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THE COURIER

No. 472 OCTOBER 2019



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THE October 2019

COURIER

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EDDIE & QUACKERS
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WITH PERMISSION MARTIN FELTHAM

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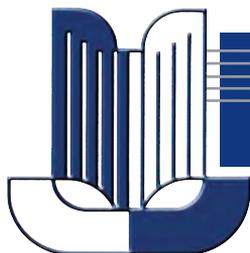
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COUNCIL OF MANAGEMENT

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

Very Busy Show Season, still!

Hi Folks. Hope you are all well and your cars the same. I'm sure you all have had a fantastic summer, made the most of great weather and enjoyed being a proud owner of a Triumph. It's been a very busy season for the Club and for all our Areas with many events at local, National and International levels taking place. Many of our Areas put on some fantastic stand displays at the various shows that they attended. One area that has recently won best stand at Bo'ness is the **Scotland Area**, well done guys and thank you for flying the TSSC flag.

Although we are nearing the end of the 2019 season we still have some big shows to attend. One of which is the **Lancaster Insurance Classic Motor Show at the NEC from the 8th - 10th November**,

The club will be attending again this year. This is a great event with many stunning cars to look at. Bern and the gang are attempting a **Herald Anniversary Display**. If you are planning to go the NEC show please find us and say hi to the guys on the stand, if you possibly can Please **discount**



book by **24th October** and bring your ticket voucher to the Club Stand as the Club then receives a small Commission Payment towards costs.

Tickets at www.necclassicmotorshow.com/clubtickets. Code **CC9212**.

All the staff at HQ and the members of CoM always do their very best to put you the members and the Club first. As I'm sure you can imagine with a club of our size, some things can get missed. It is never the intention of anyone to miss anything but merely an oversight. If you have any concerns or need any help in anyway then please don't hesitate to contact our fabulous staff at HQ. Angie, Trudi, Martyn, John or Bernard will always do their very best to sort out any problems that you may have. If you need to bring anything to the attention of CoM (Council of Management) then you can do this by contacting Chris Gunby on gensec@tssc.org.uk and the matter will be brought to the attention of CoM at the next CoM meeting. If you ever have a problem or any concerns please let us know as we can't help if we don't know about it.

Our club is going from strength to strength and it's you the members who help to make it what it is, thank you.

That's it from me folks, take care, drive safe and....

.... ***Do More with Your Triumph.***



BY MARTIN HUGHES

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

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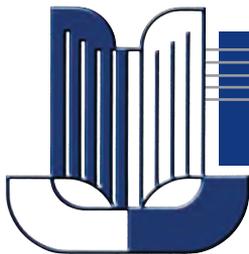
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NEWS REVIEW

Monthly News of a Triumph Nature

OBITUARY Honorary Member Mike Crewes



It is with great sadness that I have to inform you all of the death of **Mike Crewes** on the 27th August 2019.

Mike joined the TSSC in 1982 and immediately got to work as was his way, helping to run the Thames area for a long time and played a big part in assisting when the TSSC did Lands end to John O' Groats in the Club's Herald to celebrate the TSSC 10th anniversary in 1987.

Most of you will remember Mike from his Cop Shop monthly articles in the Courier that went on for nearly twenty years, as well as organising our South of England meet at Leatherhead for a long time.

Mike sat on the Council of Management (Com) for over 15 years and upon retiring from his job in the police force he became the

TSSC club manager for a while before moving to Cornwall.

He then became Cornwall Area Organiser and helped out in the South of the country at many TSSC events.

Mike was made an honorary member of the TSSC two years ago in recognition of everything he has done for our Club over the years.

His Yellow Triumph Stag was seen at events up and down the country, a great asset and friend to the TSSC for the last 37 years he will be sadly missed.

Our thoughts are with his family and friends

Chris Gunby
TSSC Chairman



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DAVE RUMENS vitesse@tssc.org.uk

TRIUMPH INTER-CLUB WEEKEND

Hello everybody. August saw hopefully the first of many annual **Triumph Inter-Club Weekends**. As the numbers of members has fallen in most Triumph clubs it makes economic sense to hold a joint annual event and maybe more importantly it's good to get the Triumph folk together.

I have been going to the Club's annual big bash for many years, and recently I tended to alternate between my Vitesse and TR7.

"At TSSC events I always spend time walking around talking to fellow Triumph enthusiasts and over the next two days I did just that."

Though last year I went to Shelsey Walsh in the Vitesse as this years was a TSSC/TR Reg event it made sense to use the Vitesse again as there would be loads of TR's.

The traffic was very slow on the way up (A34) to the event on the Friday and as we were putting the tents up in came the heavy rain for



and over the next two days I did just that. As a result, I would like to thank Chris, Dave, Martin, Richard, Simon, Steve and Tim for taking the time out to talk to me. It was great to see everybody and chat all things Vitesse. Thanks chaps.

So on to what the show was like. I understand the attendance was up for both the TSSC and the TR Reg, this is of course good, particularly bearing in mind the very heavy rain on the Friday, and should bode well for the future. I went prepared for the heavy rain on the Friday with a re-water proofed coat and a well waxed pair of old walking boots, [Picture 1](#).

Looking at the picture of my boots reminds me of the Goon Shows on the radio back in the 1950's. Those of a certain age will know what I mean. On Friday evening it was raining hard, the large marquee was packed with campers claiming their free drink. The packed aspect set



the evening. It tested my Vitesse and I am glad to say there were no leaks.

At TSSC events I always spend time walking around talking to fellow Triumph enthusiasts

the scene for the weekend as the site filled up with both campers and day visitors over the three days.

Both Saturday and Sunday saw two long rows of Vitesse, [Picture 2](#), with Steve Matthews closing the

Vitesse 6. [Picture 6](#) is a Vitesse 6 Convertible. [Picture 7](#) a couple of 2 Litre (Mk1) Convertibles. [Picture 8](#) is a Mk2 Saloon with Sunroof and overdrive, I have

Pic.3.



bonnet of his Mk2 Convertible. [Picture 3](#) shows Richard Dredge in his well-known Hot Mk2 Convertible 2.5 Litre on his way in to the line-up. I believe the 1600 Estate in [Picture 4](#) making its way to the line-up is owned by



Pic.6.



Pic.4.

seen that car somewhere before!

In [Picture 9](#) is a 2 Litre (Mk1) Saloon with a Sunroof and looking through the window it has the Stanpart option formula wooden steering wheel. I often bore people by telling them I bought mine new in 1967 from the factory. That's one of the advantage of being old, you were there when all this stuff was new.

Helen Jackman. It was nice to see an Estate there. In [Picture 5](#) there is a very smart Vitesse 6 Saloon with



Pic.7.



Pic.5.

overdrive which I believe was for sale. From this picture you can clearly see the difference in external trim between the 13/60 and the



Pic.8.



Pic.9.

Next is Tim's very rare automatic Vitesse Mk2, [Picture 10](#). Tim has owned his Vitesse for many years



Pic.10.

and is a long-term member of the Club. I am hoping he will provide us with an article on his very interesting car.

Moving on to the TSSC Concours (Polish and



Pic.11.

Shine) It was good to see Simon Stephens' Vitesse, [Picture 11](#), win best modified and best car of the weekend. This was a superbly presented car and the modifications were sympathetically carried out in

line with the age of the car. Well done Simon a well-deserved win as lots of hard work have gone into your Vitesse.



Pic.12.

One person at the event I was glad to see and haven't seen for over 20 years was our man in the States - Leon Guyot, [Picture 12](#). Leon is an Honorary Member of the Club and



Pic.13.

runs the Triumph Vitesse International Facebook site. Those who were around in the 1980's and 1990's will remember Leon's Hot Herald and later his Hot Vitesse before he emigrated to the States. He is a great supporter of the Club as well as the small chassis cars.

To end just a few more [Pictures,13 and 14](#), of the rear of the line-up.

Maybe the star of the show wasn't a Triumph, but a Supermarine Spitfire which gave us a superb display, [Picture 15](#) on Saturday. It was good to get this many Triumph folk together



Pic. 14.

and the fact it was packed with both clubs getting on well proved it worked. Thanks, go to the organisers and support team for a good bash, [Picture 16](#).

Finally, I am just the chap who writes the stuff in the Vitesse column and am happy if anybody else wishes to undertake the job.

Well that's me for this month, see you all in November.

Safe Driving and Keep them Running on all Six

Dave



Pic. 15.



Pic. 16.



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Stratford or Bust

Well, I made it.

Despite the best efforts of Garmin and their SatNav systems, which seemed determined to detour me throughout the length and breadth of England – we ended up being diverted unnecessarily off the M6 and doing an almost complete circumnavigation of Manchester before rejoining the M6 an hour later and only two junctions below the one we had left at, for no apparent reason - I made it to Stratford for the TSSC National Weekend, or at least one day of it. The Friday night rain was a bit worrying and we had a wet wander through Stratford before ending up in the Shakespeare Hostelrie in Chapel Street; and in good company too judging by the Triumphs in the car park and some faces I remembered from years gone by.

Saturday morning dawned dry and for the most part, sunny, so it was great to hit the racetrack and immerse myself in all things Triumph for a day. I must admit, there were times I almost felt like I was back at Stafford, with the crowds, and the cars, and the general atmosphere, the flags and the tents. (pic 1)

The autojumble was mostly TR stuff, although I was able to find a few Herald-related gems, such as this Vitesse map or magazine pouch which will look



Pic.1.

very well in my 1200 convertible. (pic 2) Much to my sur-

"so it was great to hit the racetrack and immerse myself in all things Triumph for a day"

prise, I didn't get one single TR7 part, but as usual came home with a huge number of reference photos for all of my cars.

One thing I have noticed: prices have really increased especially for the smaller and what I would have called bread and butter parts –

brackets, trim clips and finishers. It takes something like this to remind me how rare many parts have become.

Yet it goes beyond just looking at the cars – it's the jogging of long-dormant memory as to what goes here, or what screw holds that on there; or how an owner has fitted his stereo



Pic.2.

speakers, or where an accessory switch has been mounted that makes this all worthwhile.



Pic.3.

An original saloon interior like this one tells me a lot. (pic 3) You won't find that grain of carpet available these days. It gives me an enormous boost when I get back – into the garage and get cracking!

There's also another, very important point. I look at gleaming, highly polished and often quite rare cars, and I think – I just might get mine to that standard... and then, after despairing about the paint finish or the patches in the floors, I go to a show like this where I see ordinary, everyday cars, but

loved. And I wonder: why am I wasting time and effort trying to make mine something they'll never be? Get them on the road. They'll always be patched, and imperfect, and not factory standard... but they'll be mine. And they'll be driving. Some of these guys have holes in their seats, too, or rust bubbles, and it doesn't stop them.



Pic.4.

most importantly – cars that are I loved this estate (pic 4) – I

think called Harold, going by a small sticker on the rear? Okay so I've got a bias towards estates, but this model from 1962, Herald lettering on the bonnet, small sidelights, long-peak headlamp cowls and looking original right down to the paint really caught my eye. Yet it wasn't just the car; it was the small things – the personal touches on the inside that told me this car was used, and loved. It's a real pleasure to see.

The saloon interior pictured earlier came from this very nice



Pic.5.

1200 (pic 5)– I'm assuming that's what it is, going by the tell-tale features which, like the Estate, tell me it's 1962. (Plus the little 1200 badge on the bootlid was also a giveaway!)

I've seen PVV 455 before at shows, and it's a lovely example of the Herald albeit in a less-common colour; my photo is making it slightly darker but am I right that it's Lichfield Green?

I found this pair further along the field (pic 6 over): two saloons, the closer 1966 1200 in Triumph White and the second, a 1970 model, in Jasmine Yellow – two colours which continued throughout the Herald's lifetime. It's a nice contrast to see the bumpered and bumperless look side by side,



Pic.6.

ied them for ages, just noting the subtle differences not only in model, but in individuality. There weren't too many other roof racks about, so I think this saloon was unique on the day. That brings back such a lot of memories, mostly of worrying about the suitcase falling off, or opening, somewhere along the road. Convertible owners with the boot rack often have the

and you realise the simple but yet substantial change this makes to the car.

There seems to be a penchant for having both AA and RAC badges on our cars; back in the day membership must have been much cheaper as there's no way you could afford to be a member of both these days.

This lovely quartet (pic 7) (They should have a name. I'll call them the Stanpart four) were to the right of the field as I

exited, and they just sum up for me what the show was about. Four Heralds, all different, and each one of them individual in its' own way. I could have stud-

ied them for ages, just noting the subtle differences not only in model, but in individuality. There weren't too many other roof racks about, so I think this saloon was unique on the day. That brings back such a lot of memories, mostly of worrying about the suitcase falling off, or opening, somewhere along the road. Convertible owners with the boot rack often have the same nightmare. It's just not the same these days.

So: a big thank you to all those who brought their Heralds – and



Pic.7.

indeed any Triumph – to Stratford, as it gave me a massive boost and some great memories. Thanks too to the residents of Shrewsbury, Stratford and Chester for living in some really great places.

I've photographed some of my favourites; the standard of photo posted on the forum has made me realise how poor a snapper I really am, but I hope I've caught some of the best parts.

'Er indoors was very taken with the Landrover campervan parked on the field (pic 8) ; an immensely practical vehicle and one that should go anywhere and tow anything. I did try to do a deal for her, but the owner didn't want her.

Maybe next year....



Pic.8.

Colin

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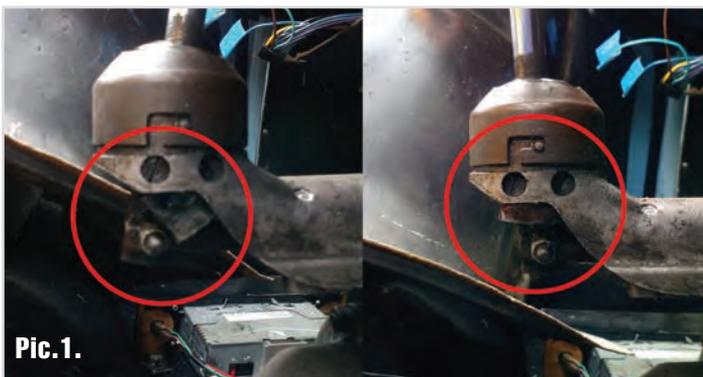
Cheap Fixes & Family Cars

In my second article as the 13/60 Register Secretary back in April, I told the story of the gearbox issues I had back in December 2018 when I couldn't get out of reverse. So when I arrived home after the August North Devon Club Night and couldn't get into reverse, I was thinking the worst. I had to leave the car in the road, get Zoe out of the bath to help me push the car backwards so I could then drive forward into a parking space.

With a late arrival home on that Thursday night and two long shifts to work over the Friday & Saturday, I had plenty of time to mull over the issue until the Sunday when I'd have a chance to take a look. After considering a variety of expensive reasons why I had yet another gearbox problem so soon, my inner optimist made me believe it was a gear lever linkage problem that would be easy to fix. So when I removed the gearbox tunnel to find the Reverse Baulk Plate had come loose and dropped down (Pic 1), I was really quite relieved to find it was indeed a simple and free fix.

So in the time it takes to remove and refit the gearbox tunnel and tighten 2 screws, I was back up and running.....both forward and backward.

Is it just me that always fears the worst when I have a prob-



Pic. 1.

"I was thinking the worst. I had to leave the car in the road"

lem with my Triumph or is it a by-product of driving old cars? Not that it's a common thing, my Herald has provided many miles of hassle free motoring, but I think we all know they have the ability to give trouble unexpectedly. On the flip side there is always that great satisfaction when something that you fear is going to cost you a lot of time or money or both gets solved quickly and cheaply or even for free.

In that vein I was recently contacted by a 13/60 Estate owner who hadn't driven his Herald since fitting new front brake calipers a couple of years ago. As seems to be the case with many reconditioned / new calipers these days, trying to get a firm pedal was proving

difficult despite the rest of the braking system being in good shape and all the air being bled from the system. He was in two minds whether to sell the Herald or pay to have a garage look at it, but I suggested one last thing before doing either.

The seals on the pistons of the current batch of calipers appear to be of a different construction to that of the originals and they have a tendency pull the piston back and away from the pad, resulting in either a pedal with a lot of travel or a need to pump the pedal to get something close to firm. The following technique was recommended to me a few years ago and has either solved or dramatically improved the soft pedal on various cars (not just Triumphs) fitted with new Type 14/16 Girling calipers.

You need to find something that is thinner than a brake pad (I tend to use a large spanner),

remove one of the brake pads and replace it with your chosen object, now apply/pump the brake pedal until it goes firm. The trick is to find something that is thin enough to allow the brake caliper piston to travel as far out as possible, but not too far it pops the piston out completely. Repeat this process several times on all 4 pistons; refit the brake pads and then try the brakes, you should now have a firm pedal. Quite a simple fix that costs nothing but some time.

Another 13/60 owner contacted me having what appeared to be fuel starvation issues after replacing all his fuel hoses and resetting the mixture and idle. He could manually prime the carb and the car would then run for a short period, but only until the fuel bowl emptied.

If a car develops a problem after you've just done some work to it, then there's a very good chance it's something you've just done. So my first suggestion was to recheck all the hose unions as one could be sucking in air rather than fuel, then ensure no rubber slithers from fitting the hoses had partially blocked the fuel pipes anywhere. If that didn't fix problem then reset the Strombergs mixture back to its base setting of 2.5 turns out from fully in, and turn the idle screw in more to ensure it's in enough to idle.

I had a reply saying that all connections were secure and the mixture was close to the base setting. So I then suggested rigging up a small gravity fed fuel supply, if it runs with this then the problem isn't the carb. The owner took a slightly different approach here and decided to try a new fuel pump and got exactly the same fuel starvation problem.

They then decided to take my first bit of advice again and check all the rubber hose connections. They found one in the boot where they had a small plastic pipe to reduce it from the 5/16" to 1/4" had in fact been over-tightened and had crushed the end, having the double effect of restricting fuel supply and sucking in air as it was no longer circular. So if we ignore the unnecessary fuel pump purchase, another example of fixing a problem for free. if only all

the problems we had were that cheap to put right!

I've never had the plastic tube/reducer as mentioned above, though had several fuel tanks in my Herald over the years and had both size outlet tubes. I've never paid much attention as to why different sizes were used, but I assume the bigger diameter 5/16" outlet was used in the larger capacity tanks fitted in the



Pic.2.

Vitesse and later Herald's. My current fuel tank is somewhat modified (Pic 2 & 3), it has been banded for extra capacity and fitted with a Range Rover pump to give



Pic.3

adequate pressure for the EFI, so the original 5/16" outlet tube is now acting as the fuel return.

I'm now going to hand over to the lovely **Sue Franklin**, joint AO down in Devon who kindly sent me some words and a few pics of her 13/60. A lovely original example that has been in the family from new, quite a rare thing these days.

'Jassy', my Jasmine 13/60 convertible has been in the

Pic4.



Dealer swap. We are sure that, had Dad known it was coming from South Devon Garage, he would not have had her!

I returned to Torquay in July 1969 having seen the momentous moon landing in Oxford, to find that my parents had acquired this car in place of my Mum's previous black & white 12/50. We later learned that the latter had been damaged when Mum caught her stiletto heel under the throttle, ca-

family since my Father purchased her new in 1969 (Pic 4). She cost In March 1969, the grand sum of £858.11s.10d, which was made up of:-

Car cost	£628.00s.00d
Purchase Tax	£176.10s.07d
Number Plates	£3.10s.00d
Delivery charges	£14.10s.00d
Seat Belts	£8.10s.00d
Petrol	£1.18s.09d
Anti-freeze	12s.06d
1 year's licence	£25.00s.00d

Although it now costs a lot more to fill her up – at least she is tax-free!

She came from a local dealer in Totnes, Devon, Evans & Cutler, where my Dad was friends with one of the owners, Ken Evans. Although there was a Triumph agent in Torquay, my Dad did not think much of the owner and always bought his Triumphs from Evans & Cutler.

Since I inherited this little lady in 2001, we have continued to learn more about her, though at that time we thought we knew the lot! About ten years later, at a small local show, we finally understood why she had a Torbay Borough Council registration (XF) rather than the Devon (OD etc) which she should have had from Evans & Cutler! Apparently when Dad ordered a convertible in early 1969, E&C did not have a convertible tub, but South Devon Garage did, and they did a

reerred across a junction and demolished a launderette window. Again this was many years after my parents had died and was relayed by a previous neighbour. Nothing was said, but I do not recall Mum driving 'Jassy'! Perhaps she escaped prosecution as Dad was the Police Doctor at the time! In the years since, the car has been up to Stafford a couple of times, has made many trips to the Isle of Wight weekend, as well as being a regular form of transport to the local pub (which Dad would have approved of) as well as TSSC Devon events



Pic.5.

and now our more local shows (Pic 5 & 6). Until a few years ago, she was in completely original condition and even now all



Pic.6.

her running gear remains original, with makers' labels still in evidence and the remains of Evans & Cutler's sticker on the windscreen. She had a new hood after the original started to rip on the M5 on the way to Stafford. Her body received some attention a couple of years ago, with Darren Groves (13/60 Register Secretary and joint North Devon AO) putting some of that right recently.

She had a bit of an embarrassing year last year, when the Lumenition module failed at the end of May with spectacular backfires, having only been on the car 12 months or so as an 'improvement'. Going back to the original, it took until the autumn to get the timing set as it should be, with accompanying overheating issues. However, now all is well and I am thoroughly enjoying driving her once again.

She is well known around Devon, being a stand-out colour with a black flash which she has worn since new. Even years after the death of my father, she has been recognised by his ex patients as 'the Doctor's car'.

Today she shares duties with 'Fragal' my Stag, but we intend to make it to Stratford upon Avon with her in Au-

gust this year, to celebrate not only her own 50th birthday but the 60th of the Herald model.

Sue

Thank you Sue for sharing Jassy's story with us. Obviously Sue wrote this before the Inter-Club show at Stratford, but I can confirm it made it there

and back without any issues.....I wouldn't have expected anything else.

That's it until next month..

Darren



Herald 60th Anniversary!

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Back of T shirt

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BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Stratford Inter-Club Show

Being a 13/60 Herald and a TR4A owner I had been looking forward to this show for months! Which car should I take? Really as I'm the TR2 – 6 TSSC Register Secretary it should be the TR, so that was decided. Then my son Jack decided that he would like to come *"Take the Vignale Dad"* he said.

So take the Vignale I did!

" So with the Vignale all packed up and the Sat Nav programmed we set off "

As the TR2 - 4A engines all originated from this car (full name – STANDARD VAN-



Vignale with son Jack inside

more in the Vignale's boot as well as all the camping gear.

The forecast for the run up on Friday was abysmal with heavy rain due for our entire journey, but rain in Wales in August? Come on now.

So with the Vignale all packed

Services with a stop off for petrol en route (a quick calculation showed that the trip to Somerset 2 weeks before had seen a return of 28 mpg, amazing, the engine must be loosening up nicely. We found AO Al waiting in his beautiful Spitfire



A Distinguished line-up

GUARD PHASE III VIGNALE) and STANDARD had taken over TRIUMPH, it did actually seem quite appropriate; also I could fit at least 96 cans of beer

up and the Sat Nav programmed we set off for the meeting point at Cardiff Gate

and Rob and Pete in their modern (Herald undergoing body-work at Lazarus Cars). At the

allotted time we set off along the M4 with Jack & I leading in the glorious sunshine. With the Vignale running oh so well we turned off onto the A449 then took the A40 stopping off at Raglan/Monmouth services for bacon rolls and coffee. Resuming the journey along the A40 into the Lost Lands then onto the M50 when the rain started

(note to show organisers – switch future venues to Wales to ensure good weather). It wasn't heavy rain and it turned out to be only a shower with other sporadic showers occurring for the rest of the journey. On arrival at the showground we quickly set up camp and were able to relax with a few beers awaiting the arrival of The Hammer, Mals Per Hour & Mike The Cake who all turned up before the heavy rain started falling. This continued for the evening (the beer and the rain) and we spent a few enjoyable hours in the marquee listening to the very talented singer and having a good time before returning to our area events shelters and continuing to have a good time.

In the morning I moved the Vignale to the TSSC HQ area and was immediately asked to take it into the arena and give a brief talk about the car. With this completed I returned the car to the HQ area and over the weekend the car created a lot of interest (thank you to everyone who sought me out to ask about it and request that I do a "feature" on it in a future



Green TR5 with comfortable seats

Courier). I was able to sell a few parts at the TR Register bring and buy which paid for my weekend, beertastic! The Spitfire flypast was fantastic with the Saturday weather being nice and sunny with a relatively clear sky and the arrival of the other S.Wales area members, Thumper & Neil Watson (Toledo), Paul G & Dotty (Vitesse), Mikey J. (GT6), Gwyn & Tim (Spitfire) and Craig, Liz, Sophia & Leandro we were well into party mode.

The quantity and quality of the cars on show was the best that I have seen since the old Stafford days with rows of TR's, Spitfires, Heralds, GT6's Triumph 2000/2500's & Stag's filling the field.

A S. Wales BBQ was planned and executed Saturday evening



Very rare GT4R Dove

then with all the S. Wales area members well lubricated with beer we made our way to the marquee for another evening of good entertainment before again returning to our events shelter for more beer and snacks.

Sunday morning saw the weather still good and I returned the Vignale to the HQ area and spent the morning chatting with those interested in the car and catching up with Martin the owner of my former Stag Saloon.

Early afternoon found the S. Wales area packing up the camping gear in readiness for the homeward journey and at 3pm we set off

with the Vignale leading 5 cars back to S. Wales.

The Vignale performed faultlessly with its 60 year old un-reconditioned gearbox and rear axle eating up the miles.

It had been a hard decision not to take the TR, but with all the other TR's on show it actually turned out to be the correct one as there



Terrific TR250



Very Nice TR4

were a lot of people who spoke to me who did not know that the TR2, TR3, TR4 & TR4A engines had originated from the Vanguard.

So my thoughts on the show - **ABSOLUTELY FANTASTIC!!!!** It is so difficult to organise a Classic Car show of this size which is complicated even more by the fact that 2 clubs are involved with all the politics which that entails, so the people who managed to carry this out do not only have my utmost respect, but my deepest gratitude, you did an

amazing job and should be very proud of your achievement. The Show had autojumble, bring and buy, fast food outlets, evening entertainment, daytime entertainment, a beautiful setting, hundreds of cars and a Vignale! **SHOWTASTIC!!!!!!!** I just can't wait for

next year!

Whether 300 TR's or more TSSC/TR shows are so much more!

Bern



Nice coloured TR3



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STAG

PHIL WILLSON stag@tssc.org.uk

Getting a grip

I have read many a forum or Facebook post about what size wheels and tyres to fit to the Stag. There is the school of thought that the wider, the better. This sometimes leads to tyres being fitted that are too wide for the rim or to tiny wheel arch or strut clearances. It is often claimed that this is fine because they have got away with it for 15 years or whatever, but that doesn't make it either correct or safe. I will start by going through the standard wheels fitted to our cars and the original tyre sizes. Then I will report on some of the tyres that are currently available and some modern wheel options. I will do my best not to be prescriptive as the choices are yours to make. I am just going over some of the things to look out for when choosing.

"When first produced the UK market Stag was fitted with 5J x 14 pressed steel wheels with all-over wheel trims."

(Some sources say they were 5.5J and even Triumph themselves give conflicting information. As I've never owned a car with these wheels I cannot



Pic 1: Original Wheel Trim (from handbook)

make a definitive statement.)



Pic 2: Standard Wire Wheel (from handbook)

Up to 1975 there was an option to have knock-on 5.5 x 14 chromed 72-spoke wire wheels instead. These were standard

on the original US spec models with octagonal spinners – eared ones were deemed illegal there. The original wire wheels will not hold air due to the holes drilled in them to fix the spokes. Therefore they have to be fitted with inner tubes of the appropriate size. Also, to protect the tube from chafing against the spoke ends the rims have to be fitted with a rim tape.

From 1973 the 5-spoke 5.5 x 14 alloy wheels became an option, finally becoming the standard fitment from 1975.

Initially the standard factory tyre was the Michelin XAS 185HR14, although the 1972 handbook also shows Goodyear 185/70HR14. There was an Avon 185HR14 alternative from 1973.

Later cars were fitted with 175/80x14. I don't think the first owner had a choice over the tyres. Normally they took what the factory fitted, but no doubt the dealer would change them if requested. These three different profiles would have led to slight gearing differences. More on that later.

Modern tyres Today's Choices

Probably the best original size tyres are now the Michelin MXV-P 185R14 90H which are avail-



Pic 3. Standard Alloy Wheel

able from both Vintage Tyres (Beaulieu and Bicester) and Longstone Tyres (near Doncaster). However, they're not cheap, coming in at around £215 each. Longstone also offer a Michelin XAS 175x14 for slightly less. Both companies have other, cheaper alternatives from Vredestein, Dunlop and even whitewall ones from Hankook.

There are a few makes of tyre that work out quite a bit cheaper but can be of fairly obscure origin. However, Falken (Japanese),

this size of tyre does have high sidewalls, which is not very trendy these days. However, it does assist in the ride comfort but I can imagine the sideways distortion under cornering.

It is important to note, though, that the majority of easily available 185/80x14 tyres are nowadays for vans and have quite hard sidewalls to take heavy loads and general hard wear and tear, so be very careful unless you want a harder ride. They are not unobtainable but you may have to search hard. The nearest alternatives suitable for cars are 175/80x14, 195/70x14 and even 195/75x14 (the Hankook white-walls mentioned earlier).

Gearing

When you change tyre diameter you also change the number of

Road speed data			
Road speeds at 1,000 rev./min engine speed:			
in top gear	19 m.p.h. (30.4 km/h)	} Tyres—Goodyear G800, 185/70 HR-14.
in overdrive top gear	23.1 m.p.h. (37 km/h)	
in top gear	19.8 m.p.h. (31.6 km/h)	} Tyres—Michelin XAS, 185 HR-14.
in overdrive top gear	24.1 m.p.h. (38.5 km/h)	

Pic 4. Gearing Figures (from handbook)

Hankook and Kumho (both South Korean) seem to have good reputations, the latter two being fitted as original equipment on some new cars. My own tyres are from Falken and they seem fine for my style of relaxed driving. They are of the nearest equivalent size to the factory originals, 185/80x14. The originals did not quote the aspect ratio, which is normally taken to be 82%. I have to say that

turns of the wheels per mile or kilometre. This results in a speedo

Tyre size	Diameter	Width	Circumference	Sidewall height	Revs/mile	Error
14 inch	(inches)	(inches)	(inches)	(inches)		%
185/80R14	25.7	7.3	80.6	5.8	787	
175/80R14	25	6.9	78.6	5.5	806	-2.7
195/70R14	24.7	7.7	77.7	5.4	815	-3.9
195/75R14	25.5	7.7	80.1	5.8	791	-0.8
205/70R14	25.3	8.1	79.4	5.6	798	-1.6
15 inch						
185/70R15	25.2	7.3	79.1	5.1	801	-1.9
195/70R15	25.7	7.7	80.8	5.4	784	0
205/70R15	26.3	8.1	82.6	5.6	767	PLUS 2.3
16 inch						
195/60R16	25.2	7.7	79.2	4.6	800	-1.9
205/60R16	25.7	8.1	80.7	4.8	786	0

Pic 5. Tyre Size Chart

reading error. As long as the speedo is over-reading slightly

Rim width (inch)	Min. tyre width (mm)	Ideal tyre width (mm)	Max. tyre width (mm)
5.5	165	175 or 185	195
6	175	185 or 195	205

Pic 6 . Tyre Size Versus Rim Width

then the setup is legal since driving at the speed limit as indicated on your speedometer actually means you are slightly under the limit. Triumph realised this in their 1972 Stag handbook (photo 4) and quoted different gearing for the two types of tyre they were fitting (Michelin XAS 185HR14 or Goodyear 185/70HR14).

The chart in picture 5 has been prepared from online tyre size calculators and it shows the theoretical dimensions of the various tyre sizes. The first line is the standard original fitment for the Stag and the final column shows how that size of tyre is likely to affect the speedo.

The number is negative because the tyre dimension is smaller.

I have marked in green the tyres that affect the speedo (over-reading) by less than 3%. The one marked in red would cause the speedo to under read (illegal) and also be of too large a diameter for the wheelarch. If you look back at photo 3 you will see that the standard tyre fits the arch quite snugly anyway! Finally, the ones I have marked in yellow are the 205 width tyres that could possibly foul the strut in the front arch. I looked at one recently

and the clearance was no more than 5mm.

The final thing to say regarding sizes is that, as mentioned in the opening paragraph, there are limits to what you should fit to any particular width of rim. Pic 6 shows what the ideal tyre sizes are for 5.5 and 6 inch rims, along with the maximum and minimum you should use. Going outside these values could cause problems with tyres breaking away from the rims under heavy cornering.

Modern Wheels

The good news is that modern 5.5x14 wire wheels, the main supplier being Motor Wheel Services (MWS), are now suitable for tubeless tyres and are available in silver or chrome finish. They also supply 5.5x15 in silver, chrome or black as well as chromed bolt-on wire wheels in 5.5x14. They are available direct from MWS, with the knock-on type also available from the likes of Rimmer Bros, TR Shop and others. Note that there can



Pic 7. MWS Wire Wheels

Pic courtesy Rimmer Bros

sometimes appear to be a large price difference but it is usually because some companies are selling sets of 4 and some selling sets of 5.

The regular Stag alloy wheel is still available new from regular Stag suppliers. Old ones can be refurbished professionally to a high standard but if the rims need cutting back due to corrosion or damage, this should only be done once, or twice at the most, as the rim can become dangerously thin.

The ever-popular Minilite and its imitators such as John Brown Wheels (minilight), Minator and Compomotive (ML Sport) are also available.



Pic 8. Minilite Wheels

Pic courtesy Rimmer Bros

The most common widths are 5.5 and 6 inch, with 14 or 15 inch diameters.

The PCD (pitch circle diameter) required is

114.3mm (4.5 inch) i.e. the diameter of the circle that would join the centres of the wheel studs. The other thing you would need to establish is the wheel offset i.e. the position of the mounting surface relative to the rim.

The suppliers should be able to advise with fitment charts or from experience.

Wheel Centres

Again, looking back at [photo 3](#), you will see the Stag wheel centre for the standard alloys. They are normally plain but ones with emblems are available from various sources in stick-on form.

However, I bought a set of stainless steel ones which are supplied as two stainless steel discs, the outer one with a laser cut Stag and the inner one as a contrasting colour. You can have black Stag on silver disc or vice versa.

They are available from Paul Copeland at Stainless For Classics (www.stainlessforclassics.co.uk/stagparts.htm), along with a few other items that you may find interesting.

I hope that some of you managed to go along to Stratford in August. I saw a report on Facebook on the Saturday that there were already 34 Stags in attendance, so hopefully there were more as the weekend progressed. I am just sorry

that I couldn't be there.

Next month I hope to be going through a few precautions and fixes that I hope you will find useful.

Phil

Still Staggering on!

An advertisement for Peter James Insurance. It features a red classic Triumph car (a Spitfire) parked on a road. The background is a blue sky with clouds. The car has a license plate that reads 'SPITFIRE 1'. There are text boxes and a logo. The logo is a circular emblem with 'PETER JAMES' at the top, 'PI' in the center, and 'INSURANCE' at the bottom. Text boxes contain the following text: 'It's PLANE to see why classic Triumphs are so popular...', '...If it's important to you, it's important to us.', and 'Peter James Insurance is the trading name of Peter D James Limited and is authorised and regulated by the Financial Conduct Authority.' There is also a contact number and website address.

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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Spitfire MK3 X Two

Earlier this year I had an email from Dave Christie.

"I live in Northumberland am in my sixties and drive a Mark 3 Spitfire. In my twenties I had one and was able to get in and out a lot quicker. [Suzie's note: I know what you mean!!] It's worth the effort though the car is wriggly and fun to drive it gives a lot back in the way of fun. My son and younger friends rate it and they rate it. They say it does not drive like a 50 year old but like something much more recent. I think the Spitfire is under-rated.

I have two mark 3s, bought one to restore and ended up with two, here's how.

The first one went away for new back wings, valance floor, cills, bulkhead repairs and ended up in the garage surrounded by boxes of its bits and a Haynes manual.

After struggling to find where things went I had a thought, if I had another complete car alongside as a point of reference it would speed things up. So I bought another one, big mistake as it did not help finish the original car because I worked on the second car instead which is the one I am driving now.

The cars;

The first one I bought. URA 74F has no history. Came with a Le-Mans body kit which was good for the lifty front and back bits as they had seen little use and



are in great condition. It's got lovely panel gaps has now a J type overdrive mated to 1296 engine and 1500 swing spring set up at rear. Needs input now I have finished the second car.



Second one; GNK 9G has lots of history. When new came with overdrive/wires and hard-top. Was featured in this magazine for a photo shoot and images ended up on posters/mugs/coasters and the like. It had been a bit of a show car and if registration googled comes up photographed at a show.

I think family circumstances had changed before I bought it and the car had become a bit shabby.



history on URA 74F I would be very keen to hear from you thanks in anticipation. A warning to the North East Branch-you will be seeing me soon."

I hope Dave's managed to attend a few meets and events this summer, and has made some progress with the cars. If anyone can shed light on URA 74F's history, please con-

It drove back from Essex and I used it for a few years as a driver and the reference for the other car's build. The gearbox needed re-building and it was then that I decided it deserved a makeover. I took most of the body and underside including suspension back to bare metal, applied seam sealer and loads of good paint protection and got all the body the same colour. I re-built the gearbox / new clutch / brakes / fitted electric fan with wide radiator / alternator / re-rubished the interior including steering bushes, fitted inertia seat belts. I swapped the wires for steels 5½ Js rear with 175 tyres rear and front 4½ Js with 165 tyres. I also fitted jacking points on the cills to save the seam from distorting.

It has the original steering wheel but has a smaller thicker one fitted at present as I find this better to use.

It is amazing how long jobs on cars take when you are just an enthusiast and not very good. I hope to finish URA while I can still get in and out of it.

If anyone out there has any



tact me and I'll put you in touch with him.

The Triumph weekend at Stratford proved a bit damp and blowy at times and as I wasn't particularly mobile that weekend Guy





kindly got some photographic evidence of some of the cars there, nice to see a good



number of early Spitfires were there, from a Mk2 needing quite a bit of TLC, to much more regularly used cars.



We were out again, in Baby Blue this time at the Gloucester Retro day on the Satur-



day of the Bank Holiday weekend. We've done this event several times now and still enjoy it – my annual opportunity to do some town centre shopping and to raid the various charity shops.

We were in our usual spot on Eastgate Street, near M&S, a bit noisy though from the 'hip-hop' karaoke sessions just behind us, but a very hot day so good to have a bit of shade at times. I seemed to have walked for miles but at least on a level surface and with fre-

quent opportunities to stop for a rest.

Other than my Mk3 Spitfire we did also spot a Red Mk2 there.

And we're now up to the 10th Belisha cards.

10 Sketch of a Child crossing the road behind a parked van
10 The Parish Church, Doncaster
10 The Lock Up, Eaton Socon
10 Carlisle Law Courts



A few

minutes googling showed me that all three buildings appear to still exist, outwardly little changed, allowing for artistic license.

And finally, something I spotted at a car boot sale recently. I probably should have bought it but, the price asked was a bit steep for me – a fiver for a jig-saw! I balk at paying more than £1 or £2, even for one depicting a Spitfire in Castle Combe.



Suzie

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Bucket List Ticked!

I hope those who went to the joint Inter Club Triumph weekend at Stratford on Avon Racecourse enjoyed it as much as I did, it was great to see so many Triumphs gathered in one place and so many people with so much in common having so much fun.

Well done to all the TSSC and TR Register staff involved and thanks for your hard work.

Now another success story from **Brian King**.

Not only did he have to get his Spitty 'fit-for-purpose', he also had to get himself fit!

One experience ticked off the Bucket List

"After a serious fall at work in April this year, my dream of driving my 1979 Triumph Spitfire to our holiday home in Spain seemed impossible. I had fractured two vertebrae and was in a back brace for 8 weeks, but had previously planned my epic drive, booking the English Channel ferry crossing for Saturday 6th July.

I acquired my car three years ago, with just 56,000 genuine mileage on the clock and a full and complete history of its 3 previous owners, MOT's, and every receipt of all the work that had ever been carried out on it. I decided from the start that it deserved a full refurbish-



Brian in Mequinenza, Spain

ment which started with the bodywork. So with the engine and interior out, the car was stripped and a full paint job was undertaken in the original colour of Pageant Blue by a specialist in my home town of Grimsby.

Then I set about the interior, changing the colour from brown to black and fitting heated seats. The rest of the interior was left original.

I also replaced all the suspension, new bushes, wheel bearings, discs, drums and brake shoes and pads, upgrading the headlights to halogen and fitted electric cooling fans on a thermostat.

The next big job was of course the most important – the engine. Initially I set about fitting electronic ignition. My pottering on my car gave me tremen-

dous pleasure and I worked on it as often as I could over the course of last year or so. I also had a fuse board fitted inside

" I had fractured two vertebrae and was in a back brace for 8 weeks "

the car, fusing everything separately and putting anything on with a big load on relays.

It wasn't until earlier this year – February/March – that I really started to drive the car any distance in order to test the way the car performed. Still working for a living, I could only really do this on sunny Sunday afternoons. During March it became apparent that the big ends were noisy and I had no

alternative but to have the engine reconditioned. I was advised to enlist the services of 'Service Engineering' in Roberts Street in Grimsby and they had the engine for quite a few weeks and did a really good job. They reground the crankshaft, installed new a new camshaft, pistons, oil pump and timing chain.

However, on 10th April I had the fall at work and it was at this time that they informed me that the engine reconditioning was complete and ready for collection. I was unable to even get out of bed unaided, never mind about fitting the engine back in my car, and with only two months to go to my epic journey I was in despair. Luckily I had previously been introduced to a retired chap called Graham who had worked on Triumphs and he was very happy to fit the engine for me, although I was extremely annoyed that I was unable to do it myself.

I was very grateful for Graham's help and expertise and he suggested a remote oil filter and also rebuilt the carburettor on which he did a good job.

As the days and weeks passed, my back got a lot better, having been in a back brace for 8 weeks and doing exactly what I was told by the doctors and in June I began to be a lot more mobile. So the race was now on to get the car tested and ready for the big journey as well as getting myself fit enough to drive the long distance. I had to complete 800 miles to 'run in' the newly reconditioned engine and then change the oil so I drove it as often as I could, trying to do some fairly long runs in order

to test its performance.

The car went well and the only bug bear now was the windscreen. On purchase of the vehicle the windscreen was very scratched and I had tried to replace it myself, buying a new one from Rimmers in Lincoln. But the rubber seals did not fit properly so I decided to use my car insurance windscreen service but it proved to be a race against time as it took them three attempts for their engineers to get it right.

As July approached, my friend who was to accompany me, started to plan the journey. We were to drive from Grimsby to Portsmouth on Saturday 6th July in order to catch the overnight Brittany Ferry to Caen in Normandy, France. On the following day we would drive through France to Lourdes and then on the Monday we would drive through the Pyrenees and down to our holiday home in a little village called El Mojon which is situated in



the south eastern region right on the Mediterranean coast exactly on the boarder of Alicante and Murcia. My wife and my friend's partner would fly down to Spain and meet us there.

I am delighted to say that all went well and as planned. Throughout the trip we tried to avoid motorways where possible and where time allowed.

Unfortunately on setting off on Saturday 6th July it was raining in Grimsby and so the roof had to stop up until we reached Oxford where the skies cleared to a fine afternoon. We arrived in Portsmouth by tea time and met up with a friend who, originally from Grimsby now lives in Gosport after serving in the Navy for many years. So we had plenty of time to board the ferry for the 11pm sail. It was wonderful to sail through Portsmouth's historical dockland, seeing HMS Victory and the new HMS Queen Elizabeth aircraft carrier.

This is the route we took once we docked in Caen early on the Sunday morning:-

Caen – Argentan – Alencon – Le Mans. We then stopped at Le Mans racing circuit but, although there was a classic vehicle event taking place, due to our own time commitments we did not stay



Sant Mateu, A232 to Alcaniz, N211 to Lleida, N145 to the independent principality of Andorra passing through the Pyrenees – Pamiers – finally arriving for an overnight stay in Toulouse, arriving very late.

The following day – Tuesday - we set off from Toulouse to Montauban – Brive-la-Gaillarde – Limoges – Chateauroux – Tours – Le Mans and then on to Caen, arriving in time to catch the overnight ferry to Portsmouth.

We arrived back home in Grimsby safe and sound by mid-afternoon on Wednesday 17th July.

and pressed on to La Fleche - Saumur – Poitiers – Angouleme - Pau and finally to Lourdes for an overnight stop, arriving in the late evening.

Following on, early Monday morning saw heavy mist and so the car roof had to be put up until we reached the Spanish side of the Pyrenees but the scenery along the route was staggering, being part of last year's Tour de France cycle race. I now have full admiration for the cyclists taking part – we struggled with some of the heights in a car!

Onwards towards Spain, departing Lourdes, heading south west to the Spanish boarder at Col-du-Portalet, then to Biescas, along the N260 to Huesca – Zaragoza – A23 – Teruel – Valencia – A7 down the coast to Alicante, then the N332 coast road to our little village of El Mojon near to Pilar de la Horadada and San Pedro del Pinatar just north of the salt lagoon of La Manga.

After spending a week relaxing in the Spanish sunshine in our holiday home we departed early on Monday 15th July back to England, but this time we had planned a slightly different route back to Caen:-

We travelled back up the N332 to Alicante, along the AP7 to Valencia and then Sagunt / Costello – taking the N10 to

The car performed magnificently throughout with only one slight problem as we neared Caen on the return journey. We noticed the car had become noisier and on investigation it was discovered that the exhaust had come loose from the manifold. We pulled into a small garage and the chap was very happy to help. He put the car on ramps and tightened the exhaust and wouldn't accept any payment.

Everywhere we went we attracted a lot of interest and people waved to us. We were made most welcome at the many roadside cafes we called at in both France and Spain. On one occasion when filling up with petrol, the attendant asked for us to take a photograph of him with the car!



Car in El Mojon

On our arrival back home we were absolutely shattered but very proud to have achieved our goal especially without any dramas, clocking up a total of 2,970 miles.

Would I do it again? Yes of course – but would definitely take a lot more time to enjoy the journey.

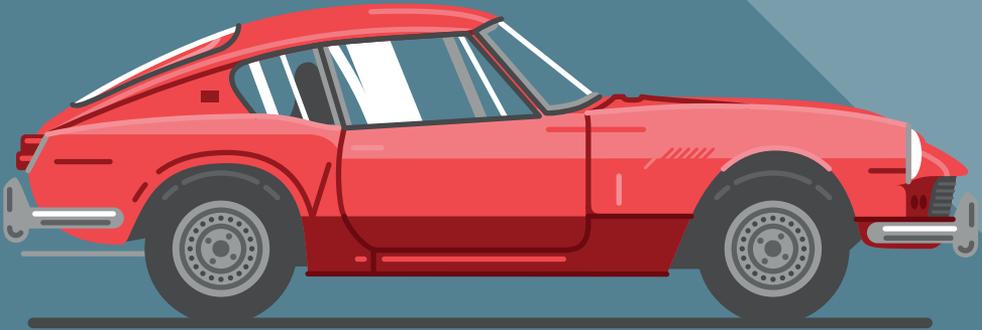
Brian King,
August 2019.

Thanks for the article Brian and I'm really pleased you're back to full health and the Spitty completed the trip without any issues. It's a real success story. As the saying goes,

'Do more with your Triumph'.

Steve

Insurance Partner



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INSURANCE

How Much Triumph?

This month I'm going to tell you about some cars with a Herald connection that have come onto my "cardar" screen recently. They also give me the opportunity to explore a bit further into the issue of how many Herald bits a car has to have for me to think of it as a "Herald special".

The photos of the orange car B14GJJ were sent to me by my great friend Dave (a TVR Taimar owner himself) from a car event he stumbled upon near Alverstoke in Hampshire. What we have here is the polar opposite of what we know as the typical Herald-based kit car or special, which is a car that has an alternative body set on a Herald chassis. For B14GJJ some likely lad has taken a Herald 13/60 body and mounted on to a Land Rover chassis.

I do not know any more about this car than I can glean from



Dave's photos. I have looked

"What we have here is the polar opposite of what we know as the typical Herald-based kit car or spe-



up the registration number on the Government's web sites: DVLA has B14GJJ as a 1996 black Land Rover with a 4-litre engine. DVSA has it as a white Land Rover Discovery. No comment.

We can tell that the builder has an understanding that his creation would meet mixed reaction, by the Marmite logo he's stuck on the side. Love it or hate it, I've never seen anything like it... until a few

weeks after I'd got these photos, when I came across an advert for a car for sale in Waddell. Waddell, as I'm sure you know, is a city in Arizona, north west of Phoenix.

This car is a Herald 1200 body mounted on a Mazda MX5 base, or Miata, as they call them in the States. This is the text from the Facebook advert:

**1963 Triumph Harold
(sic) Waddell, AZ
\$1,000**

About This Vehicle:
· Driven 666 miles



· Interior color: Black
Seller's Description:
1963 Triumph on a Mazda Miata. Runs great.

What can you say about this vehicle! I think the quoted mileage has a certain aptness, if you get my drift. I'm not sure who would pay 1,000 dollars for it, but perhaps it is worth it, as it apparently "runs great".

One final car to introduce to you this month. The green Morganesque car, PLA774E, is,

as I write, for sale on EBay, for the second time. This car is interesting, to me at least, in several ways. Firstly, the body: you know that there was a kit sold with a Morgan-



· Manual transmission
· Exterior color: White



looking body for the Herald chassis, it was the Burlington
39



SS, later known as the Dorian SS; I've written about these cars many times.

The body of PLA774E, though, is not quite like any of the Burlington/Dorian SS cars I've come across. Usually the centre-hinged bonnet sides go right down to the running boards; here we just have a single, rear hinged, top panel. The rear is nothing like the SS cars; its shape reminds me of some other car, though I can't quite place what. A mystery.

This is the EBay blurb:

Triumph HERALD 12/50

Morgan kit car 3.5 V8

*Needs work, hence price,
£2,995*

*Morgan kit car 1967. 3.5 V8,
ported, hard valve seats, profiled*



valves, piper fast road cam, lightened SD1 flywheel, Ford T9 Cosworth gearbox, aluminium bellhousing, steering rack, Spax coil-over suspension, tubular space frame chassis, with

40

reinforcements. Needs work, not been running, been stored for a few years.

What do we garner from that little lot? Good to know it has a steering rack. The main thing that strikes me is the rarity of the word "Triumph". Just how many Triumph parts are there in this "Triumph Herald 12/50" kit car?

The Swansea computers have PLA77E as a green 1967 Triumph with a 3,527cc engine, which last passed an MOT in July 2009.

This car just gets more enigmatic. That space frame chassis looks quite sophisticated; is it a one-off? We can't see any picture of the suspen-

sion components, so we don't know if these are Herald 12/50.

Personally I suspect they might not be, simply based on the wheels; I've not seen wheels of that design with the Herald PCD, most likely Ford hubs all round.

If this car was mechanically sorted, and the body tidied (and that green paint changed) it could actually be quite a thing.

Though, if I was its owner I'd be a bit worried that one day officialdom just might decide to question its current paperwork.

Variety... the spice of life. .

Trevor

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Fax No.
E-mail:

VEHICLE DETAILS

Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of form 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 proposed for entry in concours competition and evidence of entry may be required.

A1+ TOP CLASS The vehicle must exceed A1 - TOP CLASS and with little effort to be considered to be Concours.

A2 REPAIRS 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 roadworthy condition and be capable of satisfying an MOT Test requirement. The bodywork/chassis must be free of extensive rust and/or damage.

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

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

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What does fifteen pounds buy you nowadays?

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

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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.

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

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

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyts	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

PRACTICAL CLASSICS OCTOBER ISSUE ON SALE NOW!



Enjoy the story of how a unique five-speed Golf GTI press car was restored by one man in his shed. Plus, what to look out for when you are thinking of buying a Mini or a Smart, **Matt George** prepares his recently-restored TR6 for a 2000-mile European adventure and **Nigel Clark** comes up with a bespoke airbox solution for his 2.5-litre GT6.



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Lost in the Magic

Alyson recently asked me if I could explain how I came to own a Triumph that is more than 14 years older than I am. Well, as all stories, it all comes down to a chance encounter one glorious summer day.

In the summer of 1984 two important things happened. The last Triumph badged car rolled off the production line and, arguably more importantly, I was born. I doubt that these two things were linked or that my mother ever cared enough to notice the loss of the Triumph name that summer. So, how did a person too young to remember ever seeing a brand-new Triumph come to own and love a 1970 Triumph GT6 Mk2?

When I was growing up my mum drove a Austin Metro while my dad had a Montego estate. As a child I was not the greatest of adverts for the British Motor industry as I suffered a great deal with travel sickness. It really is a wonder that I am not burning every British car I see!

However, I was mechanically minded and to my parent's deep distress I remember regularly stripping down my bike only to find I couldn't rebuild it.

I used to build model planes and rockets so regularly that my childhood home was constantly



covered in oil and glue. I remember my uncle used to visit us in his MK2 VW Golf which always needed some work done, I was allowed to help with this so naturally I ended up getting into cars. The angular shapes of 80s and the new bulbous forms of cars of the 90s held no appeal to me. I don't remember when I first saw one but I soon I fell in love with the MGB GT. I know... dark times.

Throughout school, college and university I always thought back to the MGB and wondered when I could own one. I would talk for hours about cars both old and new but if you had asked me about a Triumph Spitfire I would have assumed you were talking about a plane.

I probably would have assumed that a Herald was a Sunday Hymn.

That all changed in 2006.

I was living in Stafford at the time, it was summer and I had just finished my final year at university. I was walking passed the Shell garage on Sandon Road carrying a big bag of washing to the local laundrette when out of the corner of my eye I got a lesson in automotive design that would shape me and change all my aspirations of car ownership. I remember it like it was yesterday. There on the garage forecourt next to one of the petrol pumps was something achingly cool. It was yellow, it was low and the sweeping roof line was just perfect! Instinctively I crossed the road for a better look. What was this design masterclass? as I got closer, I saw the bonnet bulge, the flared wheel arches, the chrome and the poise of the thing. I had no idea what I was looking at but whatever it



“ So, how did a person too young to remember ever seeing a brand-new Triumph come to own and love a 1970 Triumph GT6 Mk2?”

was, it was in another league to the fat old MGB. The bonnet badge read GT6 MKIII and in that moment I became a

garages near Bristol waiting expectantly for the door open. I had never actually seen a GT6 MK2 in the flesh until that mo-

panel gaps were laughable, the door locks didn't work and the paint was flat but I didn't care.

The engine started, the exhaust roared, it even had an MOT!

Before I could lose my nerve, I swapped all my savings for a small bundle of keys and quickly became the happiest man alive!

So, how did a car-sick boy whose only childhood experience of cars included some of the worst examples the British motor industry ever created, fall in love with an old Triumph?

The same way we



Triumph enthusiast.

Fast forward to a chilly December day 10 years later. I was standing outside a small run of

ment, so as the door slid away to reveal the round tail GT6 it was like I was back in Stafford again. The chrome was dull, its

all did.

I was lost in the magic!

Alan Wells



Mk 1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

Stratford Triumph Weekend

Well, what a great weekend that was back in August, joining forces with the TR Register meant that the numbers attending were massive and the event had the feel of the heyday of our old Stafford International in terms of scale and the buzz around the event.

The forecast wasn't great for Friday afternoon but it was due to be dry in the morning so I left home nice and early in the GT6 with the aim of getting to the event and erecting my tent before the rain set in.

I had a thoroughly enjoyable drive taking a route via the Cotswolds from Oxford to Stratford. Great driving roads and the traffic wasn't too heavy so I had the chance to overtake a few times and do some fast A road cruising in the GT6 which is where these cars really come to life. In fact I even managed to overtake a couple of TRs along the route and leave them behind in the mirror. At one point my route took me through Woodstock on the A44, where the famous picture of Jane Birkin and Serge Gainsburg in their MK1 GT6 was taken in the 70s, I have posted it before in my column but it's far too good not to show again! One thing I've picked up is that the road has been re-numbered in the 70s picture is was the A34, but it's now the A44 as the A34 number is used

Below: Jane Birkin and Serge Gainsburg and their MK1 GT6 in Woodstock, Oxfordshire in the 70s



for the road from Oxford up to Bicester now.

Although the event at Stratford wasn't supposed to open until 2pm, I arrived at about 12 and there was no problem getting in early as traffic had built up and the Organisers were asked to clear the road outside! It was still dry so I started to put my tent up, then of course it starting pouring down with rain so I got soaked putting the tent up and just to add insult to injury once I had the tent up the rain stopped!



Home for the weekend, the tent up with the GT6 parked next door ready for the event.

I rewarded myself with a walk into Stratford town centre for Fish and Chips and a couple of pints in the pub. It was my first time in Stratford upon Avon so I had a bit of a look around, very picturesque. On Friday evening the weather closed in and the bar



The GT6 line up starts to take shape on Saturday morning

marquee was packed out with people wanting to get out of the rain. The token for a free beer supplied with the entry pass was duly spent and the evening spent catching up with Triumph friends.

Then on the Saturday and Sunday the main event took place, the weather had improved and the turnout of cars was stun-

ning. I got my GT6 valued by Bernie and then parked it up with all the other Triumph GT6s.

There were plenty of GT6s to look around over the weekend, here is a selection.



GT6 MK1s at Stratford



GT6 MK2s at Stratford





GT6 MK3s at Stratford



GT6 MK2s at Stratford



**GT6 convertibles
AKA "Gitfires" at Stratford.**



As well as the cars there was a great autojumble, an autosolo, an arena where cars were commented on, I certainly learnt a few things!



Some technical seminars, some great live music, a beer festival and even flypasts from a Spitfire on the Saturday and a Dakota on the Sunday. It was a really enjoyable weekend and I hope we see a repeat collaboration between the two clubs next year.

From The Archives

While we are on the subject of GT6s at our major national event, let's recap on the line up at Stafford in 1997 for the GT6 40th anniversary!



Low level Dakota Flypast

Andy

GT6s in the hall at Stafford 1997



What's Occuring Terry?

Some believe that the Club's online presence is an irrelevance, others its window on the world.

Either way what occurs there is important, so Tom Hartley (CoM) has asked me to present a diary of what is happening out there.

To prove how popular it is, there are twenty seven forums on the Club message board, and all of them, save six, have had messages posted this month. Those with no news include "Stolen", which has to be good news, and "Forum Announcements", which shows how unbureaucratic it is. Of the busy forums, twelve have had posts today, as I write and five within the last hour. It is all happening here!

And, what is occurring, Terry? Pete Lewis, the agony aunt for all Triumph problems, clocked up his ten thousandth post on the Club Message Board! He has been rewarded by a Shooting Star emblem on his avatar and the motto "Tenth Dan Tri-

umphero". Thoroughly deserved, Pete!

Another long runner is Badwolf's Spitfire restoration thread, now thirty seven pages long! The discussion has ranged from the more usual trials of the restorer, suspension that seems determined not to go back in, electrics that won't work and new parts that don't fit. Most recently, Badwolf has pushed the technological boundary and been using industrial adhesives instead of welding! Stick with it, Badwolf!

From the Old Lags to the new kids on the block, the "Me and My Car" forum has welcomed four new members in this month alone. Two are returning to Triumph ownership (we know it makes sense!) and seeking their old cars. So, if you know of ROO 556M or BMX 373T, get on down to the board and let Roger K, or 'MyOld-Spitty' know!

What the hottest thread right now? Tanky, one of our new members, asked just five hours

"there are twenty seven forums on the Club message board, and all of them, save six, have had messages posted this month."

ago (As I wrote this) for help with a loose wheel bearing. He has already had advice from five members, including of course, Pete Lewis, and it sounds like his problems are over. Or will be as soon as he has time to attend to his new-to-him Triumph.

That's the message board for you, you're never short of advice both authoritative and speculative.

Join us on the message board, get help, give advice, be part of the Triumph community!

Messageboard Herald



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More Summer Shows

Hello. Hopefully this edition of the Courier finds you well. Quite hard to comprehend I'm writing for the October edition, and just amazed how quickly this year seems to be going! Anyway, to mark the point that we look backwards to move forwards, I'm reporting from when it was warmer and lighter for longer (well, mostly!) Back to August and I attended the local pub which has a classic car night. It was a warm night so nice and busy. On a personal note, it was great to meet Noah James, new son to Dan and Elaine James (Dan is Stag owner and local member of South Bucks area). As many do, finding the baby seat too large to fit in the Stag, so modern car was in use, but as the person who lets you in is VERY serious about it, doesn't let you in unless you are something USA built or pre 1980 British built!

The weekend after was the Triumph Weekend at Stratford. Harry and I met up with Simon and Tracey in their TR6 and we



headed up from Beaconsfield along the M40. It was a good run for both cars and being the similar engines, meant that





The following day we attend a local village show which has a classic car show with it. Fun-nily enough, near another river, so involved another hill descent and climb on the way back! We came out of the event and rather than fight the traffic, we turned left up a road that neither my wife or I have been up! What a find! Very steep, and narrow but as nice and

70mph was the mean average, which made for good progress. As we arrived, we went to our respective areas. It was great to see such a large selection of Triumphs of so many different models.



warm, windows down and the 6 cylinders working hard through the Chris Whiter stainless steel exhaust, really made for a enjoyable noise and experience!

I'm sure we have had had various things asked and said to us at shows when near the car that you have taken. One or two stick out. At this event, I was told by an older lady that her ex boyfriend used to have a Mk2 saloon, and walked off with a smile and laugh! The second was a chap who explained he had a Mk1 and how much he enjoyed it, and had managed some 30000 miles in 9 months as he was in a band and the Triumph was the only one of their collection that would do that mileage with all their stuff in the boot! That's why the vehicles can be such a transportation in the mind, and the road..

I parked up with the 2000 register who seemed a bit surprised, but hey, good to have them all together..

Thank you to all those involved in the organisation of the event, very much appreciated. Great to catch up with friends from different areas.

My personal thanks also to Simon and Tracy for the lovely lunch sitting in the TR6 area!!

Early September is a local regatta held at Cookham on the Thames which has a classic car show with it. Its local, as only takes 5 mins to get to, but Beaconsfield is nearly 350 ft above sea level, so involves hills!! Good turnout of cars with different makes and models.

Well, I hope you enjoyed the visual experience of my actives with my Mk2. If you are bored of it, **PLEASE** do send me pictures of your experiences and activities with your big saloon and make that difference!!



BOND EQUIPE

GUY SINGLETON bond@tssc.org.uk

Nights are drawing in

October – the nights are certainly drawing in, as ever I have not managed to make much progress with my convertible – it does have one less hole under the rear seat only two more to go!

No doubt there will be many other references to the sad passing of **Mike Crewes** in this month's edition. I was very sad to hear of his death, I have known Mike over very many years and as some of you will recall Suzie and I took over the running of the South of England Meeting at Leatherhead from him, prior to Mickey and Julie Hazel taking it over from us. Mike has been a stalwart of the Club and has in many ways made it what it is now - Mike - I hope you can still hear the V8 burble where you are now and thanks for all you help and support over the years.

I have had a further update from **Graham Lowe** regarding his 4S restoration which is now nearing completion, he writes:

"The last 4 weeks I've mainly been up-rating the electrics & addressing numerous completion jobs. With great help from my pal Rod, I've introduced in-line relays & fuses for all the electrics. As from today all the equipment is now functioning, just needs tidying.

I've also created a decent exhaust system from 3 left over exhausts from my local exhaust centre, it includes a centre box



from a Corsa & further reduces noise emissions; I've placed a Fuse Box on the side of the passenger Bulkhead where it will be covered by a 'Velcroed' interior panel. The func-



tionality of some of the knobs has been altered, ie, the 1st turn of the light knob now turns on the dash panel & the side lights.

Nearing completion, a full wiring diagram is being drawn up to support the changes

Now fitted today, is the crash switch for the electric fuel pump; I hope to complete the car by the end of August. It's taken me



“ now fitted today, is the crash switch for the electric fuel pump ”

Unleaded to contain ethanol, so I will stick to that for my cars. It may cost a bob or two more, but I have found that it does help to prevent pinking.

We had an enjoyable time at Stratford which I think was a successful event and hopefully in time will lead to more co-operation between the Triumph Clubs. It was good to see a few Equipes there to join with my 2+2, **Andy Belcher** had his white 4S complete with camping trailer

12 months of enjoyable but hard graft, putting in many 60 hour weeks. I've kept the original car but upgraded it with modern Safety features such as Seat Belts, strengthened Chassis and fused electrics alongside considerable anti-corrosion to tackle the UK weather. It's now right for the next 55 years of its life. It's to be my

Daughter's Wedding car in December, now for the hard bit - writing my wedding speech! I'd be grateful for any tips..."



Following on

from my mention last month of ethanol in fuel **Josef Gluyas** forwarded a link regarding this, you might be interested in reading it yourself so I've simplified the url. *"As you mentioned the perceived lack of ethanol in super unleaded in your Courier article this month I thought you'd be interested in this (if you'd not seen it yourself already). As of the beginning of this month (September) the percentage of ethanol in petrol, and biodiesel in diesel, have to be marked on the pumps. <https://tinyurl.com/Efuel>. You'll be able to spot E5 and B7 markings within a square border.*

Anyway, I noticed at the Jet station local to me that all the unleaded fuel was E5 marked, both super and regular. I expect that this indicates most super unleaded will be going the same way, but with the info now required on the pumps at least it won't be a guessing game any longer!"

I'm pleased that at present there is still no requirement for Super



and **Paul Grogan and Mike Carter** with their red convertibles - Mike's showing off his custom made hard top.

There were also a white 2 litre Coupe (POE 541G) and a white 2 litre convertible (NFJ 763G) but unfortunately I did



not get to see either owner. I have both registrations on the Bond Register but the coupe was one of the original cars on it from 1993 with very sparse information, and it is likely it has a new owner, and the convertible info I last updated in 2016 but I have a note that I saw it at Cosgrove in 2002.

If the owner of either car is reading this then I would be very pleased to hear from you with an update for the Register.

Finally, on Stratford although I had several people interested in the fact that my 2+2 was towing a car trailer around the field, and asking what I had towed to the event, the truth was that the Bond itself came on the trailer as we had arrived in the campervan as we were also trading at the event.



Guy

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AREA SHOWTIME

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Duxford All Triumph & Classic Day

by Peter Bird - Suffolk Area

On Sunday (1st September) I and many others thoroughly enjoyed the 'All Triumph & Classics' event at Duxford Air / Imperial War Museum, which was sublimely hosted by the **Herts and Beds** TSSC group. For those who might like to see a few piccies here's just a few of mine. .

I might add that although the distance from Suffolk, where I live, to Duxford isn't that great, I really don't like getting up early on the morning and driving only half awake along the A14. whereas I do rather like waking up in the open countryside sliding the side door of my people carrier open to the sunshine and laying wrapped up in my duvet drinking fresh coffee. So I went across on Saturday late afternoon and found myself a quiet parking place just 2 miles from Duxford. Having brought along spicy chicken wings with sour-cream as a dip, for something tasty to picnic on - I sat down to enjoy the open air. Well I hadn't even slurped my way through the first delicious chicken wing when the wholesome sounds of a Merlin welcomed me to Cambridgeshire . . . And what a treat ... For the best part of 20 min-



utes I had my own private air display of the Spitfire swooping and soaring the evening skies.

Normal service of bird singing, hares darting across the fields and the majestic passing of 'heavies' coming into Luton Airport (I presume) then resumed, and I watched as the sunlight traced across the fields and slowly faded away. That night, with the side door of my ad-hoc 'camper' opened, warmly wrapped comfortably in my king-sized cocoon, I lay there star gazing. It's simple pleasures like these that make a day trip into a special experience. The following morning I woke to hazy skies which car-

ried with it the promise of fine weather.

I do love September skies,



more especially so when still tucked up warm and dry. This was taken at 7am, when even the sunshine wasn't rushing about on a Sunday morning. Oh and the campsite wasn't too crowded either . .

The blue Chrysler Voyager doesn't offer anywhere near the driving experience of a Tri-

umph ..but still, it has its uses.
Enough of all that ..on to the event at Duxford. I have
2.1 miles to drive . .

Above and below ..the "All Triumphs and
classics" brought one or two colourful alter-
natives.



Early birds in the front row. Am I spotting a subliminal pattern here, Yellow Triumph, Red Triumph ?? And as you can see the weather was not bad either - It's great when the organisers remember to book blue skies and sunshine.

Of course everyday life goes on at Duxford even when a car club comes to visit.

I guess 'normal' to some folk is to shuffle priceless vintage aircraft around (see final picture).?



**American registration and look-
ing like great fun.**

As has been mentioned we also enjoyed some very fine flying legends . .



The numbers of All Triumph and Classics soon filled in. I gather there were over 140 in total, mostly in much-loved condition, but those with more patina than others seemed to attract just as much enthusiastic interest and conversation.



Maintenance is part and parcel of owning any classic...
...I've never needed a fifteen foot ladder to do it though.





In the many, equally as vintage, hangers and workshops, as well as in the main museum gallery there was much to see, to learn about and simply enjoy . .

different vintage.

But back to the cars.. Well personally speaking I like to learn from and ad-

mire the detailing. I did overhear part of a conversation by the refreshments tent between two ladies, one of which was asking "*why do people open their car's bonnets at these sort of events ?*" I didn't say anything ..I'll leave that to



Visiting the Short Sunderland again was to me like seeing a dearest old friend. My Dad was in the RAF and although these were mostly de-commissioned before I was very old, I do remember seeing them flying from the water when we lived in Singapore. I've had a huge soft spot for them ever since.

Outside in the sunshine, the flying continued with aircraft of 60



someone better qualified.

But then I also liked to quietly compare. .

All Triumph and classics is great for this sort of 'appreciation' ..GT6 versus TR5

Anyway I could ramble on n' on ..but that's probably not appropriate, so I'll shut up now.. Thank you though., to those who organised and hosted this excellent event, to those who gave their time as marshals,



and equally to those behind the scenes &/or beavering away in the refreshment tent. It was truly appreciated. I had

and vice versa ..but have to say that this particular Triumph event was enhanced by the live soundtrack and sights of classic



a great day and met some really nice folk. I enjoyed the cars as much as the air museum,

aircraft taking off and landing in such close proximity. The big flying shows at Dux-

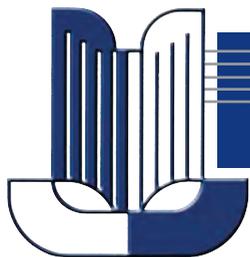
ford are now rather too crowded for me, but this visit was just superb.

Thank you.

Peter Bird
AKA BFG.

Sidebar :

Exactly 80 years ago on 1st September 1939 : Evening newspaper placards in London announce the news of Germany's invasion of Poland. As a consequence of this aggression France and England declared war against Germany on September 3rd. But as neither country was prepared for the fight - they would not deploy a significant number of military forces until the following year, leaving Poland alone in its defence against the German army and the Luftwaffe's Blitzkrieg strategy. Any hopes of repelling that invasion were dashed on Sept 17, when the Soviet Red Army invaded from east. By the end of that month, Germany and the Soviet Union had control of the country. The last organised Polish resistance were defeated on Oct. 6.



Herald 60th

Triumph Sports Six Club

Herald Convertible Prototypes

While Standard Triumph were busy building Coupes and Saloons and dealers were starting to sell cars to the general public Giovanni Michelotti was busy back in Italy with the next body style – the Convertible. LHD Prototype X632, fitted with a twin-carb engine Y4E, was delivered to the UK in May of 1959; this was painted green with a white hood and Targo Purple interior. The car was later registered as 4424 HP in 1960. The second prototype, X641 was RHD and UK built in August 1959, it was registered XKV 864. This prototype was finished in white

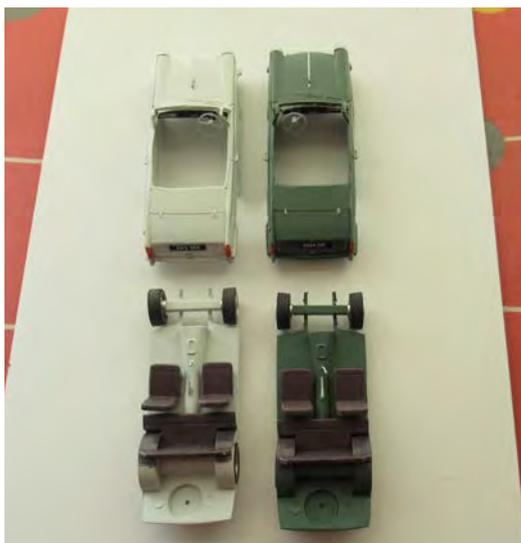


New British TRIUMPH wins world-wide acclaim



with a white hood. This car was seen in a number of adverts and publicity shots – notably in London in February 1960.

Working through building models of the Herald prototypes I realised that there is not a lot of detail in 1/32nd slot car interiors. I decided for the convertible to use a modified chassis from the plastic Airfix Herald saloon kit which could be fitted with seats, steering wheel, dash, gear lever and brake lever. For the body I used a resin Coupé shell cut off the roof; the saloon body only has a narrow quarter deck and I would have had to 'let in' a wider panel to allow for the extra depth and support to hood well cover – I did try



and make some hoods but they were so poor they went in the bin! The cars were painted in Standard-Triumph colours from the club shop – as I could not track down the correct interior colour of the white

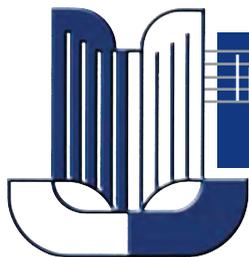


prototype I used Targo Purple which was found on the Lichfield Green car.

Sebring White Hoods seemed to be fairly common on early Herald convertibles – a lot of pictures of early (948) Heralds feature cars with white rather than black hoods. My impression, from seeing cars in the late 1970s/early 1980s, was the white hoods always looked worse than black ones (green algal growth, dirt), and that companies selling replacement hood tended to favour black ones – this may explain the relative rarity of whites hoods today.

Chris Longhurst





Part 1 - The Survey

Introduction

Few owners know that their engine has a crankshaft damper, or if they do, why it's there. It usually appears to be merely the pulley that drives the fan, the alternator and other engine ancillaries, but it has another function, to suppress potentially damaging vibration on the crank shaft



After many years of use the damper is often in the state seen above. Triumph owners are concerned by the apparently poor condition of the crank damper, but how common is it for the damper to be so deteriorated that it doesn't fulfill its function?

What is a crankshaft damper?

The straight-six engine design has "inherent balance" and less vibration than any other

design because primary and secondary engine rocking couples balance out, but their long crankshafts make them prone to torsional vibration. This occurs when the power stroke forces the journal down, once in two revolutions. The journal bends, rebounds and vibrates. This vibration can resonate along the crank if the impulses occur at a 'critical speed'. Think of pushing a child on a swing; if the pushes coincide with the movement of the swing, then the child goes higher and higher. Resonance can cause wear and damage that can damage the crank, and the crank damper is fitted to absorb and suppress that resonance.

At the time that Standard Triumph developed its post-WW2 range of engines, a four cylinder was considered not to need a crank damper, but despite inherent balance, the long cranked straight-six did require one. All of half a million Triumphs sixes had a crank damper, incorporated into the front pulley that drove the water pump and dynamo or alternator. In the UK, just over eight thousand such Triumphs survive either registered or on Statutory Off-Road Notification (SORN), and more are known to exist abroad.

Today, as engines have grown smaller, thermal efficiency and mean effective pressure have risen, and even small four-cylinder petrol engines today have a crank damper, and some such as the Subaru EJ engine series have become notorious for failure.

Technical

The reciprocating, internal combustion engine is subject to different types of vibration, from the twisting moments caused by the spinning crank to the primary and secondary vibration from piston movement. In a three-cylinder engine, firing at 180 degree intervals, these all balance out by opposing each other, but an end-to-end tilting moment is left. The straight-six engine is the equivalent of two three-cylinder engines where these forces oppose each other, so that it is uniquely smooth running, but the longer crankshaft allows torsional vibration to become important.

As each piston descends in the power stroke, against the load, it twists the crankshaft, which rebounds and oscillates in the same way as a struck tuning fork, fixed at its base by the heavy fly-wheel. If the input frequency into the journal is the same as the natural frequency of the crank, then it will resonate, amplifying the vibration. Sound at a wine glasses resonant frequency can shatter it, and there may be several "critical speeds" at which a crankshaft will resonate with the frequency of firing strokes. Torsional vibration resonance can break crankshafts and the parts connected to it, or at least increase wear and reduce their useful life.

A damper is a device the suppresses vibration. The most commonly used damper for production car engines is the "tuned elastic mass damper", light in weight, cheaply made, and requiring no maintenance. The tuned elastic mass damper has a solid hub, attached to the crankshaft nose, with a heavy metal ring around it, bonded to it a band of rubber. As the crankshaft vibrates, movement of the outer ring is inhibited by its inertia, distorting the elastomer. The oscillation is damped by hysteresis in the rubber, and the energy lost as heat.

But this simple, cheap damper has a life that limited by degradation of the elastomer, by heat and the oil and fuel that contaminate the engine compartment. Modern halogen linked, thermoplastic elastomers are resistant but were very new in the 1970s, when Triumph were building these engines. They used a vulcanised rubber, like car tyre rubber, and with the same limited life. With time and contamination, it can swell, crack, stiffen or loose adhesion to the hub and ring, and destroy the operation of the damper.

The effects can be minor, or major. The crank damper is often used as a pulley to drive ancillary equipment, and if there is no adhesion to the ring this drive will fail. The ring may also be used as a marker of crank position, showing the Top Dead Centre position for ignition and camshaft timing, which will become impossible if the outer ring has shifted. And if the ring becomes detached, then it becomes a spinning missile in the engine bay. If it does not, but fails to damp vibrations, then ultimately crankshaft failure can occur.

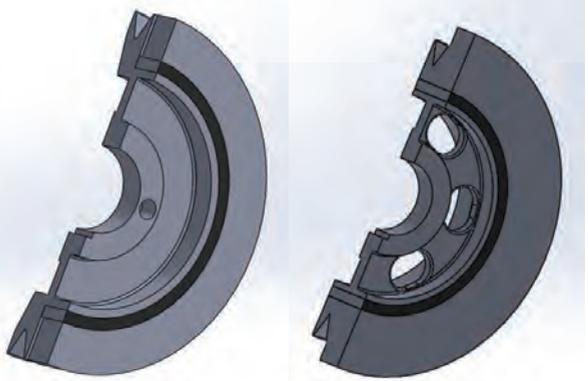


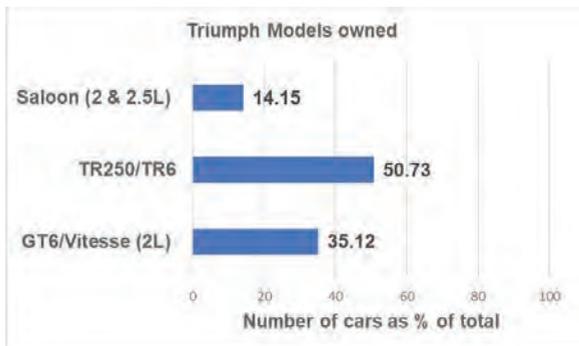
Fig X Left, 2L damper, Right 2.5L damper. See text for explanation

These drawings show the 2 litre (Left) and 2.5L (Right) design of crank damper, in cross-section. The 2L isolates the mass ring from the hub and pulley, but the 2.5 incorporates the V-pulley and ring together, so that all the stress of driving ancillaries goes through the rubber ring. This difference has not been documented before, beyond the different part numbers. It may be that the greater specific impulse of the 2.5 and the heavier crankshaft made it necessary.

The Survey

A survey was published on Survey Monkey, running from January to February 2018, to find out how much of a problem this is to Triumph owners. A total of 207 owners responded to the survey and gave the following responses.

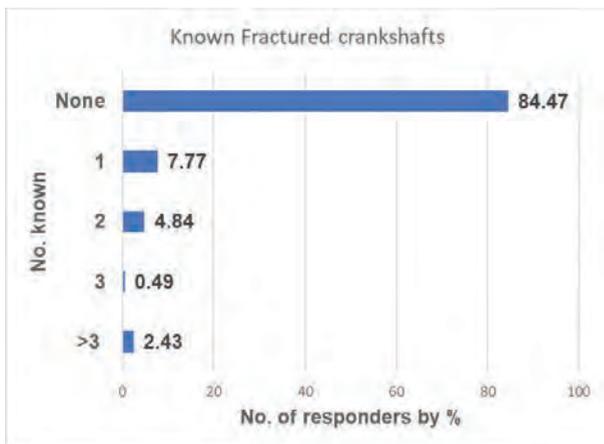
Q1. Duration of ownership



Q.2. Models owned

Q.3. Faulty crank dampers seen

the rubber beneath in good condition and used it again, with no apparent ill effect.



Three commented that they had seen broken crankshafts, one twice, but they were in racing Triumphs. Another had seen one while the car was still under the manufacturer's warranty. The last had seen one in an earlier Triumph, a TR3A, but that was an earlier, four-cylinder engine that was designed with no damper.

Others commented on seeing faulty dampers on other cars, including the Volvo B21 red-block engines, Ford F150 V8 and Triumph Stag.

Conclusion

The owner who had seen a crank broken under guarantee thought that

this might have been due to a faulty damper, but a faulty crank is a more likely reason

The survey showed that nearly two thirds of responders had owned a Triumph for more than twenty years, so their experience was extensive, but they owned a range of those vehicles that is not in line with the known production figures. The status of the TR6 as a quintessential "British sports car", makes it more likely to survive as a preservation project than the GT6, Vitesse and saloon models, despite the near identical engines.

Q.4. Known fractured crankshafts

Q.5 Opinions on cause of crank failure

Q.6. Free Text

This section allowed responders to write what they liked. 109 responders offered opinions, which showed that several had owned more than one Triumph over many years, rebuilding up to seven engines, all without realising that the dampers might be faulty. As the Top Dead Centre position is essential in a rebuild, dampers where the rubber had lost adhesion to the metal and shifted would have been obvious you would expect.

Several commented that the outer surface of the rubber in the damper showed signs of deterioration, being swollen and cracked. Some had replaced the damper, either by having it rebuilt, by using another, better looking damper or with a non-Triumph damper pulley. One had shaved off the swollen cracked edge, found

Model	% Produced of Total	% Owned in last 20 years
Saloon 2L/2.5	66	14
TR5/6	19	51
GT6/Vitesse	15	35

Of those who responded, there were 41 (20%), known crank damper failures, and 32 known crank failures (16%), but only 12% of responders considered the damper failure as the cause of the crank fracture. They were not asked what other cause might have led to such a major malfunction, and there are many other potential causes.

These statistics show that a fifth of the owners of surviving cars had known of a failed damper, which is a large proportion. The concern of owners on this problem is justified, but they have no method of resolving their concern. Inspection of almost any used Triumph damper will show apparent deterioration of the rubber, but at least 4 out of five will still function adequately.

A method of testing dampers is needed, to reassure owners, and to demonstrate that the expense of a new damper is essential.

Part 2 of this report will describe such a method and a new service to test your crank damper.

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13/60 CONVERTIBLE. PRU for sale - sadly - due to moving we need a new home for our beautiful Triumph Herald convertible 13/60, Valencia blue and A1 condition. Sensible offers will be considered. She will be newly serviced on sale. History and low mileage - 78,900. 1969 on the road, manufactured 1967. £8,500. offers considered. Justine Fisher/w Bowen (Brighton) 07976 507210.



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Spitfire



1973 Mk.IV. 1500. Restoration project. Executors' sale, so very limited knowledge, seems in fair condition, body & chassis appear sound, flaking paintwork easily bare-metalled. Restored by deceased 20 years ago not been driven since, stored in

damp lock up garage, which explains deteriorated paintwork. Email - johnphotiades@hotmail.co.uk for more info/restoration photos etc. Sensible offers around £1,300. John Photiades (Car close to M1, J10.)

1500, 1977. Agreed valuation £4000 will accept £3600 ono. Pictures at royalvictoriahall.org. 1 Year MOT, fun car, but time for a new chapter. £3,600 Jason Reeves (Whitstable, Kent) 01227 490076.



1500 - British Racing Green Reluctant sale, 1980 Extensive mechanical & cosmetic rebuild undertaken by previous owner years ago. Little recent usage, currently on SORN. Following long-term storage, it requires recommissioning. Car can be viewed Derby area, strictly by appointment. Collection Only. Offers in excess of £2,000. Jerome (Burton upon Trent) 07944 617589



1500 - PROJECT. 1979 Spitfire in Carmine Red. Reluctant sale of my Spitfire I have had for the last 10 years. Car has been off the road for the last 4 years and so bodywork needs a good amount of attention. Engine runs well although the clutch needs freeing. Fitted with Spax shock absorbers, sports exhaust & sits on genuine 14" Minilite alloys. Will make a good project. £1200 ono Sarah Wolstenholme (Near Chinnor, South Oxfordshire) 07866 302697



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1500, 1980. Complete car with soft top. Been off road and Outside so now Restoration project. V5C. £600. Herbert Sutherland (North Yorkshire) 01748 834108.

1500, 1976. Unfinished restoration, Body and chassis repaired and back together. Many new parts fitted. Unable to complete project. £400. Herbert Sutherland (North Yorkshire) 01748 834108.

Vitesse

MK1 2 LITRE CONVERTIBLE. Converted Saloon. Orange /Red, Many New Parts. Good runner and Condition. Wheels Shot blasted and Painted. CD player. £4,000. Duncan Wilson (Leeds) 07746 541628

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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.

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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	Bernard Littlewood , 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ. Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk
TR7/TR8	Paul Lewis , 14 Northbourne Drive, Nuneaton, Works. CV11 4GA Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk
TRIUMPH ACCLAIM	Chris Gunby , The New Room, Church St, Sth Witham. Lincs. NG33 5PJ Tel: 07843 435190 e-mail: acclaim@tssc.org.uk
STAG	Phil Willson , 37 The Grove. Sidcup, Kent. DA14 5NG Tel: 020 8302 0059 e-mail: stag@tssc.org.uk
TSSC TRIUMPH ARCHIVE	Ben Broadbent , 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES. Tel: 07875 944541 e-mail: archive@tssc.org.uk
AMPHICAR	David Chapman , Tel: 01684 592985 e-mail: amphicar@tssc.org.uk
INTERNATIONAL LIAISON SECRETARIES	Dave & Jo Beardsley , 4 Short Close, Warrington, Peterborough. PE8 6WG. e-mail:International@tssc.org.uk
YOUNG MEMBERS CO-ORDINATOR	Alyson Anderson , 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ e-mail: youngmembers@tssc.org.uk
TRIUMPH WEEKEND 2020	Nigel Hill , 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk
AREA LIAISON OFFICERS	Di Allen & Nigel Hill , 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk
PUBLIC RELATIONS OFFICER	Vicky Dredge , Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF Tel: 07745 299457 e-mail: pro@tssc.org



October 2019

AREA NEWS



TSSC CORNWALL CHRISTMAS DINNER & DANCE 2019

SATURDAY 7th DECEMBER

7PM

ESPLANADE HOTEL NEWQUAY

START The celebrations with a drinks reception in the Pebbles Bar then take a seat in our Cove Restaurant and enjoy a festive three-course meal £37each.

AFTER DINNER Try your luck and take a spin on the casino tables then dance the night away with a DJ set and get snap happy at our mirror photo booth!

SERVING Classic cocktails (extra charge) throughout the evening, so you just need to decide if yours will be shaken or stirred...

Book with Carol Coventry Area Organiser
07979464643 or Email: carol.63@hotmail.co.uk



Accommodation rates:

Standard - £69.00

Standard sea view - £89.00

Surf rooms - £95.00 (Roxy and Quiksilver themed rooms)

Standard Seaview balcony - £95.00

Best - £109.00

Family rooms - £69.00

Seaview family rooms - £89.00



AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

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

NORTHERN AREAS

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

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 The Bull & Butcher - CORLEY MOOR CV7 8AQ	1ST TUES. 7.30PM.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01773 531580 Smalley Common Ex- Servicemans Club - ILKESTON. DE7 6FY	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	David Smith: Rose & Crown - 45 Main St, Thurnby - LEICS. LE7 9PJ	1ST TUES 6.30.PM
LINCOLNSHIRE	Looking for New AO contact Nigel Hill: 07976 163006	
NOTTS	Nigel Hill: 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 Duke of Cumberland's Head - CLIFTON. OX15 0PE	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embery: 0770 1049881 Simon Morgan: 07786 806189 CONTACTAO's FOR MEETING VENUE	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 <i>The Plough</i> - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
ESSEX	Allan 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 ALT MONTHS START JAN	Mike Carroll: 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH. NR4 6LA	2ND MON. 8PM
ALT MONTHS START FEB	Paul & Christina Girling: 07584 000442 <i>The Windmill Inn</i> - Mill Street - NECTON. PE37 8EN	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>The Travellers Friend</i> - Crookham Common, THATCHAM. RG19 8EA <i>The Downgate</i> - Down View, Park St. 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 <i>Royal Oak</i> - GOODWORTH CLATFORD. SP11 7QY.	2ND THURS. 8PM
AVON	David Stroud: 07816 952524 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY <i>Ring A.O. Details</i>	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>Red Lion</i> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
SOMERSET	Harrison Every: 07850 273823 Maggie Love: 01749 850734 <i>The Apple Tree Inn, West Pennard, GLASTONBURY, BA6 8ND</i>	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	(New AO) Craig Gingell: 01249 740239 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 8pm.

WELSH AREAS

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

NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
GERMANY	Hans George Stumpf	hgs-systems@onlinehome.de
GREECE	Soulis Papatanasios	Soulishellas@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NETHERLANDS	Edward Marinus	marinuse@ziggo.nl
NEW ZEALAND	John Etheridge	johnhtetheridge@aol.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221



ALO REPORT . . . ANDOVER CAMBRIDGE . . . CANTERBURY . . . CHESHIRE

TSSC AREA NEWS

AREA LIAISON OFFICERS

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

It is that time of the year that Areas will be having their AGMs, we would like to say we're already receiving forms to begin 2020 with New Organisers. So a big warm welcome to North Wiltshire Area which is our new replacement for Swindon and his name is Craig Chingell and they will be meeting at The Foxham Inn, Foxham, Wiltshire. Also a warm welcome to Paul and Christina Girling joining Mike Carroll Norfolk Area.



Myself and Di will be attending as usual the **Classic car show NEC from 8/9/10 November**, so pop along to the TSSC stand where if there are any questions or any feed back from the inter club weekend we would like to hear them. We would also like to say a huge Thank you to the Scotland guys for making us feel very welcome at Bo'ness and congratulations on winning best stand at this event.

We had the most amazing time and would recommend this great event to anyone who hasn't given it a go.

So many shows and events throughout the year and we hope we can get to more next year. Keep on using your Triumphs. Hope to see you all soon.

Nigel & Di

ANDOVER

Tel. 01672 514241

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

We had one of our more exclusive meetings at the White Lion at Wherwell with only Ed and Southampton Bob joining us. Still a nice pub but too small I think even for our generally smashly group so we'll be going back to the Royal Oak at Goodworth Clatford for the foreseeable future. It still needs to be confirmed but we will probably have our Christmas meal there, as part of getting settled into the place. As we noted before, our backup meeting pub will be the Chalkhill Blue at Andover but we hope we won't have to make that detour.

August saw us at the joint Triumph International event at Stratford, somewhat wet and windy on Friday but at least the rain stayed away over the rest of the weekend, even if the strong winds didn't.

Next meetings

September 29th - Shalbourne

October 10th - The Royal Oak, Goodworth Clatford, SP11 7QY

October 23rd - Newbury Area meet at The Downgate, Park St, Hungerford RG17 0ED

Guy & Suzie

CAMBRIDGE

Tel. 07795 436149

e-mail: cambridge@tssc.org.uk



September kicked off with the 26th annual All Triumph and Classic Day at Duxford Imperial War Museum which saw a great turnout from across East Anglia and great weather. The

TSSC shop was in attendance, Herts and Beds provided teas and coffees and great cakes for a donation and the raffle and car judging went down well too. It was a great chance to meet up with fellow Triumph enthusiasts who you don't get to meet at our monthly meetings at The Plough.

This is a great day and Peter Lewis and his team should be rightly proud.

Our monthly meeting at the Plough followed the next night, being the first Monday in the month, and we all gathered by our new area flag. Very smart too! Despite the darkness drawing in we managed to look over quite a few cars, some of which were having their insurance Agreed Value Valuations done, including Ron's immaculate 2000 Saloon, Andy's spotless (and, it turns out, quite valuable) Spitfire MkIII, Chris's Sprint engine TR7 and Rob's white GT6 Mk3. After a bit of excitement from my glass of orange-juice-and-lemonade (thanks Ed) which first provided a nearly swallowed wasp and then went dancing into smithereens across the car park, we adjourned from the car park into the pub.



We provided the now standard grilling to John about his 12-years-off-the-road Herald, which now has a non-leaking fuel tank and upgraded hoses, just not connected together, whether new diff mountings will hopefully sort the rather bad list to port on my Vitesse and we discussed Toby's investigations on a possible Wales tour next year. We also talked about how Tulip Rally diagrams work, and the upcoming area **Tulip Photo-twinning Rally** which is set for the end of the month on **Saturday the 28th**, starting at the BP/Macdonalds roundabout on the A505. Details will be in an email closer to the day - email me cambridge@tssc.org.uk if you don't normally get my monthly updates and I'll be sure to include you.

Our next event is the **Tulip Photo-twinning Rally on Saturday the 28th of September and the next meeting is Monday the 7th of October at the Plough in Fen Ditton from 8pm.**

Tom

CANTERBURY

Tel. 07932 179459

The nights have closed in and only two souls braved the balmy, but dark evening in their Triumphs. Well done Paul and Geoff.

It was Geoff's first time at a meet and he brought his 13/60 convertible, nice car. Another new attendee was Stan, who had the advantage of living only a mile down the road. He has a rather nice looking Herald 648 and if the photos are anything to go by will be even better in the metal.

Ray and Reg have both had reason to attend hospital recently (not together) and we wish them both a speedy recovery.

Derek will be away next month and I am on the wrong shift so will not get there until 8:15.

I hope someone will wait for me as I would hate to be Billy no mates.

Cheers

Dell

CHESHIRE

Tel. 07779 878125

www.tssc.org.uk
e-mail: cheshire@tssc.org.uk

As Tatton and the Inter-Club Triumph thing approached, I formed a plan (sort of) to go to Tatton on the Saturday in the passenger seat of the Cast Iron World GT6, and if the weather was reasonable, to drive to Stratford upon Avon on the Sunday in Heap the Vitesse (with the hood down of course).

CORNWALL . . . COVENTRY



TSSC AREA NEWS

However one of those pesky bug things got into my system shortly before the weekend which meant I was quite unfit to travel. Adrian reported that Tatton was a little muddy (no surprise as it had rained rather a lot on the Friday) but well attended. I anticipate a report from the man from Crewe re Stratford.

Then the weather elves must have got completely mixed up for the Bank Holiday weekend, with warm temperatures for all three days, then tailing off in the following week. It was quite warm for Capesthorne, with a commensurate quite good attendance. The parking area seemed to extend down to what was potentially rather boggy land, with a number of people asking if it was safe to drive through that bit (no-one got stuck). There were quite a few Triumphs, including our man from Staffordshire, an Area Organiser from Staffordshire, and a young fellow in a Triumph Herald convertible. I even bought some bits from the Autojumble. And the ubiquitous red Model T was there too.

And so to our meeting. Four Triumphs appeared in the car park, one of which was the recently (April) acquired TR5 of Mike, which announced its arrival with the rather rough idle of the Triumph 150hp 6 pot engine. There seems to be a lot of work still to do on this TR5, in particular the glovebox lock as the inside door handles seem to live in the glovebox. Our John has had his Spitfire's SUs 'tuned' by a man at a local emporium and the man from Crewe has progressed with paint on the Herald Estate, looking good in the hi-res photos on the phone. The man from Crewe also enjoyed TriumFest (or whatever), as they had an obstacle course allowing a little spirited driving.

There seems to be very little on the event horizon until **Stoneleigh at the end of October and the NEC on 8-10 November.**

Our next meeting is on Thursday 3rd October at the Cock and Pheasant. 8:30 start.

Henry

CORNWALL

Tel. 07979 464643

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

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

Hi All, I'm sitting here with friends around me writing this month's news, as most of you are aware we lost our dear friend Mike Crewes on 27th August. In the last few weeks of his death, I went to see him on several occasions, always Mike led the talking and put a very brave face forward. We talked and reminisced over a lot of things we

have done together over the past 25 years. One of Mike's favoured events was our camping weekends. Mike was our route master and leader for the Saturday car runs. Taking us down some unruly lanes and holding up the traffic in the Cornish seaside towns with a convoy of Triumphs behind him!



On few occasions Mike even helped others to reverse their cars when they were in our way. Remember Port Isaac everyone! Hold on to those precious memories and we will as a group take those roads again remembering Mike with the greatest of joys. Also Mike asked me to make his last journey a special one, which is what we Triumph owners intend to do, a procession following Mike and honouring him in his dedication to the Triumph World, Mike you will be so missed. My thoughts are with his dear wife Sarah, brother Andy, his wife Jackie and all other family and friends.

RIP MIKE CREWES

Carol

The season of shows is almost at an end for this year, but we do have lots of planned events for the coming months. It would be lovely to see your attendance at one of those soon. Happy and Safe Motoring Everyone

October

Thursday 10th Club Night at the Hawkins Arms Zelah
Sunday 20th Des's Car Run an email will follow or just give Des or me a call.

November

Saturday 9th Fireworks at Carols, just bring along one large firework, plate of food to share, your favourite tippie, Carol will provide Tea/Coffee and soft drinks, let Carol know if you are attending.

Thursday 14th November Club Night at the Hawkins Arms Zelah. We will be planning events for 2020, and elections of Area Organiser/s

December

Saturday 7th Christmas Dinner and Dance at The Esplanade Newquay. See main advert, Contact Carol to book your meal and the Hotel direct to book your room, quoting Cornwall Triumphs.

Thursday 12th Club Night at the Hawkins Arms Zelah

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Due to the bad weather we didn't attend either of the Heart of England meets in August but Paul & Joan and Rikk & Jeanette did and reported about 15 cars at each meet.

Stratford Triumph weekend with the TR register was deemed a success, we have never seen so many TR's we are sure they never made that many. It was raining on the Friday as we set up camp so was very wet under foot for the evening but had a great time in the beer tent with great entertainment, even got Lyn up dancing. It dried up on the Saturday and there was quite a lot going on for petrol heads but not much else. Not really our scene.

On the Sunday of the same weekend there was also the Mary Ann Evans Hospice Classic Transport festival which was attended by a number of our members and unfortunately reported to been down in numbers from previous years.

Sunday 25th was our monthly Dalos Day Run which was planned by ourselves meeting at the Sparrow Combe Fields Road Ansty, there were 12 of us in total in 6 lovely classics, being joined for the first time by



Matt Mold and his friend Matt in a very nice Spitfire Mk IV, good to have you on board hope to see more of you in the future. The run started off by going through Brinklow where there was a Scarecrow Festival taking place with some fantastic scarecrows on display and continued towards Rugby area and into Leicestershire before concluding at the Crown in Gillmorton where an excellent lunch was consumed. Once again a great day out in great cars and great company.

Weekend of the 31st August and 1st September we were at Shackerstone Family Festival where we camped in our classic camper along with Paul & Joan in theirs on the show-ground its self with our Triumphs as well. The Saturday was fairly quiet but was livened up when the ASOC event tent took to the air, luckily no one was hurt but it did land on Roger & Carols Dome Shelter causing a bit of damage to



COVENTRY CUMBRIA . . . DEVON

TSSC AREA NEWS

Coventry Continues

which the ASOC club readily made amends by reimbursing Roger and Carol for the full amount they had paid for it. A very generous offer indeed to which Roger & Carol send a special thankyou to them. The show had lots of events taking place throughout both days and the Sunday was a lot busier and there were a lot more classic vehicles on show, on our stand we had 10 on display.

Tuesday 3rd September our monthly meeting at the Bull & Butcher, Corley Moor we were a little down in numbers due in some part to illnesses, there were only 4 of us for a meal pre meeting being joined by another 8 for the meeting with 5 cars on display in the field, it was a bit to cold to hold the meeting outside, plus the light was fading so it was held in the comfort of the restaurant.

The Heart of England meets have now changed to the 2nd Sunday of the month at 11am through out the winter months starting on the 8th September.

Dalos Day Run on the 15th September will be planned by Rikk & Jeanette, it will start at the Elms in Lutterworth a little bit earlier than normal, 11.45 am ready to leave at 12 noon. Must have numbers by Wednesday 11th but it would help if you could let us know ASAP.

Sunday 22nd September The Kettering Vintage Rally and Steam Fair we will meet in the layby by the Hilton Hotel in Walsgrave at 8.30am to travel in convoy, please let us know if you are joining us.

A new event for October, there will be another classic car display at the **Bedworth indoor Market on the 27th.**, need to know numbers by our next monthly meeting on October 1st. Our **November meeting will be changed to WEDNESDAY 6th** due to the Tuesday being Bonfire Night. Well that's all for now folks Regards

Phil & Lyn

Forthcoming events :-

Tuesday 1st October our monthly meeting at the Bull & Butcher, Corley Moor, 7.30 pm. If you want to join us for a meal pre meeting be there for 6.30 pm

Sunday 13th October HEART of ENGLAND meet at Bulkington from 11 am.

Sunday 20th October DALOS DAY RUN Details to be confirmed.

Sunday 27th October Bedworth Market contact ourselves.

CUMBRIA Tel. 01229 474077 e-mail: roy.anne@tiscali.co.uk

Dalemain show on the 18th August was another wash out. Anyone that made the effort would have spent the following week cleaning the grass and mud off their cars. Despite all reports that there would be around 800 cars attending I doubt if half of those actually turned up. When they did turn up a lot promptly left due to the continual rain throughout the day. Only four of our cars braved the weather and were on our stand. Anne and I with the Spartan, Nigel E - Dolomite, Rod - Courier van and Phil and Sue C with their Stag. We have to seriously look at whether we bother booking Dalemain again next year as the past few years have all been wet.

Bootele show on August Bank Holiday Monday was another brilliant day despite it raining on the way there, for some of us, which was not forecasted. Tony and Helen came in their newly built Spitfire having been down to Portsmouth in it and called in at TSSC Stratford event on their way back. Ray - GT6 which is still for sale, Nigel and Christine - Dolomite, Mike and Esther - MG, James - Spitfire, Anne and I - Spitfire, which won best in show again. That is now two years in a row despite some stiff competition. Another first for Triumphs! Our stand created a lot of interest and I spent most of the day talking to young

and all about the cars and what we do. Hopefully some of them will join the club.

By the time you are reading this the show season will have come and gone again and we will hopefully all be back in one piece from the Outer Hebrides Tour. It is forecasted that we may get the tail end of what is left of Hurricane Dorian once it crosses the Atlantic. Five cars and ten of us are leaving on the 8th Sept and will be meeting up with the Scotland group on the Sunday at our first overnight stop at Arrochar on the side of Loch Lomond.

From October we will be having our monthly meetings on the **last Sunday of the month.** 12 noon. The venue for the October meeting has not been decided on at the time of writing this but details will follow on our Facebook page. TSSC Cumbria

Safe motoring

Roy

DEVON Tel. 01548 821348 www. www.tssc-devon.org.uk e-mail: sueandjohn@tssc-devon.org.uk or e-mail : nigelk57@gmail.com Facebook - TSSC Devon

Starting with a triumphant Triumphfest at Stratford upon Avon, we travelled with Robert and MAA, choosing not to go via the M5. There we met Shaun, Brenda & Ben with the Stanbury TT, John & Mathew with their Stag and the Luckhurst family, but it was a shame that there were so few Devon members at this great event. First time co-operation between TSSC and the TR Register brought out 1000 Triumphs - a fantastic sight. Cars from all over Europe and the UK, with a large contingent of Heralds from Luxembourg! The bigger show brought out lots of Triumph traders too,



including Devon member Steve Powell from just down the road from us. From a personal point of view, my 13/60 made the 440 mile round trip without a hitch, which was lovely after the niggles we have experienced with her.

August Club night was well attended as usual, and we said hello to newish member Frank, who not only has a Vitesse we are looking forward to seeing, but also sings in a sea shanty band in East Devon. Richard is making progress with his TR restoration and Nigel did a couple of valuations despite feeling decidedly under the weather.

Bank Holiday weekend saw some of us at Aveton Gifford show, whilst others were out and about elsewhere.

At the beginning of September, Peter & Vicky from Cornworthy hosted a BBQ overlooking spectacular countryside above the Dart valley with panoramic views across to Dartmoor. Meeting up at the Quay car park at Kingsbridge, and mingling with the



DEVON NORTH . . . ESSEX



TSSC AREA NEWS

car booters, were an impressive 9 Triumphs including for the first time Clive & Louise with their lovely Gunmetal Herald. We met another local member, Dena, whose Vitesse we are looking forward to seeing! John L, Rob L and Mike H in their Spitfires, along with organizer Peter's of course; Shane's Dolly, TR6's of Dave and Mark, and my 13/60 attended. Peter arranged a great route out of Kingsbridge, along to Torcross and the spectacular Slapton Line. He even managed to find lanes even we did not know, up from Blackpool Sands, tiny hamlets and even tinier lanes, to Dittisham and up more lanes (yes – some with grass in the middle) to the venue at the top of Cornworthy. The wind kept any cobwebs away, the sun shone and Ali did a great job as BBQ chef and we enjoyed the day hugely.

COMING UP IN DEVON

Have you let us know if you are coming to our annual **Treasure Hunt on the second Sunday in October – Sunday 13th**. Starting from Hatherleigh (Bridge Street car park EX20 3HY, which is free Sunday mornings) and finishing at the Castle Inn at Lydford for lunch at 1 pm. We will need to pre-order lunch by Sunday 6th October at the latest. It's mainly roasts but they will include a veggie option. Menu will be emailed and on the Devon FB page TSSC Devon. Be at Hatherleigh for 10 am for a 10.30 start.

October Club Night is Wednesday 16 October at the popular Claycutters Arms at Chudleigh Knighton.

Sunday 3 November – Jon Chartres has kindly offered to organize a run for us, planning to start at Yelverton on the edge of the moor, and we are hoping that lots of West Devon and Plymouth based members will join us, as well as maybe some from North Devon and Cornwall as we are hoping to finish at Lifton.

Sunday 17 November – Inter Club Skittles at the Waie Inn Zeal Monachorum. 11 am start there. Organised by Claire & Stephen from the Stag Club – can we beat them this time? Great lunch there always.

Taking bookings for our **Christmas evening meal on Saturday 7 December** – Deposit of £10 pp needed please to secure your booking. Again, menus will be emailed and on the Facebook page.

DEVON DIARY

- Thursday 5 October North Devon Club Night
- Sunday 13 October Treasure Hunt / Observational Run starting Hatherleigh
- Wednesday 16 October Club Night at the Claycutters Arms TQ13 0EY
- Sunday 3 November West Devon run
- Sunday 17 November Inter Club skittles Waie Inn Zeal Monachorum
- Saturday 7 December Christmas Meal Dartmoor Lodge Hotel

Sue & John

DEVON NORTH Tel. 07806 351499
Tel. 07971 413045

e-mail: darren.groves@gmail.com
Or: arluckhurst@googlemail.com
Website: www.tssc-devon.org.uk
FB://www.facebook.com/groups/134271493433942/

As I now come straight from work on Club Nights I'm often there very early,

but for the September meeting I was beaten by Lee Williams who was enjoying a little al-fresco eating with the view out towards his very nice Spitfire. As his roof was down that gave



me an opportunity to check over his interior as a refresher as to what I need to do when I refit my own Spitfire, which is still progressing, the last bit of paintwork being finished earlier in the day.

After a quick chat we were joined outside by Mike & Irene Hadley (in their BMW Mini), shortly followed by Alan & Janet Brace in their MK3 Spit. With a slight autumnal feel to the evening we all headed inside to order food and drinks.

Mick and his wife joined us; Mick is now much more mobile after his

knee operation in March and is back behind the wheel. It was a pleasant surprise to see two less frequent visitors to our monthly club night, Patrick Squire in his GT6 and also Rob Shaddick in his Vitesse. Rob is one of the Directors at the Lynton and Lynmouth Cliff Railway and has made our annual trips there possible, so was good to see him so close to our next visit there on 15th Sept, at the time of writing we had around 20 confirmed vehicles attending the event.

We also had a first time visitor in Steve Thomas from Braunton, who travelled down in one of his TR7's. Steve used to provide the club night venue from time to time during Steve Wilkinson's tenure as North Devon AO but was never actually a member, but it's good to here he has now joined.

Andy didn't have much to report on his TR4, still tantalisingly close to being ready, but still not quite there. We had all hoped it would be ready for our run to Lynton & Lynmouth, but looks as if we are all going to have to wait until the spring next year. Progress has been slowed by shed building and work commitments. Andy had attended the joint TSSC/TR event at Stratford and gave it a glowing report. It was good to hear that both himself and Sue Franklin were trained to carry out Insurance Valuations, which is great for local members.

Alan and his son Dan have been restoring a Classic Mini over the last year and have just finished it, so it was a nice surprise to hear Dan was on his way to the meeting in it. By the time he arrived the light was fading, but it was still clear to see they had done a fantastic job. Everything about the car looked just right and was a credit to their hard work. Whilst not a Triumph, the fact Mini's were launched in the same year as the Herald gives it honorary status for a Triumph event. That's it for this month.

Darren
Date of Next Meeting: Thursday 3rd October
Venue: The Crealock Arms, Littleham. EX39 5HN.

ESSEX

Tel. 01375 672072
07934 027704

e-mail: awjannaway@hotmail.com
Facebook: Triumph Sports Six Club Essex Area

Well September is now behind us and weather is drawing in but we are getting the cars out as much as possible while the weather holds. There have been a few holidays in August and September so numbers have been low as always in the summer. A few trips out car related too.

Marian and Mike held the fort at club day and at the Waltham cross show as we were away on the 3rd and final part of the retirement tour.

Report from Marian

Some of us went to Waltham Cross for a lovely small-town show. We had four cars, Sue, Mike and Josh in their GT6, Melvin in his spitfire, Janet and Steve in his red and white Spitfire and Mick and I in ours. We got there nice and early

Essex Continues

and waited for Fishpoole's to open, and then straight up for the first morning coffee together, and a teacake for some and cake for others and Josh wanted a sausage in a baguette.



When replenished we did the usual meeting others a couple, we met last year found us, I believe they are now members and they had their yellow Herald parked round the corner from us. Then we

went for a wonder round, the guys looking at the cars and chatting and the girls wondering in and out of the shops.

We met back at the cars and got the chairs out and had a good natter, we did put the tops up on the cars as it did start to rain a bit, so we all went for a wonder around till it stopped raining and then back to the cars till lunch time. We all, bar Melvin, went off to have a pub meal only to find that the kitchen was closed so off to the Chippy for a lovely fish and chips or chicken in my case.

Once we all felt ready to get back to the cars and had a sit down and a chat, very soon Sue's eldest son Dave turned up with Girlfriend and her two sons and they went to look for Josh who was looking at all the cars with Steve and the paper to tick off who was here and who didn't turn up. They were soon back and getting into Mike's GT6 and also ended up in our car as well. They left and we decided to have a cuppa in Fishpoole's we missed the heavy shower which came down when we were in there and when we came out we decided to make tracks home, Primrose decided she didn't want to start, by then there was only Steve and Janet left but with Mick they got her running and once started she behaved herself all the way home.

Mick has since checked the plugs and they were out, no.4 was 30 instead of 25. Sue and Mike when home and then David took them and Josh back to the campsite where they were staying. Melvin was going to help move his Daughter, Son in Law and new baby on the Sunday. Janet and Steve to get ready for the show the next day.

Club day - Mick and I thought that we would be the only ones there, with members going to a couple of car shows and Janet and Allan on a small holiday taking in the west country and Wales, but to our surprise Lightening turned up, we had a good chat and had ordered our lunch when a Dolomite Sprint turned up so there was six of us. It was lovely to catch up with Brian and Jean and our new members.

While we were away in Bridge water, we went to their annual car club show for the weekend. We were asked to judge the cars in secret as no one except Tina and Chewy really knew us and we weren't allowed to tell anyone that we were judging not even them. There were about 7 categories as it is a country show, steam, tractors, haulage, and of course classics. We were told it was whatever we would like to take home so not concourse or anything like that. We chose a mini traveller as the classic car (no not a triumph) but it was lovely all the wood in place and the elderly lady driving was so happy to hear her reg number called. This is a really big show it did rain on the Saturday night but we were nice and cosy in a trailer tent sharing with Tina and Chewy and there was always their house a few miles away. We had a great time.

We headed out to Brentwood meeting up with the rebels a few weeks later. This again a really big show. We won joint club stand with 32 cars on the stand and by far the biggest. It did rain for about an hour in the morning great we had 2 gazebos the cars got a wipe over about noon and the show really got going with singing and dancing if you wanted it.

There were many stalls of all kinds auto jumble, to vintage so something for everyone. Thanks to Kev for organising a great day.

Club day September was brought forward by a week to accommodate Capel Manor, which we have hoping to defend our best club stand title from last year. We only had 3 cars at club day but plans were made for the following week with our seaside theme. All looking good. AGM next month awaiting nominations ready for the October meeting. Appreciate nominations being in the week before by 7th October.

Capel Manor. Well what a fantastic day Capel Manor was, well worth the early start. 3 cars met at the Halfway house followed by the rest joining up at the site. We arrived first and made a start on the exhibit for the day with a seaside theme. We were soon up and running and raising money for the air ambulance. Andy GT6 and Nick came 210 miles up to take part in this show it was fantastic to see them and we all enjoyed catching up. Their GT6 looked at home in Essex.

We all had a walk round and the boys all bought a few bits and bobs. Peter joined us from the



2.5 club as he was on his own. Ivor came over and had a chat with me about the injection engine again, I will get the hang of it I'm sure.

We had a proper beach and some children played sand-castles, we had a throw the wet sponge at the fat lady, we had saucy postcards much of this many thanks to Mike Titchen and his wonderful imagination.

Best of all we **WON BEST CLUB STAND FOR THE SECOND YEAR RUNNING** well done all of us with 10 cars on the stand all dressed for the seaside. See our picture above. Some of the prize-winning team, as some had left early to miss the traffic. And there was a lot of traffic to get out of the site. A good time was had by all and it was well late when we got home.

The prize money will be donated to the air ambulance. The Toledo is going up for sale, I have just a little tinkering to do. If any one is interested please give me a ring. 4 door 1300. Mallard green, good runner, bought as a rolling restoration to take grandchildren out but up graded to a 2.5 (too good a bargain to miss) so something has got to go can't justify keeping 3 triumphs. Toledo is tax free 1972 and mot free but it will have a new mot on it as it coming up for mot in September.

Birthdays. Must give Janet's dad a mention he will be 95 on the 3rd October.

Myself on the 11th. Paige on the 17th Joseph on the 22nd (all family this month) Stewart Grant on the 27th

Allan

Up and coming.
September 29th Weald park (with rebels)
October 12th Southend Fireworks
October 13th Club Day AGM (be sure to attend,
nominations by the week before please)
For AO, Treasurer etc.

Battles Bridge breakfast check facebook page for date.

IMPORTANT NOTE

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

HERTS & BEDS WEST KENT . . . LANCASHIRE



TSSC AREA NEWS

HERTS & BEDS Tel. 01582 750943
e-mail: peter.h.lewis@ntlworld.com

Hi Folks. Autumn is approaching, runs and events are slowing down, we have had a very changeable season with very hot and very wet.

It's the old 'best laid plans' but in August we had the Club National TriumFest, Tewin, Bucks steam rail rally and taking us into September, Duxford.

Martin tried to gain numbers as Bucks steam rally is such good value at £5 per car full and free train rides all day and we managed to scrape up just a few cars.

Duxford is our major event of the season and have to say it went very well with lots of good reviews and nice comments from many.

I have to thank our small committee for supporting my role as area Organiser so it's thank you to Barry, Viv, Jill, Paul, Geof, John, Christine (our raffle mistress)

Ray and John have been out of action with hospital treatments, and not forgetting Christine A for updating our local facebook presence.

When it comes to Duxford the volunteers that help on the day deserve an accolade as well so thanks to: Jill, Valerie, Christine A, Phill, Mike, NickT, Paul, Ashley, Kirsty, Martin, Ian, Brian, Geof, Maurice, Linda, Barry, Viv, Malcolm, Christine, Nick Y, Chris H, Kate, and new comer Chris Hawley not forgetting yours truly, all worked away all day and made it happen.

We are looking at a brewery trip in October details available soon.

Christmas dinner is Booked at the Raven for December 14th for 40 places, get in quick it's filling up fast. £10 deposit secures a place. Menu is published to all local members, let me know asap if you wish to join in.

November 25th pub meet sees our Area AGM, it won't take long so don't get put off but we have to ratify the AO and our Treasurer, there are no names in the hat at the moment if anyone fancies the job let me know before **October 31st**.

Short and sweet time to reflect on the season and plan for next year, all the best .

Pete
and team

WEST KENT Tel. Colin 07810 102525
e-mail: westkent@tssc.uk
www.tssc-westkent.org

With the Edenbridge show done, that's really it for days out this year. We are still having great breakfast and lunch meets and they should go on for the rest of the year. Couple of shows last month, Bexhill 100 show was an excellent day where we had a 4-car stand. Thanks to Chris, Paul and Alan. First outing for me new Spitfire (knee still very painful) but well worth it. Edenbridge show went well. We had 3 Spitfires there in red, white and blue livery, with 3 drivers all Colin. Pictures next month. Meetings still small but fun, and both outside this month, but that's it now, it will be dark at 7pm in Oct. We could still do with a few more members, so don't worry too much about bringing a Triumph if it's dark and damp, just come. And do join our Facebook group, details on the website. Del Holman has some comments on the Stratford weekend which I missed at the last minute, head and heart said yes, knee said no, so over to you Del.

Stratford had the potential to be a great meeting, perhaps the first of future joint meetings of all of the Triumph clubs.

The choice of site was good with loads of space for everybody – campers, club area groups, or those just parking for the day. For my visit on the Saturday, with a non-Triumphant guest, there was something missing. The weather was fine, after the downpour that others must have experienced to get there on Friday. The displays of cars can only be described as brilliant, which showed just how big the classic car hobby is. But still something missing. TR stuff, signs, and sub-groups everywhere; but it was as though it was a TR show to which we had been invited, perhaps even as an afterthought. Every room that I visited in the race-course buildings contained a TR supplies seller. I couldn't find anything TSSC related. Perhaps I was just unlucky. Personally, and I must emphasise the personal view, I thought the TSSC presence was a bit limited as all I saw going on were valuations. There were other problems, organisational ones, the prime one of which must be the lack of food and drink sources. I could get a beer in the beer tent – if I wanted to listen to the most boring talk about the sources of hops for beers brewed in Britain, or to listen to quite a good singer whose repertoire of songs linked with the age of our cars. That was quite pleasant. But could I get a decent sandwich, or more substantial lunch, a cup of tea or coffee or a place to sit down that wasn't crowded out with the hundreds of other enthusiasts. In the end I queued for twenty minutes for fish and chips as that's the only decent seller I found. But there was one problem that involved a bit of cheating. The judge's ideas about what constitutes an "unrestored original" car differed greatly from mine. I was told that several had had respays and other "modifications" that negated the idea of unrestored original. Perhaps the judge's idea was that the entire car metalwork was original, no matter what had been done to it! As the start of an intention to bring Triumph clubs closer together, this meet was a brilliant coordination, but somehow the cooperation seemed lacking. The big question for the TSSC now, is what do we do next year?

Colin

LANCASHIRE Tel. 07980 604021
07951 727747
www.tssc lancashire.yolasite.com/
e-mail: kev.makin@hotmail.co.uk
e-mail: jdpetty@talktalk.net
Facebook: TSSC Lancashire Triumph Sports Six

I Haven't written in the Courier for a while as there hasn't been much to write about!!!

The area is still having Sunday morning meetings in conjunction with the regular breakfast meeting at 'the Mill' at St Catherine's hospice, every 2nd Sunday of the month. We seem to be getting more TSSC members coming along to that than the mid-week meetings. That said we will be re-starting the Tuesday meetings again for the winter months, so keep an eye out for my emails.....

At the end of July six of us went to the Silverstone classic, we travelled down Thursday afternoon through the Peak district on the hottest day of the year, a bit of a nightmare with overheating problems in the record-breaking temperatures. Staying Thursday night in a pub an hour away from the circuit. We Got to the Litchlake campsite Friday morning and set-up camp for the weekend. Friday was great, the weather was Ok and loads to see. Sadly, the weather was changing, and over the weekend deteriorated which made the racing entertaining if nothing else. Our original plan was



Lancashire Continues

to stay over Sunday night and travel home Monday. Four of us left early Sunday morning in the rain leaving Dennis and me. We decided to go once it had dried up.....big mistake as we drove into the worst weather I'd ever driven in let alone in a 50year old car, we would have done better in a boat!!!. So, the weather aside, would I go again....probably yes. Oh By-the-way....we picked up our new area flag see the picture. Lets see how many times we can use it!!!.



Yesterday..September 8th was our meeting at the Mill, again a good number of members present together with the usual mixture of other marques. We met up with a new member to the TSSC, Colin Hain, who has recently acquired a Mk3 Spitfire that his Dad restored and sold many moons ago. Since then Colins Dad has passed away but Colin has always known where the Spitfire was, so when the owner give him first refusal on the car it was a no brainer!!!. The Spit is a very nice example that has obviously been well restored and cared for over the years, it has some useful and invaluable upgrades, namely a full width Radiator, high torque starter motor and interestingly duel circuit brakes!!.

Hopefully will see more of Colin and the Spit as he fully intends to use it. Just a final note. If you are not receiving any emails form me it probably means I haven't got your up-to-date email address. So if you want emails from me please send you email address to kev.makin@hotmail.co.uk That's all for now....

Kevin

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

Hi folks, and here we go racing into autumn, where did that summer go? Although it went by in a flash we've all got some great memories of some cracking shows this year. The big show for August and probably for the whole summer was the Interclub Triumph Show at Stratford. It was very well attended, don't think I've ever seen so many Triumphs in one place. M25 East, as ever, were out in force with eight cars in attendance, including our latest recruit, young Jacob who has slotted in very nicely.

After a dodgy start on Friday evening the weather played ball for the rest of the weekend, a tad windy but sunny and dry. There was lots to see, cars, toad stalls, arena displays etc and we took advantage of the cake and free bubbly in the arena to celebrate the Heralds 60th birthday. Entertainment was good in the marquee on both Saturday and Sunday night with most of the gang showing off their moves on the dance floor, Dickie Boy especially was throwing some great shapes lol. Andrew even won a prize in the 1970's themed fancy dress for the best hairy chest, I think he enjoyed wearing that wig a bit too much ha



ha.

Yours truly answered the call for volunteers on Saturday and was roped in to direct traffic in and out of the show field. I'm pleased to report that no carnage ensued ha ha. So, a cracking weekend that hopefully will be repeated. Thanks to all the TSSC team for all their hard work putting this together.

On a sad note though, Paul and Lesleys TR6 was quite badly damaged on route to the show, coming off second best to a van. Fortunately they both escaped unscathed and hopefully the TR will be repaired over the winter. Good on them for still coming to the show in their modern. A good excuse to get a bit boozy, Lesley ha ha. Oh, and I nearly forgot - apparently Dickie Boy gave it a bit too many beans on the way to Stratford and his poor old Vitesse cried enough. Unfortunately it sounds like a little end has let go and he had to get a ride home from 'a very nice man'. We didn't take the mick or take any photo's, honest guv ha ha.



We were then at the Hellingly Festival of Transport for our 2nd camping weekend in a row. Four Dandy's and a Mac looked great lined up on the show field, complemented by their respective Triumphs parked in front. It was so much better this year with the weather being 'scorchio' all weekend and the fact that we were allowed to have the 'Dandy Village' on the show field. Our display went down well with as many people interested in the Dandys as were interested in the cars. So much to see at this show - more toot stalls than you can shake a stick at, bargains galore, including 50p for a golf club lol. I think it's probably the only show of the year where there is a really massive turnout of steam vehicles. So interesting watching them running and working. They did leave a nice deposit of coal dust over everything everyday though. Careful dusting of delicate paintwork was required. As is now the norm the Dandy lighting competition never let up lol. Malc and Lesley had their enormous pole with super bright led's and then played their trump card with 'THE WINGS' led sign. Very good, so, thinking caps on for next year folks. Oh, and I nearly forgot - this time it was Brians turn to get a lift home from 'a very nice man', running out of petrol so close to home...oops.



September arrived and it was off to the All Triumph Day at Duxford. We haven't done this one for a few years and it was nice to attend once more. We must have made a half decent impression on young Jacob as he joined us again for this one. This time accompanied by girlfriend Kathy, nice to meet you. The car show is now at the other end of the Duxford complex, much better as it's sheltered by the buildings and a lot less windy. Tea, coffee, rolls and cakes were available in the marquee for a small donation, supplied by our hosts the Herts and Beds Area. We were lucky enough to be treated to various aircraft taking to the skies during the day - Spitfire, Hurricane, Sea Fury, Dragon Rapide and a Mustang who really gave it some beans gunning across the airfield before impressing us with some breathtaking acrobatics. Once again Donna came up trumps in the raffle, winning twice and bringing home a gallon of engine oil and a fold up sack barrow, very handy. Thanks to Pete and his team for putting on an excellent day.

Our penultimate show for 2019 was at Capel Manor. A very picturesque place to visit and some friendly animals to see, although the Alpaca did give Barry a bit of a funny look ha



TSSC AREA NEWS

ha. Jacob and Kathy joined us again, so that's it they're properly part of the gang now, no escaping us ha ha. It was also nice to have Dave and Karen out with us again after so long. A very pleasant day sitting in the sun not doing much followed by a bit of spirited driving on the way home. And now, on to future things. This years **HQ Xmas Open Day is on Sunday 1st December**. Shall we make a weekend of it. We can go up on the Saturday and stay in a nice hotel in Market Harborough where a couple of us stayed last year. We can then have a meal and drinks Saturday night and possibly visit the Xmas market in town on Sunday morning before heading off to HQ. Who's up for it? That's all for this month folks - cheers

John.

**October Events - Saturday 5th - Classic Vehicle Day (Ipswich Transport Museum)
Sunday 27th - Monthly Meeting (The Wharf)**

MANCHESTER Tel. 07954 784342

e-mail: markkilgallon@live.co.uk
www.tssc.org.uk
www.facebook.com/groups/tsscmanchesterarea

Hi everybody. Good turn out at our August meeting even though some members were still on holiday. Apart from the main TSSC event in Stratford Upon Avon we didn't have much on in August due to members being away on holiday. Just before I went to our area meeting I had a visit from fellow Vitesser and TSSC member Bob Rowland who called around in his well known car ALCA, he was travelling down from Edinburgh to London in his Vitesse, he set off at 10am and arrived back at his home at midnight. Made him a cuppa and had a great chat.



On 29th September we will have attended the Crich Tramway Village in Derbyshire, so photos and update on how that trip went will be in next month's courier magazine. In October we are planning a social evening at the Altrincham Markets, we attended a couple of years ago and it's a great venue and a great night out, also Bill is arranging a run out and lunch at Bents Garden Centre which is a very big garden centre with lots to see, check out our Facebook page for updates on these.

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

A quick update on members cars, Paul Spitfire - while body shell and panels in for painting Engine stripped and going for rebore crankgrind etc. rebuilding head ported, Kent Hi torque cam vernier timing gear exhaust etc.



On my cars I changed all fuel hoses on Vitesse and Spitfire to



Ethanol proof 30R9 Gates Barricade hoses and fitted new alternator to Spitfire to get it back on the road, as pinched parts off it to get the Vitesse on the road. engine started 1st time after a year.

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

Tel.TBC

e-mail: malcolm.hannington@btinternet.com

Hi folks. We survived the wet and windy weather before the 27th Annual Classic vehicle show in aid of Bloodwise - formally Leukaemia & Lymphoma Research on Sunday 11th August. A very good cause that has raised nearly £153,000. It was so good to be back at the original venue of Newbury racecourse and we certainly gave the occupants of the new flats something to look at, many out on their balconies with binoculars. I was able to take both cars, the GT6 & TR7, Ian in TR6, Mary & Dave in Vitesse, Steve and Sue in Vitesse, Andy and Bond, Nigel in TR7, Roy and Helena in TR3. Also in attendance were Suzie & Guy in Triumph Reknown, Tony in TR3A, Tina in Stag. The TSSC stand with the TR stand directly behind us made a great exhibition of Triumph cars. It was good to see Patrick & Jean again who used to own the Java green Spitfire and sold it at the racecourse some years ago. Dennis who is still a member was there with his family to look around and support the show. Dennis owned a variety of Triumph cars in the past, Son Nigel owns a TR7 and has got himself in Practical Classics magazine with a Fiat 127 Sport so well done Nigel. Everyone enjoyed the show with approx 500 cars 5 Traction engines, Standing engines to look at along with Autojumble stands, Band playing for us, tea and cakes with warm weather if a little windy at the start.



Wednesday 14th August should have been our 'Cars in the Car Park' competition at the Travellers Friend, Brimpton. The wet weather meant we could not hold this event but we went ahead with our usual club meeting. In attendance were Nigel, Steve & Sue, Dave & Mary, Roy, Josie & Malcolm. We all enjoyed reading Nigel's article in Practical Classic magazine with some great photo's of the Fiat 127 Sport. Nigel has now acquired another Fiat to work on! Steve has cured the knockin sound on the rear of the Vitesse with a bit of bolt tightening. Ian was reported to be out with a female!

Sunday 18 August we were at Stockcross for the end of Stockfest week Classic car show and run. A good atmosphere with the Inn on the Glebe, The Phoenix band playing, the church and gardens to look round with Tea and Cakes in the village hall. Tony, Tina and the two dogs arrived in their gleaming red, recently restored TR3.

Dave, Andy, Nigel, Ian, Steve and Sue for the day along with maybe Roy were at Stafford for the combined TSSC & TR show, hope the rain held off. Here is Dave's report.

TRIUMPH INTER-CLUB WEEKEND

The normal start point was at Waitrose car park in Thatcham and because the Stratford site wasn't open until 14.00 the

Newbury Continues

meet up time was 12.00. As there would be loads of TR's at the event just to balance the number I took the Vitesse and not my TR. I arrived just before 12.00 at Waitrose, shortly after followed by our event organiser Ian. Because it was going to rain heavily on Friday evening Ian wisely took his FHC TR7. The traffic was heavy as we headed out through Thatcham on to Newbury then up the A339 going north to join the A34. When we got onto the A34 the traffic was very slow and congested. At the Harwell Bridge Nigel (DHC TR7) was waiting to join us. Once he had caught us up we were on our way to Stratford in the stop/go traffic all the way up to the A44 junction.

We then turned on to the A44 which is part of the original old A34 and it made a nice break to be on a quiet country road after the packed A34. When we got on site at 14.20 it was packed and had opened much earlier than the stated 14.00. Evidently most people turned up much earlier than 14.00, this blocked the local roads in the area so the police made the organisers open up. We spent some time trying to finding a spot to camp and by the time we did the rain had started. Once the tents were up the three of us congregated in Nigel's tent to have a welcome beer. Ian found he was being dripped on as Nigel's tent started to leak somewhat. To be fair it was very heavy rain.

Andy (Bond Equipe 4s) phoned up and we convinced him not to wait for the Saturday morning but come up on the Friday evening. The rain wasn't that bad, honest! With Andy on site and his magic air tent up we went over to the marquee to claim our free drink, in our case real ale. Even with the heavy rain on the Friday evening the marquee was packed (maybe due to free booze?) with friendly people. Very much like the Stafford's were some 20 years ago.

The year's event had a real buzz, with both TSSC and TR Reg members mixing well. We did manage to set-up our Newbury traditional wobbly plastic beer glass tower which we have been un-able to do at the more recent events. The rain promptly stopped at 22.00 and the following day was dry which was good as Nigel had to bail out his tent to stop his airbed, now a pool lilo, floating away! New tent next year mate. The rest of us had no leaks, well not the tents that is.

We all spent the Saturday looking around the show and as it was dry we had our normal traditional Newbury BBQ in the evening. It got interesting as we had left the carboard tray on the bottom. But once removed it was all peace and not alight, if you know what I mean. After that it was up to the marquee which again was packed. There was a band and a disco both playing 1950/60/70 music. Though we did think the band's long Led Zeppelin guitar riffs played in every number was a bit out of place e.g. Led Zeppelin plays Bryan Ferry.



The fancy dress was well received by both clubs though none of us took part. The moth got my 1960's stuff years ago. Maybe the real star of the show on the Saturday wasn't the fancy dress or a Triumph, but a Supermarine Spitfire which gave use a superb display. After Saturday night with the normal snoring, farting and alike (yes I must go to the doctor) come the Sunday morning we had a shower of rain so it was down with the tents as quick as possible and pack all the stuff away in the car. Hmm- How did we get all that in the car in the first place. We all had another good look around the show then we were on our way heading back home.

It was good to get this many Triumph folk together and the fact it was packed with both clubs getting on well proved it worked. Thanks, go to the organisers and support team for a good bash. Roll on next year. Back to you Malc.

24th August saw Josie and myself in TR7 at the Chapel Row Fayre in Bucklebury. Always well supported a genuine country fayre with the added attraction of sheep racing where the betting was brisk. The weather was fine and all types of stalls plus a beer tent.

28th August the Downgate, Hungerford for our last club meet of the month. Well attended and a very good raffle. Many attendees enjoying the Fish and Chips. The drinks were very good and lots of chat among the members. The four classics got very wet on the way home so I am guessing a lot of drying off took place. Phil & Jackie in Spitfire, Pete & Karen in TR7, Tina & Tony in Stag, Malcolm & Josie in TR7, Dave & Mary in Golf, Guy & Suzie in 1989 Honda Civic, Ian in Seat, Robert in Mini, Nigel & Helen in Clio. Helen went for the chocolate raffle prize again! While Tony's made in West Germany battery charger went to Pete who would have been charged a £10 if Tony had known he wanted one. Ian provisionally booked our **Christmas lunch on the 11th Dec** as the Landlady did a good sales job.

31st August the Cottage Inn lunchtime meet, well supported but Josie & I drove into rain on the way home so more drying off.

Club Meetings

9th October the Travellers Friend, Brimpton from 07.30 p.m.

23rd October the Downgate, Hungerford from 07.30 p.m.

Shows

Sat 5th Berkshire Vintage and autojumble, Aborfield, Reading

Sun 6th Newbury showground Vintage spares day

Sun 6th Crotch Cooler pre 1990 Classics, Departure lounge, Alton (14.00 – 17.00)

Fri 13th, 14th, 15th Goodwood revival

Sat 26th lunchtime meet Cottage Inn, Bucklebury. From 12.00 noon.

Keep um rollin,

Malc

NORTH EAST Geoff: 07773 44021
Deryck: 07939 068976
e-mail: geoff.dent14@gmail.com
e-mail: deryck.beadling@yahoo.co.uk
<http://tsscnortheast.blogspot.com/>

Not a great deal to report this month as we all have been away on holiday.

Brian has had his overdrive solenoid fixed, but now has a problem with the gearbox inhibitor switch, its sticking open so he can engage overdrive in all gears, not a good thing, if the overdrive is engaged when reversing it will be game over, not

NORTHANTS . . . NORTHERN IRELAND



TSSC AREA NEWS

an easy fix as the whole engine and gearbox has to come out on the Stag to gain access.

Chris Fish eventually made a round trip to club night in the gentry, he is starting to use it a bit more and getting the confidence back.

Joe is having issues with his gearbox in the Vitesse, its making a few noises so looks like a winter job.

Pauline is cracking on with her Herald, perhaps this time next year we might see it.

My brake lights went off, so I took the switch off, bridged the wires and they worked, so checked the switch off the car and it was working fine, replaced said switch and brake lights are working again, another Triumph mystery

A few of us went up to a small village country show at Whitfield Northumberland and we all said it was a nice little show so perhaps one for the calendar next year.

Christmas is closing in fast and if anyone has any ideas for this year let me know.

That's all for this month

Geoff

NORTHANTS Tel.07879 491778
www.tssc-northants.org
e-mail: nigeljohnhawes@gmail.com

August saw the joint Triumph Rally at Stratford which by the accounts of members I have spoken to was more like the old days of Stafford. I was stationed at a table taking bookings for insurance valuations of which we had a steady flow over the weekend, this was for my own good as I had only had surgery the week before and it was nice to know that so many people were concerned for my welfare, they certainly kept an eye on me thanks to you all. I know that a lot of work went into organising the event and well done to those involved especially Nigel and Di who spent hours of their own time sorting things out prior to the weekend.

We made our second trip to Castle Ashby for a car show on bank holiday Monday which turned out to be a very entertaining day. We started off with a nice selection of cars on our



club display which grew to at least double the number as Tracey commandeered any Triumph she saw coming in the gate, much to the entertainment of the organisers. It was largely due to this that we won best club display but credit also has to go to those that managed to arrange a TR line up from TR2 to TR7 which I believe is now on Classic Car Shows media sites. The other advantage of Tracey's efforts was that we got to meet the Triumph owners and we hope to see them at the club at some point.

Tom Cope and co. did an excellent job of organising the Oxford Area camping weekend nice and relaxed, with a run out to



Bourton on the water on Saturday and a visit to a car show on Sunday. The pub having a happy hour on Friday evening went down well as you would expect and we look forward to next year's event.

I managed to get to Earls Barton car and bike meet this for the first time this year but unfortunately it was the last one of the season. As normal there was a good selection of cars to see and I always land up catching up with a few friends when I get there.

For me the Club summer season is coming to an end and the Rugby season is just starting so I'll be taking as many opportunities as possible to keep in touch with everyone. The NEC Classic Car show is coming up in November so look in this magazine for the discount code. There may also be info on Silverstone Classic which will launch towards the end of October, with super early bird tickets as last year, if I receive it in time for the magazine deadline. Check "**TSSC Silverstone Classic**" on Facebook for details as I receive them. The club discount code will not appear on Facebook but will be available if you Messenger me.

Cheers

Nigel

NORTHERN IRELAND

Tel. 07707 288233
e-mail: heatheranddouglas@gmail.com

Blimey what a busy month August was for the club, one meeting and three separate runs, all well attended. Thankfully I was able to report on the first run in the North Down area with a BBQ at Alan and Pam's home in the Sept Courier otherwise there would be no space available in this report for them all. Our second run on Sat 10th was in the capable hands of Peter (M) with us meeting at Colman's garden centre, Templepatrick for a light lunch before the run began. Many of us had never been there before and so it was quite a new experience.



Once again, we had a good turnout of members cars with the initial part of the route along the A57 leading us to circumvent the International Airport by the British Road, and others, before arriving in the Crumlin area and then, using the roads closest to the western side of Lough Neagh, we made our way to Kinnego marina for a comfort stop. Great views of the lough on these roads passing Gawley's Gate along the way. Stop over, but not before a bit of vehicle tinkering by Ernie and others, we were on our way again via the Portadown and Craigavon areas passing Thompson Aero Eng. en route, but no sign of Ciara or her famous chocolate brownies to be seen.



Then having cleared the towns and away out in the country we came across a strangely named road, The Street, couldn't believe it – nor could a few others I understand! Now passing through the general areas of Laurelvale and Hamiltonsbawn, with a good view of Marlacoo Lake, brought us to our next stop at Armagh. It was here that I saw some-



NORTHERN IRELAND NOTTS

TSSC AREA NEWS

Northern Ireland Continues

thing for the first time that I had never seen before, Amanda (M) sprinting to the shops before most of us had even stopped our cars. In truth though it must be said that she had been in Armagh before and knew where she was going to get a bargain – not like the rest of us, I might add. It was here that the Hogg family nearly lost Simon as he was “introduced” to two “young” foreign ladies by Ernie and others. Thankfully he had a bit of sense!

Retail therapy over for another day and on the road again this time towards the Markethill area with, by now, rain in the air as we drove along the appropriately named Derryraine Road that would have had terrific views had we not had a bit of mist, as well as the rain. Quite a bit of road flooding but that didn't stop an idiot of an “L” driver attempting to fly through the flooded road – what kind of an instructor had he! Some nice roads in this area of Tandragee, Gilford and Laurencetown although hard to get out from at the odd road junction with very limited views. Some of the roads had recently been topped by screenings and even with a 15-mph limit Ernie still managed to get the car sideways on occasions as he made full use of the loose surface – good on you Ernie! Skirting Banbridge using the Lenaderg and Seapatrick areas saw us taking the minor roads to our evening meal stop at the Halfway House, close to the A1. Tables booked ahead and we were all seated for a very enjoyable meal in good company with a not unreasonable cost to the pocket. As we had all different routes home, we all made our own way, although some joined others for the company. Once again, another good run from Peter (M). Thanks Peter.

Had an “out of the blue” phone call during the weekend of the run but glad to receive it. It was from a TSSC Spitfire owner in South West London, a Gerard Guerrini, who believe it or not reads all the Northern Ireland area news suggesting a run to Jim Boland at Naas to see his many old cars. It all began when Jim bought a 1921 Swift from John Ellis in 1961. Today Jim has no fewer than 61 cars. Thanks for the call Gerard. A possible run for the future! Two weeks later saw our next run starting at Carrickfergus harbour in the capable hands of Alan and Maureen (H). Once more, the run was well supported and despite a change of route for a funeral we headed, as they say, for the hills despite a speed camera van keeping an eye on us all. Good to see Philip (A) with us as he had quite a run to join us and then for the meal afterwards in Ballygally.



Heading for the Woodburn area brought us to Straid before dropping down to Ballynure village to bring us to Ballyeaston and Tildarg to arrive on time for our tea stop at the Misty Burn on the main Ballymena to Lame line. Not a bad wee stop for a tea/coffee and, of course, the tray bake. Suitably refreshed we then motored over Shanes Hill to Kilwaughter before taking the Starbog road passing Capanagh wood on our way to The Sheddings via my much-loved name of Carnalbanagh. (No tractors this



time) Once on the Carnlough road we took a right at The Halfway House to make our way, via the Longmore and Glensbrae roads to Newton-Crommelin that then took us quickly to the Old Cushendun road as we headed towards the coast in the far distance.

Travelling through the first of our glens we came to Glendun with Crocknacreeva and Grug Top blocking our view of Glenann on the other side as we came to Glendun viaduct and on to the main road. Not wishing to pass through Cushendall further along the main road we then took a right towards Glenballyeamon after we had travelled through Glencorp, which is actually the main road, believe it or not.



With Tievebullagh on our right and Crockalough on our left we made our way along Gault's road to join with the Ballyeamon road that brought us to our last glen at Glenariff. A speedy run down the hill brought us to Waterfoot to continue our last part of the journey along the coast to our tea stop at the Halfway House Hotel at Ballygally. We could argue though that we did pass Glencloy and Glenarm on our way to the hotel but, all in all, we did see a goodly number of the nine glens. Once again, a good meal was had by all and a well arranged run and stopping places by Alan and Maureen (H) and then we all scattered for home. We had a well-attended meeting on 4th Sept although Alan (H) wasn't there as he was doing a recee for a possible 2020 run in Donegal combined with a few days' birthday break with Pam.

This resulted in Laurence not being able to attend either. We had an update on Alans (For) on his starter motor, news from Frank (B) on his progress and MOT and an update on his Spitfire from Brian (S). Good to see Brian as he hadn't been well at the time of the last meeting. We also had a visit from Vincent McBride from the Antrim Rd in his Spitfire Six. Looked a very tidy car indeed, hope to see him again.

Surprised to see Barry (F) with us as he had missed out on two holidays for various reasons. By the time you read this I hope to be in South Africa in Cape Town with Heather and Simon for a holiday and won't be able to attend the **2nd Oct monthly meeting** – it will still take place though at the usual time and place, hopefully under the stewardship of Alan (F). I hope though that I will be able to do the monthly report whilst away, with the help of Simon, and plan for the **end of Oct run on 19th** that I am down for.

Future events for the club will be the **“New for November” run on 2nd Nov** in the capable hands of Mark R and then the monthly meeting on **Wed 6th Nov**. Hope you all have had a great time during the last two weeks of Sept up to the middle of the month of Oct when we return to Northern Ireland hoping that the Brexit problem will be solved, one way or other – a Triumph for some I hear you say!

Douglas.

NOTTS

Tel. 07976 163006

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

For us two we have been busy busy busy. Having the inter club weekend at Stratford then on the Wednesday



TSSC AREA NEWS

we did our yearly chippy run to Southwell, only a few of us made it as holiday time was had by most folk. But nevertheless the trip was on a gorgeous summer night and even some of our friends from Little John came to Southwell. Ian and Gill in their Vitesse and Julian and Jill in the Acclaim.

In the weekend August 30th both of us went to see our guys in Scotland enjoying the sites of Linlithgow and Bo'ness hill climb which was lovely, a wee bit damp, but very dry on the Sunday.

Julian and Jill went out on the Sunday 8th September to HQ. Annual scarecrow festival.

Then for ourselves the following weekend was The Goodwood Revival weekend and if you have never been you must go it was amazing.

Just a little shout out to get you in the mood for autumn TSSC Notts and our friends Little John are planning a **chippy run on Wednesday 9th October to Matlock** as the illuminations are on and having a meal at Charlie's restaurant, if you wish to go please let us know. Time we will be at Charlie's for around 7 to 7.15 pm.

And our normal car meet is on the **following Wednesday at the Stag's on 16th October** from 7pm.

If you haven't been yet the new Sandy Pate restaurant is looking good and food is good too. Still plenty of vehicles turning up even in the autumn.

Also we need numbers for **Christmas dinner which is on Wednesday 4th December**. If you would like to go, I need names and numbers with deposits of £5 per person. Menus are available from Stags ground and website.

And last but not least anyone interested in watching the new **Le Mans 66 film which is launched on 15th November** just wanting interest and looking on a Sunday to go and see. I will get prices of group bookings with popcorn and drinks. Open for discussion.

Hope to see you at the Stags ground and join us for a coffee and natter. Cheers

Nigel & Di

PETERBOROUGH

Tel. 01778 560507 / 01780470358
<http://www.tssc-peterborough.webs.com>

As the nights draw in another good evening with a few Club cars in the car park at the September meet – joined by Matt Bradshaw in his red Herald Convertible. Welcome aboard Matt – we look forward to you joining us again in the near future. Also Dave Parker's Spitfire was fresh with a properly opening drivers door helped by the odd spare from Steve Abbott. With a lot - many lots - of Dave's fiddling with a split pin and the plastic giggle pin it all now works fine. Well done both.

Paul Lumsdon had brought along some surplus Vitesse spares that Jeff Bostock had kindly donated to the Club funds. A sum of around £30 was raised for bits and bobs out of the boxes. Many thanks for your generosity lads – and certainly to Jeff to donating them.

Reports from the floor from those who attended the Inter-Club Triumph Weekend at Stratford said they really enjoyed it and thought it was very well organised and a 'Big Thank-You' should go to all the organiser volunteers. They were all impressed to see such a quantity of Triumph models and the variants of them. Matt and Dave's attention was drawn to my photo's of Chris Gunby's Herald hatchback prototype Herald which was at our first Baston Car & Bike Show in 2011. They hadn't realised the significance of the car. How much more of our motoring unique history do we miss on a daily basis?

Gary Howson had spent the weekend with the family up in Newcastle upon Tyne supporting Mrs. H in the Marathon. Well done Mrs H.!

We had apologies from Phil Renault who was boxing up his worldly goods ready to move house. Wish you well in your move and new abode Phil.

Sav was looking forward to his forthcoming holiday – 7 days of dieting! – and no McDonalds round the corner. We look forward to seeing a new svelte Sav at the next meeting.

The opening of HQ on the 8th for the Lubenham Scarecrow Festival brought in villagers, visitors and members alike, all joining in and enjoying the motoring history, atmosphere and Bernies Barbeque. Members advised it was quite busy. Thanks to the staff who continue giving the hospitality in their own time.

After the recent trip to the Bubble Car Museum and being advised by Ken I am running too much negative camber at the back of the GT6 – (you don't see it yourself when there are two adults in the car and accelerating of course!) - a recent Saturday was spent removing the ¼" lowering block which was inserted on the diff when I had rebuilt the rear spring. Much improved now Ken, many thanks for the advice. Is there anyone out there needing an alloy lowering block?

Sorry I was unable to support you lads with a car at the Stamford Classic Car Show. I did have a quick walk round a little late with my two lads and there were some every nice cars on display - and from Steve Abbotts post on Facebook you did a good job representing the TSSC too. It was a real scorcher of a day. One member advised me that as



soon as he got home he went upstairs and soaked a towel in cold water and put over his head for a few minutes – apparently this is a tip to cool off, which works. Thanks for this tip Paul.



Steph had a special birthday and the George Hotel had presented me with a 'special bill' for allowing our small family of 6 to be served dinner on the Stamford Classic Car Show day. As we walked out thro' the courtyard to have a quick look at the Car Show on Stamford Meadows we met up with Colin and Jane Saunders who were enjoying afternoon tea together following their visit to the car show. Congratulations to you both as you celebrated your Ruby Wedding Anniversary on that very day. Well done. We did get a card for them both and got it signed by fellow Members and gave it to Colin at the Club night.

I have to make apologies for being unable to attend the October meeting – but I am sure (as usual) you will be in the good hands of Paul.

Just to remind you that we will be having our Christmas Dinner on Monday the 9th of December. Steph is looking into this as everybody had enjoyed last year's meal at The Bluebell Inn at Helpston. More details will be available from Paul at the October meeting – but I think you will need to be quick off the marks with your booking/s this year.



PETERBOROUGH SOTLAND NORTH EAST . . . SCOTLAND CENTRAL

TSSC AREA NEWS

Peterborough Continues

As we build up a list of events for next year – I know one or two people have voiced their eagerness for the Area to organise a run out and I have had someone contact me from the Ufford Park Hotel in Suffolk – about 100 miles away – offering their facilities. Is there still an urge to pursue this kind of event?

Our next **Club night is on Monday the 14th of October 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.

Sadly we are approaching that darker time of the year when we have to change the clocks and we revert to winter time on the **29th of October**. Ensure you adjust your clocks the correct way – and that your headlights all work – whether twins or quads!

Doug

SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail dannysportssix@btinternet.com

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

Hi All. Well that is the classic season over for this year, the weather has been a bit mixed but we have had a busy time. The last event we attended was the Bo'ness Revival, 14 of us stayed in Grangemouth on the Friday and Saturday nights. On the Saturday the event organisers had organised a road run to Duns and the Jim Clark museum.

The museum was very good and some additional cars were on display. The show and hill clim event was also very good with the TSSC West of Scotland group winning the best stand award.

On the return journey my Stag started to suffer severe vibration, I have not had a chance to look at it but I suspect that one of the drive shaft UV's are to blame - Oh well another job for the list.

Our October meeting will be on Thursday 31st and at the Porterhouse Restaurant Inverurie, look out for Mike's email. **The November meeting will be at the FourMile Inn Kingswells.**

Also, the **local Stags owners meet at the Broadstrack Inn on the 3rd Wednesday of the month.**

That's all for this month.

Danny

IMPORTANT NOTE

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

SCOTLAND CENTRAL

Michael McCallum

tsscscotland@gmail.com 07725 804 602

Jacqueline Rankin

Cats26@hotmail.co.uk 07853 153 691

www.TSSC-Scotland.ORG

www.facebook.com/groups/TSSCScotland/



September Meet Night appeared to come around so quick after our last meet night or maybe it felt that way due to the amount of times we have seen each other during August. We had The Inter Triumph club weekend, Bo'ness Revival, The breakfast meet, Arrochar Sunday lunch to meet the Cumbria TSSC folk and then we were back to the monthly meet. Dare anyone say that the AO's don't organise a variety of events for all of us, however we may struggle during the winter months and I will have to eat my words. There has been one or 2 familiar members that we have not seen for some time, I believe we have a very good area and most people contribute in some way to help making it a great area. However, if there is anything that we can do better to encourage people to participate in the organised meets and events then please let us know.

East Coast Meet seen another month and another meeting at the Haws Inn. Alans GT6 is still trapped at his home so he was pleased to see Fergus in his GT6, it's looking fantastic in its shiny paintjob and the green-eyed envy was on display that evening. An extended welcome was given to a couple of new faces to the meet. Craig and his son arrived in their Spitfire complete with spotlights and retro decals. A massive welcome to you both and we hope to see you soon. The Inter Club Triumph weekend lasted a bit longer for some, Bob and his family, including the dog had a week's holiday in the area as did Dave and Karen. The location was fantastic, the showground was not too far from a pub and Indian restaurant where we ate on the Saturday and Sunday evening. The Shakspearian town also had some great eating places and pubs. Several people broke the weekend up and visited the historic town at some point. There were a couple of incidents created by our most elderly AO and I will just let your imagination take over rather than explain the toilet incident in the Shakespeare theatre. The show had a great mix of cars, autojumble and traders. John Kelly managed to wangle a great freebie from our TV friend Cliff who spent his Saturday demonstrating how a Herald soft top should be fitted. Everyone from the area appeared to have a really good weekend and we await to see what next years event holds in store for us.

Bo'ness Revival turned out to be another great weekend for the area, I never attended the Saturday run but according to the feedback it was great. The event shelters were assembled on the Friday evening and when people arrived on the Saturday morning one had gone, no it wasn't stolen but had been destroyed by the elements. The turnout of cars for the area was fantastic as was Alan's homemade bamboo bicycle that he used as his transport to the show, thanks for cre-

TSSC AREA NEWS

ating additional interest in our stand Alan. I believe to be correct when I say that for the first time in Scotland we had fantastic support from Di and Nigel from HQ. They brought the official club stand which sold regalia, parts and also signed a few new members. We really appreciated the support from Nigel and Di as the event was not close to their home.

Awards were the order of the day at Bo'ness, firstly for the best club stand of the event which we were really gobs-macked to win. We beat some other prestigious clubs on the day including Jaguar, Porsche and MG just to name a few. Well done to everyone who attended and helped us win the top prize. It was mentioned that one of the key attributes of our stand was the knowledge and friendliness of the Club members.

The second award was presented to myself on the day and it was the Cudmore Trophy. This trophy was handed over firstly by Nigel and Di at the area stand and then by Colin at the official Bo'ness awards ceremony at the end of the weekend. The award is for the most used Triumph car of 2018, I cannot deny that I ramp up a fair few miles during my European tours and last year I covered 9 countries, just 1 short of Club Triumphs 10 Country Run.

We narrowly missed out on a hat trick of awards when Bob Rowland was pipped at the post by the matter of a few miles for the furthest travelled to the show. Regardless of this Bob we really appreciated you travelling such a distance to support out event and joining in the banter. We look forward to seeing you again soon.

Arrochar run and lunch event was organised by Jacqui, the purpose of the event was to meet up with our TSSC friends from the Cumbria area for lunch and chat. The Cumbria area were driving the north of Scotland and were having a stay-over at The Arrochar Hotel. The journey was an interesting one as my minion broke down 3 times and initially we thought the fuel pump had gave up the ghost. Mark had a lifesaver electric pump in his boot which we fitted at the side of the road however it never solved the issue, a closer look inside the distributor saw the wire to the points had been shredded and Dave Fray came to the rescue on this one allowing me to make it to the Hotel albeit an hour and a half late. Thank you to the TSSC support vehicles who got me going and



everyone else for not eating till the breakdown posse arrived. Despite this setback if was great to eat and have chat with the Cumbria area and we have agreed to meet yearly at a mid-way point between Glasgow and Cumbria, did I hear Moffat mentioned?

New Cars to the area have been introduced, I am not sure if they have been purchased as an end of summer sale or just the love of owning classics. Firstly, I purchased Peters Yellow Dolomite 1850 and I am finding it a delight to drive and I am now getting to know it a bit better. Peter then purchased a lovely triumph 2500 which we first seen at the Bo'ness event, I know Peter is enjoying getting to know his new Triumph. A late season purchase by Ian Walker seen not a Triumph but a very good example of V6 Rover, we assessed the capacity and Ian can carry 4 passengers and a couple of event shelters. I am sure we were half jesting Ian, I think.

TSSCC – this is not a typo or a mistake, we are thinking of setting up a side club called The Triumph Sports Six Caravan Club due to the number of vans the area has. We have 3 caravans, 2 teardrops and a Trailer tent. I am sure that this number will increase over the winter months. Keep your eyes opened for a feature in the Courier sometime soon.

The Movie Night is being organised for November and we have sold all but 4 seats for this private screening of Le Mans 66 where Ford are competing with Ferrari..

What a fantastic season of events we have had this year - *Michael*

October Meets:

The Next club meet of 2019 will be at 7:30 on Thursday 3rd October 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 14th October at 8pm

Please join in our social banter at:
<https://www.facebook.com/groups/TSSCScotland/>

SOMERSET

Tel. 07850 273823

e-mail: harry.vc.every@gmail.com

Apologies to all as I missed the Sept Somerset news which was supplied by Maggie & Harry, so here is a bumper news starting with Sept and also October News to finish -

Bernard, Ed.

Sept News

At the beginning of July we ventured down to Powderham Castle for the Historic Vehicle Gathering. As ever the Devon area made us all feel very welcome and had set up an excellent stand. We were joined there by members from Cornwall, Avon and even Monmouthshire! There was an endless selection of classic cars, bikes and commercial vehicles spread across the site and in the scorching sun, it was actually quite difficult to get to see it all!

There was a large selection of market stalls to browse and then during the event there was a parade lap to celebrate the 60th anniversary of the Herald. Whilst the cars drove around the ring Sue (Devon AO) gave a running commentary to provide some detail on each of the cars and their owners. The day was somewhat eventful for Harry as he failed to remember suncream or a hat so he ended up almost as red as his Herald and then managed to fall through his camping chair mid conversation, thankfully Nigel did not manage to get a photo of this.

At the beginning of August, the area headed over to Norton



Somerset Continues

Fitzwarren for the West Somerset Railway Association Steam Fayre and Vintage Rally. Harry, Steve and Kieron headed over to the event to put up their tent and the event shelter for the club stand on the Friday. In the evening we were met by Kevin and Sarah in their GT6 and we all headed over to Watchet on the Severn Coast Express where the town put on an event to welcome those who had travelled from the steam fayre complete with a brass band!

On Saturday we were met by faces new and old on the club stand and had a good selection of Triumphs including Heralds, Spitfires, Stags, GT6s, Dolomites, a TR7 and an Acclaim. The event attracted a wide selection of commercial vehicles, traction engines, classic cars, military vehicles and classic bikes. and throughout the weekend each category did a parade lap. There were also various displays from the traction engines.

On the Saturday evening there was a live band and a good selection of traditional ciders and ales available and on Sunday we were met by various members from the Devon area including Leonard Hightower, it's just a shame Nigel had to come with him. All in all it was a fantastic event which is highly recommended for next year. Thanks again to the various members who helped to dismantle the stand at the end of the weekend.

At the time of writing we are looking forward to the Triumphfest at Stratford in August and we will finally be taking possession of our new banner. In September we are planning to join Devon Area at the North Devon Lynton and Lynmouth run on 15th September and beyond that we have the **Restoration Show at the Bath and West Showground on the 2nd/3rd November**. We are looking for cars to go on our stand and people happy to join us for an hour or two. We will have coffee, tea and biscuits aplenty! In the meantime we can be found at the **Apple Tree Inn, BA6 8ND on the second Thursday of every month** where we'd love to see members old and new.

Harry & Maggie

October News

The summer is rapidly drawing to a close but hopefully we still have a couple of weeks in which to enjoy our cars. The Stratford Inter Club Festival now seems a distant memory, but it was certainly one of the highlights of the year. We will be having a club run in the middle of October, weather permitting. We are looking for suggestions of a route and a pub for lunch so if you have an idea please get in touch.

Our **Christmas meal** this year (yes, I know it is only September!) will be held on **Thursday 12/12/19 at the Brent House Carvery**. We had a great night there a couple of years ago and this year they are laying on a three course Christmas carvery meal plus coffee and entertainment for just £22.00 a head. Brilliant value! Deposits should already have been paid, but if you somehow missed this and would like to go please email Maggie (maggie.love@mac.com) as there is probably still time to get yourselves added...

Much frustration with Spitfire restoration this last month and a couple of lessons learned:

When you order a carpet set check that you have been sent the correct set - the GT6 and Spitfire set for example are very similar and a lot of time can be spent trying to fit an incorrect set...

Don't always assume the worst. The newly fitted Spitfire

doors were fitting well at the front edge where it meets the bonnet, well at the point where the B post meets the door but flaring out over an inch (really!) at the bottom.

After much despair playing with hinges etc to no avail the solution was found. The newly fitted furlex rubber seal that goes around the door flange on the body of the car was interfering with the fit. Removal of the rubber seal solved the problem immediately. Now contemplating the use of a small block of wood and a hammer to encourage the flange to move ever so slightly inwards so that I can get a good fit AND the rubber seal in place.

By the time you read this we will have costings for a **Somerset TSSC tour of France** (well a bit off it!) taking in Le Mans Classic and followed by a drive across to Brittany for a meet up with the Interesting Car Club, a trip to Manoir de l'Automobile Car Museum at Louheac and Lac de Guerledan finally arriving at Roscoff via the scenic route for the ferry back to the UK. If you are interested in taking part just get in touch with one of us or look on our Facebook page for more information. Dates likely to be **3-9th July 2020**.

Maggie is now accredited to do Club Valuations so please get in touch if yours needs updating or amending or if you haven't got around to getting yours done.

An important point to note is that the club can only act on your behalf (in support of valuations) with insurers who are part of the TSSC panel of insurers.

We can always be found at the **Apple Tree Inn, BA6 8ND on the second Thursday of every month** where we'd love to see members old and new. Why not come along? No need to own a Triumph - just an interest in these old cars is all that is required.

Harry & Maggie

SOUTHERN

Tel. 01252 722432

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

Hi Folks. Wendy, David, Barb and I met at Milford Station and journeyed to Cranleigh show on Sunday 1st August. The show was much the same as last year with plenty of traders, autojumble and eateries. If you wanted it, you could find it. There were certainly more club stands and getting larger every year. The best way to exit is to hang around at the end of the show until the queue has died down. Otherwise it is a long wait to get out of the only exit.

Saturday 7th - once again the three vehicles take off from Milford Station en route to Capel. Entry to the show is staggered by postcodes so as not to cause a back up on the main road. Once in the gate we completed a lap of the outer circuit, before being shown to the Triumph stand. All done very efficiently. We were joined by Paul and Carol, Neil and Maxeen. The winner of the Triumph's was a pre war Vitesse, very well deserved. As usual hundreds of cars, good food outlets, beer and traders, a good day out.

Saturday 24th August saw a 6 o'clock start making my way to Gloucester with my friend John. We arrived after a 2 hour drive and parked up in South Gate. Same format as other years. We were blessed with a nice sunny day. What better than a pint and a pasty for lunch. Went along to the station to view the steam loco, Clun castle which was part of the Gloucester goes Retro Show.

Sunday, Barb and myself journeyed just a short distance to Petersfield for their Festival. Various stalls in the High Street and music in the square.



Joined by David and Wendy from the club. Bank holiday Monday saw David, Mike and Karen in the Healey, barb and I meet up at Wendy's for the yearly pilgrimage to Wisborough Green. With Wendy in the lead, a sedate pace was maintained for Mike's running in, not the usual spirited performance that Wendy executes. We parked up in our usual spot, alongside Gill and Pauline, soon to be joined by Derek and Jackie, Tim and Paula, Mark and Jackie and Dave with his wife and children in the Golf GTI vintage machine. Along with Mike and Karen, Barb and I enjoyed a lunch at the local hostelry. Once again the weather was kind to you.
All for now

Mike

The bank holiday Monday was a lovely day for the Wisborough Green fete, well it was until we hit Midhurst and the line of traffic heading into town ground to a halt. Dave had an idea to skirt around the congestion but we ended up at the tail end of the carnival procession. It only took half an hour to travel half a mile by which time the Vitesse had got all hot and bothered and spluttered out of town. By the time



we decided to leave the fete the car had cooled down and behaved on the way home. Quite surprisingly the turn out for the roaming meet at the Flower pots was quite poor which is normally well attended.

The silverware is still coming in, this time it was Dick Twitchen who got the runners up award for his MK1 GT6.

On the way home from seeing my lad on Sunday the 8th September we passed the Hinton Arms, Cheriton. They were holding a classic car/vehicle meet which they regularly do in September. It was very well attended and I believe Robin had gone there. Maybe one to think about for next year.

A good turn out for the regular meet at the Stars, although not as many cars as last month.

Don't forget that in October we revert back to the Sunday lunch format and the first venue is the Bat and Ball Hambleton.

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 Take care

Mark

NORTH STAFFS Tel. 07939 603061
e-mail: triumphsportssixstaffs@gmail.com
Web. www.tssc-staffordshire.co.uk

Hi All. First apologies for no article last month, one I was away also there was not much to report.

For those who attended the Triumph weekend I sure you would have enjoyed it, I got somewhat soaked on Friday helping with traffic in the non-stop rain, fortunately it cleared on Saturday with plenty of sunshine.

The cars ranged from Reliant Robins to Rolls Royce's and

of course lots of Triumphs I was amazed at the number of TR6's that attended.

I was very impressed with the Speakers running the arena events they were very knowledgeable not only on the cars but on all things Triumph and helped to make it a great weekend.

It was good to see John brave yet another cold and wet meeting night and turn up in his Vitesse that he has just finished restoring, I have given up expecting a decent evening for the meeting it will be winter after the next one just where did summer go?

A small contingency of members attended the Agricultural show at Eccleshall where the rain just about managed to stay off except for a short sharp shower.

Lots of cars and other vehicles again this year with proceeds from the car entrance fee going to the Air ambulance.

I went to Cholmondeley castle on the following day not really expecting that many cars but the weather brightened up and the cars kept coming, with lots of clubs attending many with modern cars along with traditional classics also a good range of traders and sunshine.

With Autumn now well established the show season is drawing to a close with just two events to attend, RAF Burtonwood Nostalgia Festival and the Bi-Annual Huddlesford Gathering which is for historic canal boats and classic cars and much more it hopefully brings the season to a pleasant end with some nice Autumnal sunshine which it has enjoyed on the last two occasions.

If any members would like to be included on the email list please drop me an email, as I may not have all members email addresses

Cheers

Dave

Next meeting October 30th.

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

As Russell was off galavanting around Europe and Chris was still recovering from the wedding of the century (well his wallet was) it is my turn again, and I have actually remembered!

It was a fairly short meeting as we couldn't actually get into the pub as it was rammed solid for a charity quiz night, so we huddled round a couple of benches outside wishing it was July again, the distinctly lower temperatures meaning a rush to return to the relative warmth of the cars earlier than usual.

We had a few new cars in the car park, 2 MGB's again, though I was responsible for neither this time, and a really nice Spitfire 4 with a dashboard akin to an aircraft. Gauges and switches everywhere, but done in a really nice way, It even had electric windows, only ever seen that after market setup on a Dolomite that I regret not salvaging from the scrapyard 30-odd years ago.

I should have written the gentlemen's name down as I have totally forgotten it, please accept my apologies if you are reading this. Hopefully he will return next month and can be tempted to tell the fascinating story of how and why the previous owner modified the car in full (and I can take notes!)

A few of the regulars made the trip over to Stratford upon Avon for the new multi-club gathering and proclaimed it very good, albeit it with a few issues to resolve, access across the racecourse being one thing mentioned as not dis-similar to a suspension test track.

Hopefully we will be able to return to the warmth of the pub next month. See you there **1st October**

Colin



SURREY . . . WEST SUSSEX

TSSC AREA NEWS

SURREY

Tel. 07853 793341

Hello folks, just back from a pleasant trip to Edenbridge classic car show, not bad but total absence of Heralds and Vitesses, still three Spitfires owned by three Colins in buoyant mood.

Stratford seems a long way off but was a wheeze with small people in attendance and larger people with similar intellects and beefy diffs. Seems all the cars went well and some found there way onto quiet country lanes where they could do some posing.

We have Goodwood coming up and Bob and I should have been and gone by the time this goes to print. There is also a brunch at Flower Farm near me (A25 Godstone) which should be good provided it's not weeing down.

The Spitfire is now at the hospital with new heritage wings to be fitted and a quick slosh of Dulux to improve the appearance, should be a few months and hopefully we will still be able to eat meat! I think we should change our name to the Touring Caravan Club Set as the vintage houses on wheels are certainly popular at recent events. Right I fancy a pint so will sign off and see you folk shortly, all the best and welcome to our new friends,

Cliff.

WEST SUSSEX Tel. 01403 253034

e-mail: nigelayre@hotmail.co.uk

This is the first report I've written and the first time the West Sussex Area has reported for a while, so this month's report contains a few words about our group, then looks back over the earlier part of the summer, before bringing things up to date

As an area, we are fortunate to have a super venue and a really sociable mix of members. Although we're united by our love of our Triumphs, our vehicle interests are quite eclectic, ranging across modern and classic cars and motorcycles. This breadth of interest makes for interesting and enjoyable evenings which can see conversations ranging across vehicles from Land Rovers to Jaguars, Allegros to Alfa Romeos and Kawasakis to Suzukis, as well as TSSC cars. Looking back over the earlier part of the summer, as well as taking our Triumphs to a range of local car events, members have travelled further afield to TSSC supported events.

As in 2018, we started the season off in May, when many of us met up and travelled in convoy to the always excellent South East Meet.

In June, Jess and John took their cars back to the wonderful Laon Historique event. Although the event itself has been well covered in the Courier, I'll take this opportunity to sing its praises - and badger other West Sussex members to join us next time we go - as we each feel that it not only presents a great opportunity to catch up with TSSC friends from other areas, but also gives a chance to drive some super French roads in company and to enjoy the wonderful atmosphere of driving through the closed city roads, lined with enthusiastic well wishers.

As ever, the TSSC marquee on the campsite, run brilliantly by Bern and Angie, gave us a great focal point, offering the usual 3 b's (breakfasts, barbecues and beers), and even rustled up a welcome very late supper for our small, rain soaked, group late on the first night - thank you Angie!

In July, father and son members Roy and Alan returned to the Silverstone Classic - another event you've already had the chance to read about in the Courier - and really got involved in proceedings, on and off track. Alan writes:

"We were lucky enough to be asked by the organiser to display my beloved Dads Herald 13/60 (which is well known in the West Sussex group) on the Wheeler Dealer Main Stage at Silverstone Classic celebrating 60 years of the Herald, as well as taking part in the parade lap around the circuit. The organising team at Silverstone were good enough to organise special passes for My Dad so he could come up on the Sunday to take part. Sunday morning I spent polishing it within an inch of its life, ready for its and Dads big moment. We wheeled it up on to the stage and it looked amazing.



Mike Brewer came on stage, introduced the car then talked to Dad about the history of the car, the family history behind him owning one and how easy it is to obtain parts and work on, commenting on Dads refurbished Dashboard Dad had done himself, Mike asked why a Triumph Herald? Dad replied we come from a long line of Triumph owners in the family and my son has a Triumph Spitfire. But my wife wanted a Morris Minor convertible, than we took her to a car show too which she said, "I don't think we will have a Morris Minor, they are far too common!" Truly a great memory."

During August, Jess and John met up at the Inter-Club Triumph Weekend in Stratford with their cars (September 2018 Courier cover starring red Herald 13/60 and yellow Spitfire IV, respectively). This great event gave us another opportunity to drive a few miles, to catch up with TSSC friends, see a fantastic variety of Triumphs in one place, pick up some used parts, some very useful information about hoods and even to pick up the new area banner.

The banner had its first proper outing just a week later when the area gave its support to an annual charity classic car show run by Ben, one of our members, at his pub, the Queens Head at Barns Green. This was another lovely event, with truly diverse range of classics parked up in the sunshine, opposite Ben's beautiful pub. It's been great to see even more members at our monthly meetings this year, and we've always got room for more! We've managed to hold the meetings in the marquee at the George and Dragon throughout the summer and hope to manage one or two more meetings out there, before our Triumphs retire to their garages and we all retire into the pub through the winter months.



By the time you read this, our September meeting will have been and gone, but do check us out on Facebook (TSSC West Sussex) and try to join us on the second Wednesday of each month at the George and Dragon, where the food, the ale and the welcome is always very real. Those of us who are eating tend to start gathering from 7, so we're generally there for 3 hours.



Hopefully see you soon

John

Next Meetings, all at the George and Dragon, Dragon's Green, RH13 8GE, are on 16 October, 20 November and 18 December.



THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk
www.tssc.org.uk/thames

TSSC AREA NEWS

Hello everyone. I have the sad news of Mike Crewes passing away. Mike & Tracey were Thames Area AO's when I joined the club in 1998 and were very active with the Club shows, running SEM, a part of the Stafford weekend core organisers.

Back to local area news, we are still active at many shows, I went to the new Tilford show (replacing the White Doves Transport show), We joined Surrey Area at Cranleigh, The Inter Club Weekend & Oxford Area camping weekend. Both of our Triumphs have been performing well. The Vitesse has a new set of brake pads and the Herald has had its air filter changed.

SOCIAL EVENINGS - 1st AUGUST @ THE FAIRMILE INN COBHAM. I am in the Vitesse this evening heading to the meeting. Here I have the wonderful company of George B, Martin & young Eddie F (his 1st Triumph area meeting), John P, Graeme C & Nigel A (West Sussex AO). It was good to get a full complement of Triumph's in the carpark they were, George's Vitesse, Martin & Eddie's Spitfire 1500, John's Vitesse, Graeme's TR6, Nigel's Vitesse & mine. No work was reported and all were running well

15th AUGUST @ THE GEORGE INN, WRAYSBURY. Julie & I were off to the inter club weekend. So, George B was kindly looking after the meeting. Keeping him company was Doug B (East Berks AO)

SHOWS & EVENTS

Sorry these will be in next month's report

Our next meetings are now :-
1st Thursday of the month at The Fairmile Inn Cobham.
3rd Thursday of the month at
The George Inn Wraybury.

If in doubt or more info please call me on **07773 623807**

Mickey & Julie

NORTH WALES

Tel. 01691 600215

www.wrexhamgandtriumph.co.uk
 e-mail: helenahill@btinternet.com

Hello, everybody. August started off with the Wauns Carnival at Bradley near Wrexham, a country event that is only in it's second year, so some of the local car groups were invited to expand the event, our Chester & Wrexham club being one of them. We took both our Stag and Jaguar XJS, and went via Joan's in order that we could all travel together. On arrival the organisers had arranged an area for all cars to display:-



some of our group were already there, so we lined up with them. Julia and Alan arrived shortly afterwards with both their Stag and Spitfire, which was great as they can take two cars on occasions, like ourselves. The carnival was lovely to see, with floats and marching bands, such a treat, and something that we don't see much of these days, which is a shame. There was a wonderful assortment of activities and many stalls selling a vast selection of goods and food. The birds of prey display was an amazing sight, and M.G. Jon even entered their Labrador, Max, in the dog show, but he didn't get anywhere:- he was robbed! It was a really good day, and a show which will be

supported in the future.

Tuesday meeting night on the 6th August was another well attended one with Alison organising the raffle whilst Pete, assisted by Helena, went over the past events and the future runs and shows. Another good and enjoyable evening.

Sunday 11th August was the Severn Hospice Run and Show. There were three starting points, the nearest for us being the hospice at Shrewsbury, so after meeting up with Julia, Alan, Glen and Barry we carried on down the A5 to where a large group of various classes met for refreshments and the collection of route plans. We then took a scenic drive to Attingham Park, this being the finishing point for all vehicles, of which there was a total of 330:- a lovely venue with live music and plenty to see. The weather kept dry and sunny, making this another great day in great company, and late afternoon we had a pleasant drive home in our Stag.

We had a call from Julia Friday evening to tell us of a parade and village festival at Rossett, so we decided to go along. We took Spitty out for



another run, and went to Julia and Alan's in order to follow them to the meeting place in time for the parade. It was a lovely day, so many different classic cars, and so much going on, with live music, entertainment, a fairground (Roger even won a coconut), dog show, flower and vegetable show, even Indian dancing, which was wonderful to watch.

The weather was hot, so the soft-tops were down all day. Another good day.

Oulton Park Gold Cup took place over the weekend of the 24th to 26th, and we attended on the Sunday in our Jaguar XJS, having picked Joan up on the way. The Jaguar club had been allocated a good site overlooking the track, but our M.G. and Triumph friends had applied individually, so were placed a lot further away out of sight of the racing, but they carried their chairs down to where they could see the track, and when feeling too hot made their way back to where they were parked, under the shade of trees, which was a blessing on the day. The morning was spent wandering the many food outlets and stalls selling all manner of things, then after the Porsche club went out on the track behind a pace car the real racing began, including classic cars, and this carried on for the rest of the afternoon, giving smashing entertainment. Another enjoyable day, and it had to be the best weather that we have ever had at Oulton Park.

Tuesday 27th was our monthly OFFAL organised by Jane, Colin and Barbara, and twenty-two of our Chester & Wrexham friends met at Daleside Garden Centre and cafe in Hawarden for the usual refreshments and collection of route plans. All our group that drove soft-tops arrived at the garden centre with roofs down, but whilst in the cafe taking tea and coffee there was a sudden panic as it had started raining, so all soft-top owners rushed out and raised roofs, after which they were able to relax and finish their drinks. It was a very pleasant drive mostly on lanes through lovely countryside to arrive at the Plas Hafod Hotel, Gwermynydd. The very good pre-booked lunches were thoroughly enjoyed amid friendly chatter before late afternoon when all started making their way home. Another great day in great company.

On Friday 30th Julia and Alan had arranged a tapas evening at their home, and it was a really good night with plenty of our Chester & Wrexham friends attending to enjoy the vast array



TSSC AREA NEWS

North Wales Continues

of food, and wine of course. Thanks to them both for their hard work.

That's all for now, so don't forget that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month** at 8.00 p.m. Hope to see you there.

Forthcoming events:- October

- 1st October:- Monthly meeting at the Trevor Arms, Marford.**
- 13th October:- Annual Threshing Day & Vintage Show, Ruthin Market, Ruthin.**
- 20th October:- Midlands Breakfast Meet, British Ironworks, Oswestry.**
- 29th October:- OFFAL.
November**
- 5th November:- Monthly meeting at the Trevor Arms, Marford.**
- 26th November:- OFFAL.**

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068

www.triumphwales.moonfruit.com
e-mail: alan.gourley@hotmail.co.uk

The South Wales Area was in for a busy month in August assuming we could find a dry day in between the torrential lack of sunshine. Let's all be honest runs and car shows are not best friends with mud puddles and watching our pride and joy dissolve before our eyes. Not to be put off Bern organised a new supplier of frozen chickens and after some enthusiastic sacrificing and words with Derek The Weather on BBC Wales it was decided that we would attend as many events as possible in August. We all assembled at the two Arches Caf  at Pencoed on the M4 near Bridgend on Saturday 3rd August ready to attend the Porthcawl Lions Club CC Show attended by Bern in The Vanguard, Gwyn and Tim in the Dolly and Spit 1500, John in his immaculate Spit MkIV, Mike the Cake Eddy and Mo in the Herald saloon and myself in my 1500 Spit and John in his superb TR4. Paul G and Dotty had phoned to say that Pauls recently installed brake job had overheated on the Vitesse Convertible and they would join us later in a modern. "What about my tea" I heard Eddy shout as he waved his dry mug!! Porthcawl is always very enjoyable show and as we can walk to the town we always look forward to fish and chips on the sea front. Surprisingly the chickens had worked and we had a day of hedge to hedge sunshine enjoyed by all who attended. The planned Pontypridd show on Sat 10th August was cancelled due to the Summer Storm Noah which had been organised by the Welsh Guild of Ark builders who were having their now annual summer Regatta in Brecon. Most events were cancelled that weekend but the Gnoll Show near Neath took place the following day On Sunday 11th August. Gwyn and Tim attended along with Paul G and Dotty who had a good day out and well done to them for braving the fallen trees and road floods to attend a worthwhile event run by Skewen Motor Club.

The forecast did not look well for the Triumph weekend at Stratford upon Avon on 16th to 18th August so we had an emergency disaster preparation meeting and made sure we had all the equipment we usually forget to bring including beer

and self-cooking sausages for the waterproof barbeque. Bern was in his Standard Vanguard III and I was in my 1500 Spitfire as the only contributing Club vehicles attending on the Friday with at least 3 treatments of wax injection. Rob and Pete were in a modern as Robs Stag is not quite road ready yet and Ruby the Herald convertible is up for sale. We set off with the intention of being on site at Stratford ahead of the incoming wind and rain.

The run up was fairly uneventful with the Vanguard and Spit running well. We arrived and had our wrist bands superglued on place by the site welcoming party and were directed to the campsite where we got our tents and the two inflatable Gazebos up while the wind and rain was being kind to us. Mals per hour arrived in The Mystery Machine with Stephen the Hammer and Mike the Cake. The wind and rain was by now edging on biblical and the hatches had already escaped being battened down and were being retrieved from the adjoining field. Cooking was out of the question so Rob, Pete and I set off for some provisions from the local Tesco and to find a source of Cod and Chips. Thanks to the two lovely ladies on the Tesco information counter we found the best Polish Chip shop in Stratford run by a lady called Hathaway who has been in business since the 1600's. The chap on the Tesco checkout reminded us of the picture from 2007 on the front of the Daily Mail showing the finishing post at Stratford Race Course under 4ft of water. Every little helps!!

On our return we assembled in the big Gazebo and had a hearty meal of fish and chips and many cans of various locally sourced ales. We later ventured out to sample the evening's entertainment in the TR/TSSC beer tent. The four star real ales were very welcome and we found a pint or ten aided a good night's sleep. The following day was hedge to hedge sunshine and very welcome to aid drying out the tents and cars from the previous evening's airborne tidal wave and hurricane. Bern's car was chosen to lead and display on the show



ground and much to my surprise my Spit was requested to display with the rest of the Spitfires. We all did our various things during the day and were joined by Paul G and Dotty in their Vitesse Convertible, Thumper Watson and son Neil who had the Toledo up for sale and great to see Gwyn and Tim in the 1500 Spit which was also invited to the display field. John Williams and Pauline were busy polishing their concours TR4 in the Pride of Ownership as we passed and when John had his back turned Bern made sure the backs of his bumpers had a good coating of fresh mud.



I was well impressed with the show and especially enjoyed the Auto Test taking place in front of the Grand stand. Also getting expert tips on fitting hoods from Aldridge trimming was very interesting direct from the horse's mouth, although fitting a Herald hood using hooves is quite difficult, thinking about it

some hoods look like they were fitted by horses! To be honest I can say that I had not seen so many TR's and Triumphs and Standards in one place ever. Later our Chef (I use the term loosely) aided by Chef Jack (Who knew what he was doing) got the barbeque fired up and had many types of fare on offer which kept us all entertained and fed. Craig and his young family joined us for the barbeque and left early to find the nearest Mc Donald's.

Seriously though thanks to Rob for running the kitchen and keeping our 5 star hygiene sticker for another year. We headed off to the evenings fancy dress entertainment with Rob dressed as a combination 70's duo Sonny and Cher. We sampled the 5 star real ales on offer and the guest ale Pit Stopper Racing Fuel. Ears ringing with very competent covers of various 60's to 80's music by the olde time rock band we retired for our 3 hours or putting the world to right and further beer sampling into the small hours. Sunday morning dawned and Rob got the bacon and eggs on and the boys were well fed tea'd and coffee'd for the day ahead. We did the rounds of the display cars and had a rummage through the auto jumble and items for sale. Bern shifted some of his TR4 bits and more than a few copies of his recently published book. It was soon time to pack up camp and get the cars packed up to head home. It had been a really enjoyable weekend and our thanks to the organisers from TSSC South Wales Area for a memorable event.

We attended Clevedon Flower Show on Sun 25th August with 8 classics visiting from South Wales area. Paul G and Dotty



in the Vitesse convertible, Bern in his TR4, Monmouth Mafia Mike and Heather in the Acclaim, Gwyn Babs and Tim in the Dolly and 1500 Spitfire, Thumper Watson in his green 1500 Spitfire, John in his MkIV Spitfire and my 1500 Spitfire. What a turnout. Clevedon is on the Severn Estuary just north of Weston Super Mare and hosts the annual flower show with a Classic car gathering on the side which we are always happy to attend. We had one of the hottest days of the summer with temperature into the high 20's and we had a great run on ice creams and the local fish and chips. We walked around Clevedon and found that every other house seemed to have a blue plaque attached. Most notable was Sir Paul Ointless inventor of the pencil sharpener and Mrs Cansee Better who invented the eye test chart amongst many famous people who stayed in Clevedon over the years. Paul G and Dotty walked along the coastal path and save us all the effort by describing what was around the headland. After a day in the sweltering heat we headed for home to try and avoid the worst of the Bank Holiday traffic. It should also be noted that John P attended shows at Brecon and Llandrindod Wells in August and several members attended Blaenavon Classic Transport event on Bank holiday Monday. Well done to all for getting your classics out and getting them seen on the roads as well as shows.

Well as I sign off "what we lacked in rainfall this month was made up for by the enthusiasm of our members who made it a great month out and about regardless of the weather"

Al

As I predicted, Silverstone lived up to expectations, apart from the weather! I think we were in our own little micro climate. To the north, storms and flooding, to the south, the continuation of the heat wave and then there was us! Going up on the Thursday, we were glad that we had gone in cars with air-con, as the temperature outside was 35 degrees. Not so for Simon and Wendy who decided to go in something slightly older, i.e. a Mk 4 Spitfire and a campervan. It took us three attempts to put the tent and gazebo up due to the heat, taking a comfort break and drinking plenty of fluids. So what a change over the next few days, fortunately the rain held off, but the temperature plummeted, by the end of the weekend we were all wearing as many layers as we could muster (probably not that cold, but we were!). That said, there was plenty to do and see. One of the advantages of getting older is that we were all content to sit in the stands and watch the racing which was impressive. Dave and Simon got the chance to take their cars round the circuit, with Trevor and Wendy as passengers, that just left myself, Richard and Paul to cheer them on.

The same weekend on the Sunday was Highcliffe Castle organised by BPPC, which I hear was well over subscribed and full even before the official opening time! This was also exacerbated by them also holding a small music festival, so there were others vying for any spare parking. It is an ideal spot, but only if you have a maximum of about 80 to 100 cars, this is a problem we have found in the past.

Breamore, was next, a joint effort with our friends from the TR club. We arranged to meet up on route at the Old Beams at Ibsley for 9 o'clock, everybody was there on time, that in itself was a first! It was a little like Noah's Ark as we had two TR7s, two TR8s, two Stags, two Heralds (SORRY!!! one Herald & one Vitesse!) and two Spitfires, plus Dave's Gloria. Swanage Railway, 6th – 8th September, unfortunately this year it was the same weekend as Beaulieu auto-jumble, some were able to do both, but some of us were committed to do the auto-jumble for the full three days! It did mean I got to go to the Bournemouth Air Show, which was on the weekend before Swanage and Beaulieu. I'm sure in the past that these three events have been on separate weekends and have not clashed, but I cannot remember when! Hopefully in the future, it will be possible to go to all three in the same year.

Trevor's End of Season Run, Sunday 27th October, finishing for lunch at the Fish Inn, Ringwood. It will be based on the first half of a past New forest Run, so I suspect it will either start from Avon Park or Ringwood car park depending on how far back in time Trevor goes to find an interesting route. I would imagine that the starting time will be around 9.30 am so that we can get to the Fish Inn in good time for the meal. Trevor will confirm the final arrangements at the monthly meet and by email.

Next meeting will be at the Tyrrells Ford, Thursday 31st October.

Martin

NOTE to ALL:

**If I don't reply to your email
I Haven't received it!!
Bernard, Ed.**



WEST MIDLANDS . . . WORCESTER

TSSC AREA NEWS

WEST MIDLANDS Tel. 07505 110922

Hi All sorry for the lack of news recently, I have kept missing the deadline, no one elses fault but mine, getting old I reckon.

The summer has gone well for our local members, an excellent turn out at Drive it day, thanks Chris H and crew for all your assistance, Chris also runs a raffle every month which makes a small profit towards club funds.

Attendances have continued at our local meetings some new members are coming and are most welcome, a 948 convertible, and at least two Spitfires.

TSSC Stratford was a great event about 900 cars attending, Luke and his lovely little Herald won first in the concours for best hardtop, my Triumph 2000, MOE, got second in best Modified/modernised car, it was great to see so many rare cars there coupes and courier vans abounded, lots of West Mids cars there including Pete Jevons delightful 948 coupe.

Steve Hudson and I have just got back from Club Triumphs 10 countries, a few small glitches with MOE an intermittent overdrive and a blowing exhaust causing a worry, but we got there, Jayson our regular team MOE partner was taken ill before the start so was unable to come with us and was badly missed.

Regards,
Chris Allen

WORCESTER Tel. 07745 299457 www.tssc-worcester.org.uk

Hi Folks. If you're reading this it's because Bernie has been incredibly kind hearted and let me in by the skin of my teeth - thanks Bern!

There was loads of stuff going on during August that our area members got to grips with so I'll pick out a few of the ones I know about and you'll just have to imagine the rest.

We managed to pick the only rainy Wednesday in August to have our annual fish 'n' chip run to Bewdley riverside, with this in mind I made alternative arrangements and booked a table for 20 at the local Weatherspoons which was appreciated by all. We all had to be on our best behaviour as the Lord and Lady Mayoress of Bewdley were joining us for the evening, or as we know them, Barbie and John. The weather didn't get any better so it was a good call, the atmosphere was as good as ever and we didn't have to walk as far to get to a bar! Hopefully next year we'll be back outside Merchants for the evening.

Of course there was the BIG show at Stratford racecourse which was enjoyed by all. There'll be plenty of write ups about the show in the main mag so all I'll say is that everyone seemed to be having a good time, various bits of rust and other unidentifiable stuff was bought, cars were admired and the food and drink flowed on the Saturday night - about normal for us then!

The August weekends had a few local village fetes and shows popping up which were enjoyed by several of our members culminating in the big Pershore Plum Fayre. This is held every August Bank Holiday weekend with the big car show on the Monday. The area in front of Pershore Abbey is choc a block of cars, owners and spectators, which makes for a brilliant atmosphere and a relaxing day.

As a few of the group had done Pershore previously, Roger and Marg volunteered to rifle thru' their route chest and sort out another fabulous run into the Welsh Border counties. Unfortunately due to prior commitments I couldn't do this run but I sent my representative (the Capri I've mentioned before) to enjoy the day. And enjoy the day they did! With a breakfast beginning for those who wanted it, onto a cake stop about 11 and a lunch stop about 2 it was everything we've come to expect of Roger and Marg's run outs so I think they keep the gig for a bit longer.

Other events that were done over the Bank Holiday weekend were a run out hosted by the Gloucester area, Webbs Classic Car Show and a charity BBQ in Malvern - these are the ones I was told about, I suspect there were more.

Last event that I know about was the Bo'ness Rally. This was enjoyed by a couple of cars that went off up to Scotland to explore and report back on what they found. They found a very enjoyable event, full of interest and variety, and maybe one we ought to look at next year, watch this space. Thanks to Lynne, Andy and Clive for making the trip and letting us know what it was all about.

I think that's it for now otherwise I'll really be pushing my luck but hopefully it's whetted your appetite to come out to **The Nightingale at Spetchley on the first Monday of the month** and see what we're all about.

TTFN

Vicky



Herald 60th Anniversary!

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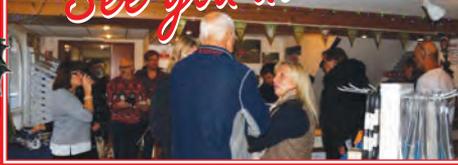
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See you at the TSSC!



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!!

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