Monday 9th Sept 8pm
Please join in our social banter at:
<https://www.facebook.com/groups/TSSCScotland/>

SOUTHERN

Tel. 01252 722432

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

Hi folks. As I write this, I find it hard to believe it's August already, Tempus Fugit.

Saturday 13th July, a sunny day saw 7 club members attend the last Petworth in the Park show. Those attending Wendy, Marks S, David, Tim and Paula, Derek and Jackie, Mike and Karen and Barb and I. Sorry if I missed anyone off – all the usual at the show.

Sunday 14th saw Barb and myself meet up at Wendy's along with David. The three cars made their way to Bognor for the "Drive Through Time" show. Well organised – just park up on your designated numbered bay, laid out in specific years. Once again the weather was kind. Watched the British Grand Prix on the Big Screen.

Saturday 20th should have seen the annual Ripley events. This was cancelled at the last moment because the travellers had taken over the site.

Sunday saw the three of us once again meet up at Wendy's, this time for our trip to the Classic Car Show at Amberley Museum. We had a nice journey, there being not much traffic at that time of day. On arrival we got parked up near the Café, very convenient. We were joined by Mike and Karen. Lunchtime, Barb and myself went to the local pub for a very pleasant lunch. Guess what? Good beer too!

Saturday 27th saw David and Wendy in the TR6, me and a friend of mine, John in the stag, make our way to the Lions show at Worthing Seafront. A nasty start to the day with quite heavy rain which fortunately cleared up early afternoon, the rest of the day being quite sunny. We ventured along the seafront, browsing the stalls. All four of us had a go at the recently installed big wheel. I must say we had a fantastic view over Worthing and the surrounding countryside.

Saturday 3rd August saw Barb and I along with David off to an early start, journeying to South Cerney via Basingstoke, Newbury, Hungerford. We then took the B4192 to Swindon and from there the A419 to our destination. The show must be one of the largest steam and vintage shows in the country, a most enjoyable day.

On a bright sunny day, Wendy, Spitfire, David TR6, Mike and Barb, Stag met up at the Barley Mow pub at Tilford Green, from there we travelled about one mile to a new venue at Waverley Abbey Junior School. The show replaced the White Dove and is now called the Phyllis Tuckwell Classic Motor Show and is now organised by the staff and volunteers from the Hospice. The car parking was very well laid out, especially for a first time event. Much the same format as before. Six club members in attendance with a varied selection of cars on show. A pleasant day out.



As Mike has stated the Tuckwell show was well organised and Jackie and I managed to find row 21, the Triumph row, with ease. Mike and Karen arrived a little later and parked further up field but Mickey and George from the Thames area manage to squeeze in the Triumph line up.

Our two gripes with the new format were not enough food outlets, people queued for ages at the one burger van, The

Southern Continues

second was wasps, damn things seemed to be everywhere.

Congratulations to Derek and Jackie, they bagged the "Gentlemen trophy" with their Stag.

Our trip down to Kernow for the Cornwall camping weekend was a great getaway. Jak and I met Mark, Vanessa and kids on the Thursday evening at Cummins campsite near Charmouth. Friday had us off at a reasonable time to get breakfast at services near Okehampton then off again to Kilkhampton and Pentire Haven campsite.

Mike, Barb, Robin and Ann had already arrived on Thursday hotfoot from the Brecon Beacons tour.

A few of the Cornish had already arrived and we had set up by mid afternoon Friday.

Saturday we had a club run down to Tavistock to have a look around this old market town, the evening was taken over with the communal BBQ. After a bit of a blustery night we went off to the Bush Inn for Sunday lunch.

All in all a very successful weekend and we thank Carol Coventry and the rest of the Cornwall crew for making us feel so welcome yet another year.

The Goodings and Steinson's stayed on for the rest of the week, visiting friends, family, Bideford, Summerlease beach in Bude and Dingles Fairground heritage centre near Lifton in Devon which was a lovely day out for us all.

We had quite a few cars at the July roaming meet at the Shoe, Exton. I had started out in the green Vitesse, but unfortunately it decided it didn't want to go there, but I did turn up in the daily as did Clint and his wife.

The August regular meet at the Seven Stars had us invite the local MG club for the evening. Again it was a great success with thirty classic cars in attendance. We just manage to beat them in numbers seventeen Triumphs to fifteen MG's even with five of our member cars missing due to holidays and work.

I must apologise for missing a few area news updates (some may say it was a blessing) this was due to holiday and having to wait seven weeks for EE to connect me to the interweb.

Up and coming events September

1st The Crotch Cooler

3rd Regular Meet Seven Stars GU32 3 PG

7th Loughton Autumn show

15th Tilford

19th Roaming Meet, The Royal Oak,

Chilgrove PO18 9JZ

28th-29th Kingsfold

October

1st Regular Meet, Seven Stars GU32 3PG

20th Sunday Lunch Meet. The Bat and Ball,

Hambleton PO8 0UB

November

5th Regular Meet Seven stars GU32 3PG

17th Sunday Lunch meet, The Hinton Arms

SO24 0NH

That's all for this month folks

If you do have any pictures I can use for the calendar, be it of shows or your car in bits, please contact me please

Mark



SUFFOLK

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Another great turnout for our August meeting, with 10 Triumphs in attendance, a couple of MGs and a few moderns. The evening started out on a slightly sour note, when Ken's TR7 was reversed into by one of the Capri Club. Ken was first to arrive and no-one saw the incident, but the chap from in the Capri did own up and they swapped details. He must have given it a fair whack as it cracked the impact bumper on the passenger side and pushed back the edge of the front panel and wing in front of the headlamp. Hopefully it will get sorted quickly, as it was the first time Ken had brought the car to a meet and it looked very smart indeed.

Steve is getting on with his Spitfire restoration, with the current task being to tackle repairs to the bonnet. He's hoping to re-unite the chassis and body soon, then a trip to the NEC Classic Car show in November will hopefully give him a good selection of trim for the interior re-fit.

Jacob's Spitfire is off for paint after his deer incident. He stripped the car of all but the essentials and took it up to Norfolk for the work and was quite impressed at the turn of speed the car had in its new lightweight state.

Colin has bought a very dilapidated MK3 spitfire for much cheapness. Apparently dry stored in a barn since 1985, he said the bodywork was appalling and the photo's he had certainly backed that up. We were wondering what corrosive substances must have been stored with it, to have such an affect. However it did come with an excellent powder-coated chassis, a selection of engines, gearboxes and a hardtop, which more than made up for the 600 miles he had to travel to collect it.

Brian, Peter, and Mike all spoke about going to the Triumfest in Stratford in a couple of weekend's time. Peter to get ideas for his TR4 project and Mike was hoping to make the trip in the Herald estate to celebrate the 60th anniversary. By the time you read this it will all be over.

Our next meeting is **Tuesday the 3rd of September**. Unfortunately, I won't be there, as we'll be off to France for the start of the Club Triumph 10 Countries Run, but Colin and/or Chris have promised to write some words for next month.

See you soon!

Russell

EAST SUSSEX

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Hi All. Our meetings this year just keep surprising me since we have moved our meeting place to the Halfway House, our numbers just keep increasing, thank you to everyone who came I think there was 16 to 20 people there, with many cars in the car park. We also had four new members who came along, so a very warm welcome to Mick Robinson who has a Vitesse convertible, Andrew who has a 1500 Spitfire, Paul Cartwright who also has a 1500 Spitfire and Derek who has a TR7. We hope you enjoyed the evening and to see you at future meetings.

A lot of tonight's chat was about the upcoming Triumph weekend at Stratford Upon Avon, it seems some of us are going, so let's hope for a dry weekend.

In July about fifteen of us embarked on a drive out with a pub lunch and an afternoon at CCK historics, a classic car restoration business, a really enjoyable day out organised by Richard Long. I must say a massive thank you to Richard for his hard work in organising this event.

THAMES . . . NORTH WALES

At the moment all our Triumphs seem to be running okay so not much news to write about. So that's it for this month.

Next meeting **Wed Sept 4th** hope to see you there.

Cheers

lan

THAMES

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Welcome back. All seems to be going well, not much to report on our Triumph's both are running well. George B was at the Clandon show and had a great time there. Sadly, the Ripley show was cancelled at the last minute due to travellers camping on the village green. Normally a wonderful show for the family with lots going on. We had a Thames area stand at Uxbridge Autoshow see below for a report.

SOCIAL EVENINGS - 4th JULY @ THE FAIRMILE INN COBHAM. As we were on our holiday George B & John P hosted the meeting. They meet up with Paul & Alicia who arrived in a lovely Mk2 Spitfire (hope we get to meet you at another meeting) John & George were also in their Mk 1 Vitesse convertibles.

18th JULY @ THE GEORGE INN, WRAYSBURY. It's another glorious sunny evening as Julie and I travel to the meeting roof down in the Vitesse. We meet up with Chris C, Richard, George B, Graeme C, John P & Andy C (GT6 scribe). We have a wonderful display of Triumph's spread over the carpark (100% turnout) they were: - George's John's Richard's & my Vitesse's, Chris C Spitfire Mk3, Graeme's TR6 & Andy's GT6 Mk3. Work on our Triumph's has been John P has had the door capping's re- veneered. Graeme needs to fit his new sun visors to the TR6. A wonderful meeting with great company.

SHOWS & EVENTS 7th JULY. Clandon Car Show

As we were away there's not a lot I can report, other than George was there in his Mk1 Vitesse Convertible. There was some rain in the morning which cleared to a lovely sunny day. Normally a lovely show with a little auto jumble, crafts & arts Stalls, Refreshments vans & a good raffle draw (although I can't remember winning anything). A good selection of classic & modern cars & bikes.

20th JULY. RIPLEY SHOW. Sadly, due to travellers getting access to the Village Green & camping, the show was cancelled the evening before the show. A family show with classic cars, bikes & tractors, dancers, choir groups, gymnasts displays in the main arena (one group at a time) stalls selling food, drinks, arts & crafts. Dog show and other fund-raising stalls. Hopefully back next year.

21st JULY. UXBRIDGE AUTOSHOW. At the show ground we are greeted by Peter S & his Son they are in their Mk2 2000 saloon with a new set of wire wheels and its looking very smart. I park up the Vitesse & Julie's Herald next to me. Bob arrives in his Mk1 Vitesse, as does Tony, Penny & tribe in their Stag & MGB GT, the Stag is parked on the front row, MGB is squeezed behind and next the MG club next door. Carl & Harry turn up in their Mk2 2000 saloon. I move the Vitesse back and they park up with matching saloons at either end. There are the usual mix of modern, classic & vintage, cars, bikes & commercials on show. Traders, auto jumble and refreshments. But there are far fewer numbers than last year and a rise in prices to show and visit the show, seems this show can't carry on for many more years. Never less we had a great time there.

Our next meetings are now: -

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

3rd Thursday of the month at The George Inn

TSSC AREA NEWS



Wraybury.

If in doubt or more info please call me on 07773623807

UPCOMING SHOWS

SEPTEMBER

- 1st All Triumph Day Duxford IWM**
- 1st Shere Hill Climb Shere nr Guildford**
- 15th Rural Life Centre Tilford**
- 28th Auto show Aldershot**

Mickey & Julie

NORTH WALES Tel. 01691 600215

www.wrexhamgandtriumph.co.uk

email: helenahill@btinternet.com

Hello, folks. Our Tuesday 2nd July meeting was well attended considering how many were on holiday, plus M.G. Richard was recovering from his knee operation that he had undergone the day before. Jon and Bev took Pete and Alison's place for the meeting with Jon, together with Helena, reporting on the past events and future ones, and entry forms placed on the bar for people to put their names down. Bev sold tickets for another large and well supported raffle, and as we have said before this helps to keep funds up for our group. It was another good and sociable night.

On Saturday 6th we took Spitty to the Llangollen Transport Festival, and it had been so hot the day before we travelled with the roof down, although it was cloudy and rather cool, and at times we went through slight drizzle, so by the time we reached the Festival site we both felt a little bit on the cold side. The field by the station was already filling up with classic cars, motorcycles and buses, and it was lovely to see Spitfire Sam and have a good catch-up. After about half an hour on the site it was panic for anyone with an open-topped car, as the rain started on a serious basis, so roofs were put up or covers were put over. For about an hour we, along with a good many others, sat in our cars, thinking that it would be a good time to go home, although the trains and buses were still ferrying people to Llangollen and Corwen. However, the rain stopped, so after refreshments in the station cafe and a look around the exhibits we, along with Julia and Alan, climbed aboard and upstairs on one of the double-decker buses to travel to Corwen. It was very strange travelling along the A5, as the road did not look big enough to take our bus, let alone the ones coming the other way. We alighted in Corwen, and had an excellent lunch at the Crown Hotel before having a look around the shops and catching the bus back to Glyndyfrdwy where there was more social chatter. Then, with it still raining, we made our way home noticing that on the way back some of the roads looked very dry, as if no rain had fallen. Oh well, isn't it always the way!

Sunday 7th was an early start to meet M.G. Joan and Richard and travel to Caerwys for 10.00 a.m. By the time we arrived the large field was already filling up, but stands were very well set out with plenty of space for the many different car clubs. Our stand was next to the Stag Owners Club, and so nice to see Nigel Cross and have a good natter, he is so involved in this show as he is one of the marshalls, so thanks, Nigel, and that goes for the rest of the crew. There was a good auto-jumble, plus food outlets which we did succumb to, the pair of us enjoying a really tasty pasty. We had taken the club gazebo and flag, so on arrival all were put up, and chairs set out for our large contingent. Once again, another enjoyable day in great company.

North Wales Continues

On the 14th we took our Stag to the British Ironworks in Oswestry, and joined nearly 600 enthusiasts in classic cars of so many makes, plus motorcycles, lorries and Army vehicles. Each time we attend there is so much more to see, and the famous Knife Angel is back in residence at the time of writing this, but things will probably change, as we believe the Angel is due to go on it's travels again. There was plenty of food outlets, and so much friendly chat. The weather kept dry but a bit cool at times, and as we were waiting for the outgoing queue to clear at the end of the day we sat beside our Stag, having dropped the roof for the journey home. Another great day.

On Thursday 18th we visited the Anderton Boat Lift in Northwich, organised by Julia and Alan, and twelve of our group met at the Boat Lift cafe for coffee and tea before boarding. We all entered the boat at the top of the lift, then the cradle lowered us to the level of the River Weaver, passing another boat coming up on the other side. Once on the river some people got off, whilst our party sailed on up the river, taking in the scenery and all of the different birds:- never seen a heron so close before. The commentary all the way through the visit was first-class, so informative and funny, the chap talking kept it flowing, and this is so important as it holds people's interest. We returned to the car park to drive just around the corner to the Stanley Arms pub for a very pleasant lunch. A really great day, so interesting and enjoyable, thank you Julia and Alan.

On Saturday 20th Sleaf Airfield held an open day to celebrate the 50th anniversary of the Moon Landing, and this was a good event, but poorly attended due to the changeable weather. We took our Jaguar XJS, and by the time we arrived Joan was already there. It was quite surprising when we were told to park with the public, but after speaking to Nathan, who had helped organise the event, he pointed out that he had mowed an area especially for the display cars, so we moved. Nice to see Brenda and Alan arrive a bit later as they had decided to take the M.G. out for a run, so this helped make up the numbers, although still a disappointing turn-out, and the weather was quite blustery, so this had put people off from flying in. A shame, but that is how it goes!

Sunday 21st July, and five of our Triumph and M.G. group met at Ellesmere to travel to Wem for the Vehicles of Interest Show being held at the playing field in the middle of the town. A wonderful assortment of cars, bikes, tractors and lorries were already on site, and we met up with another four of our friends who had arrived before us. We all lined up together, then proceeded to get the chairs out to make a large circle in order to relax and have a good chat and eventually lunch. Wandering around the vast amount of vehicles on show makes you wonder where all these classics keep appearing from, as you see something different every year. Alison had supplied a big chocolate cake for us all to share as she had

recently had her 60th birthday. A lovely day, with a parade of vehicles through Wem and rounded off by everyone nearly getting blown away when the Shawbury helicopter took off to return to base. The weather had remained kind, and it was nice to give Spitty another good run.

Our OFFAL was on Tuesday 30th, and thirty of us met at the Woodworks Garden Centre in Mold for a little shopping, and the usual coffees and teas. M.G. Glen and Barry had arranged this month's run, and so were busy handing out the route plans. Gradually we all set off on a very pleasant drive from Mold through scenic countryside to arrive at the Piccadilly Inn in Caerwys for our pre-booked lunches, which were very good in great company. As we set off home the weather was not nice, as cloudbursts flooded the roads, so a very careful journey home. We were lucky as we had decided to take our Jaguar XJS, but Jan and Geoff, who had taken their Stag, got a tad wet such was the force of the rain! Lovely to see them, as we have not seen them for a while because they have been busy with other commitments.

The Nantwich show on the 31st was cancelled due to adverse weather conditions, it had been raining all weekend and the forecast was dreadful. This is never an easy decision for the organisers to make, but the ground was an absolute quagmire, so it was the only thing they could do.

Well, that is that for now, so do remember that our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m. Come along and see us.

Forthcoming events:-

September

1st September:- Midlands Breakfast Meet, British Ironworks, Oswestry.

1st September:- Potteries and South Cheshire Charity Road Run.

1st September:- Cholmondeley Castle.

3rd September:- Monthly meeting at the Trevor Arms, Marford.

8th September:- Gredington Park, Hanmer.

22nd September:- West Cheshire Candles Show, Chester Lakes.

22nd September:- Forden Vintage & Classic Bike Show.

24th September:- OFFAL.

29th September:- Walled Towns Run - (£5.00 entry fee).

October

1st October:- Monthly meeting at the Trevor Arms, Marford.

20th October:- Midlands Breakfast Meet, British Ironworks, Oswestry.

29th October:- OFFAL.

Helena and Roger.

SOUTH WALES Tel. 07802 204068

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The Hogs Head Show, Great Treadam near Abergavenny was our first run out and show on Sat 13th July, which was attended by Bern TR4A and myself 1500 Spit accompanied by John P in his well-appointed MkIV Spit, Miky J in his spectacular GT6 and later by John in his immaculate TR4A show stopper. The venue was literally at the end of the smallest lanes and roads in Wales and barely suitable for wheeled traffic much to our collective



amusement as we got lost a few times on the way. The facilities were good and the various lunch options were very welcome. A good day was had by all but cut short when the tail end of The Great Welsh Monsoon returned to put a dampener on things as a shower passed in the afternoon. When we were leaving John P suggested he should lead as he knew a good route back to civilization however he had not bargained on the humungous bailing machine and tractor which met us on the B 6 foot wide lane from the event. We literally had nowhere to go so we collectively sucked our waists in and put two wheels up on the grass bank (even John in his concours TR4 and Miky in the GT6) and prayed as spikes and various iron mongery passed literally within an inch of our beloved doors, wings and shiny bits. "Phew that was close" I heard from the surrounding Triumphs and we lived to fight another day.

The Clubs next event of the month was the Kewstoke Village Fete near Weston Super Mare on Sat 20th July which was attended by three club members in 3 Triumphs. I was on holiday but reports were disappointing as the event seems to no longer draw the support it has in the past, however as normal those attending made the best of a good day and consumed lots of tea and coffee putting the world to right, which let's face it would take more than a day the way things are at present. An event which we had not planned to attend then fell in our lap as it were.

Bern discovered the Stroud Classic Car and Vintage Fete on Sunday 28th July and as we had no events planned and were all itching to get our cars out for a run we soon got the word out. With a minor knee injury slowing me down Bern had agreed to be my chauffeur for the day in his well-appointed TR4A as I literally could not get out of my Spit (someone remind me to finish the Stag and get it on the road!). We were joined by John P in his



MKIV Spit and the Monmouth Mafia John and Mike in their White Acclaim which is now back to immaculate after the recent encounter with a 40 ton truck on the M5 and a fantastic repair by Craig at Lazarus Cars Newport. On the way Bern's sat nav was being more than a little vague and took us to Stroud railway station on the way to the venue. The event was really well attended for a small local event with about 150 cars on show including a lot of rare American cars. John and Pauline joined us in their red TR4 concours show stopper which drew many an admiring glance in the summer sun which lasted all day. We enjoyed good food and many interesting characters that all seemed to have the same father or grandfather who had driven one of our Triumphs in the day. A recurring theme it would seem at shows these days.

I forgot to mention that our very own Bernard Littlewood had had a book published A Practical Guide to Triumph Ownership which comes highly recommended. I have an unsigned copy which is very rare.



Well as I sign off "what we lacked in events this month will be made up for with the ones we attend in August hopefully"

Al

UP COMING EVENTS

A48 Car Show and Fun Day Sun 1st September at St Nicolas Vale of Glamorgan

Monthly Meeting Tues 24th September at The Lighthouse Inn, St Brides near Newport

Well the good weather has continued so we've tried to make the most of it as a group doing what Triumphs love best - being out and about.

Roger treated us to another gem of a route from his secret stash involving steep climbs, even steeper downhill, gliders and trains (well they were there somewhere we just didn't actually see one!). Starting off at The Colliers (once we find a good breakfast we are reluctant to let it go), six cars headed off along the Teme Valley, across some of the Shropshire Marches before starting the steep climb up from the Carding Mill Valley to our first watering hole, the Gliding Club. All was going well and I was admiring the steep drop down on my right hand side when I realised that the hot smell and steam that was starting to envelope me probably needed investigating! Bringing the convoy to a halt at the summit, various boots were opened in search of gaffer tape and screwdrivers to sort the problem. Fortunately for me a dangling wire was noticed and that it probably had a mate somewhere and this was proven to be the case when it was pointed out that my cooling fan had packed up! Whilst this was being dealt with we had the good fortune to be passed by the local TR Register who had about 15 cars out on a run which also entailed the Long Mynd. With much tooting, laughing and gesturing they made their way past us and went on their merry way - I may have forgotten to mention that my car was the MG with the bonnet up in amongst all the Triumphs earlier!! I would like to say that I did it on purpose so that we could all stand back and admire the view, that's my excuse and I'm sticking to it. We made our way to the gliding club and enjoyed a well earned slab of cake and mug of coffee and were about to leave when a chap and his wife turned up in a Vitesse on a Sunday ride out - I really must get my Triumph sorted..... Down the other side of the Long Mynd to Llanfair railway station where we happened to pick the Sunday with the least number of trains running, the bright side being we had a choice of sandwiches! Then it was off to Clun to have a look at the castle on the hill (now that would make a good song title....) via some fabulous little used Welsh lanes, oh except there was a charity bike ride going on on this particular Sunday so we had even more chance to sit back and enjoy the hedgerows. Once we'd walked off the various cakes and sandwiches it was back home via Tenbury and some more of the Teme Valley. As before, Roger and Marg thank you so much for sorting this run.

The following Friday saw us back at The Colliers for their fish and chip evening. As mentioned earlier, if we find a good place we like to test it to destruction and my mum pointed out that this evening was worth a go. I think I can safely say that it is - as 14 of us will testify. The fish and chips were superb and the puddings even better so I think a return trip will definitely be on the cards.

Midweek saw a few of us try the Caffeine and Machine venue which is just outside Stratford. It's a lovely place to go and sit of an evening with plenty of people watching to be had (I guess there was a reason why a chap was walking around with a crown on his head but for the life of us we couldn't fathom what it was), however it's not a place to go traditional classic spotting as most cars there were more modern and modified classics, or bikes. Still the burgers are very good.

Next up was the Silverstone Classic, I could only go the one



WORCESTER . . . WEST YORKS

TSSC AREA NEWS

WEST YORKS

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Worcester Continues

day which was the Sunday, however a few others went on the Saturday with some staying for the whole event. I understand Saturday was a bit wet but still enjoyable with a good uptake for the Triumph parade lap. Sunday was overcast but it stayed dry, I also took part in a parade lap but in a Capri (I do own a Triumph I promise!) as part of their 50th anniversary. With the picnic hamper open we watched a few of the races from various points / grandstands before heading off home having had a Grand Day Out.

One other motoring thing that I managed to fit in was to watch The Italian Job at an outdoor cinema. It was actually my teenager that saw it advertised and really wanted to go as she remembered seeing the same film at Donington all those years back whilst sat on the back of my Stag. Whilst I couldn't promise the same seating arrangements, we set off one Saturday evening to the venue (a pub), enjoyed a pub meal, took up residence in one of the provided deckchairs and had a thoroughly entertaining evening - I hope they do it next year. That's it for this month, we've still got a few events to fit in so why not try and join us at The Nightingale at Spetchley and see what we've got planned. Thanks to Peter, Philip and Mrs Philip (I'm terrible with names, sorry) for taking up the invite and hopefully see you again!

TTFN

Vicky

George Kemp

I'm sad to report that Bob Waddington passed away on Thursday the 25th July after a long illness.

Bob as a member of the TSSC or 26 years and West Yorkshire treasurer for 15 of them, he also helped to reorganise the Yorkshire dales run to become a full weekend event.

He and his wife restored their Herald 13/60 which they christened "Hetty" in which they completed the London to Brighton run and attended many TSSC events including Mile of Triumphs, Stafford and Duxford,

Our thoughts are with his family at this sad time
RIP Bob



Herald 60th Anniversary!

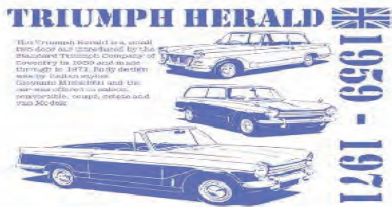
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T Shirt and Mug



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Motor Museum Visit

Sunday - Local Car Show

Check out [TSSC Oxford](#) on
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To gain event entry!!, be at the IWM main car park between 9am and 12pm (mid day) when the club gates will close and be in a classic, **Or** present this advert **or ANY valid car club membership card. Payment By Cash Only Please.**

Contact Pete Lewis 01582 750943



Lubenham Scarecrow Open Day at TSSC HQ Sunday Sept 8th 10.30am to 4pm

Come and celebrate the Scarecrow Festival this year! We will be **OPEN** and offering a **Barbecue** and some liquid refreshments (for a Small Donation) From the 'HERALD' Members Bar which will, of course, include a Guest Ale for those of you who are not driving.

This Open Day is going to be one to remember. Generally relax and maybe use this as an excuse to USE your Triumph BEFORE the season closes?

It is also Lubenham Village Scarecrow Weekend
see the Scarecrows and Festivities on the Green!

The Club Shop will be Offering **5% Discount** over the Counter Only, on this day
Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as shop offers.



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See you at the TSSC!



Come & Join in all the festive Celebrations at TSSC Headquarters!

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies for just a small donation, and some liquid refreshments From the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for Non Drivers.

This **Christmas Open Day** is going to be one to remember.

You will be able to meet some of the Directors & Staff of the TSSC and Editor Bern will also be manning his Infamous workshop "**Bizarre Bargains**" Stall.

The Club Shop will be Offering 10% Discount over the Counter Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 1st December 10.00 am to 4.30 pm

Don't miss out this year!!

Tel 01858 434424 www.tssc.org.uk