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THE COURIER NUMBER 494 AUGUST 2021 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 494 AUGUST 2021

## Triumph Weekend Stalwarts



Dave Rumens





## TSSC COUNCIL OF MANAGEMENT 2021

Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Tom Hartley - Director



Jane Rowley - Director



Neville Wright - Director



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

Membership. Angie Hill - [info@tssc.org.uk](mailto:info@tssc.org.uk)



Valuations. Bernard Robinson - [courier@tssc.org.uk](mailto:courier@tssc.org.uk)



Accounts. Trudi Prettyjohns - [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)



## TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

Trevor Collett. Martin Cox. Eddie Evans. Dave Gleed.

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.



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# THE August 2021 COURIER

Price £3.50 Free to Club Members.

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TRIUMPH & MG WEEKEND  
MALVERN SHOWGROUND  
SEE YOU THERE?  
PICTURE JANE ROWLEY

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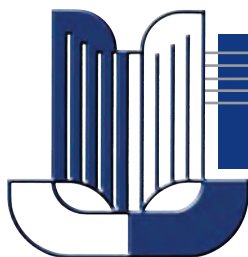
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## THE GET OUT

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# TSSC HQ Services

Tel 01858 434424 E-mail [info@tssc.org.uk](mailto:info@tssc.org.uk)

**TSSC Head Quarters is Open to Visitors**  
**9am to 5pm - Monday to Thursday.**  
**Head Quarters is Closed on Fridays**

## TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00

Young Member (Age 17 to 25) £25.50

**Direct Debit:** Worldwide Membership &  
Renewal (From UK Bank Account Only) £45.00

Young Member (Age 17 to 25) £22.50

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

## TSSC MEMBERSHIP ENQUIRIES

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

## INSURANCE VALUATION SERVICE -

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

### Email Valuations

e-mail Form To: TSSC Valuation Service

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

Form on Website: [www.tssc.org.uk](http://www.tssc.org.uk)

## TSSC INSURANCE PANEL Contact Numbers

### FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104

FJ Breakdown Recovery - 0800 132 278

### PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

### LANCASTER INSURANCE

Tel: 01480 400763

### CLASSICLINE INSURANCE

Tel: 01455 639 000

## CLUB SHOP - Mail Order or Local Pick Up

TSSC HQ Team, Sunderland Court

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

Shop Online: [www.tssc.org.uk](http://www.tssc.org.uk)

**Tel: 01858 434424 Fax: 01858 431936**

## TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF

e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk) Tel: 01858 434424

## TSSC MUSEUM - Open Mon to Thurs

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

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

## TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

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

## COUNCIL OF MANAGEMENT 2021 meetings:

### AGM Sept 12th

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

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

**Tel. 07843 435190**

**or email: [chairman@tssc.org.uk](mailto:chairman@tssc.org.uk)**

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



# DO what we are good at!

As Covid restrictions are being lifted this is allowing the TSSC to start doing more of what we are good at, getting out meeting people and also using our car's.

Most of our local area meetings are now taking place, speak to your local area organiser to get involved, the local area's are the life blood of our club.

On a bigger scale the team at HQ headed up by Nigel Hill are working incredibly hard behind the scenes to bring you the first ever joint **TSSC ,TR Reg and MG Car Club event** at the Malvern showground on the weekend of the **13th to the 15th of August 2021**.

This is really going to be a great weekend for anyone who likes classic cars and the breadth of different vehicles across the three clubs is quiet staggering.

The event will have some special anniversary's to celebrate 60 years of the Triumph Herald 1200 and 40 years of the Triumph Acclaim, 60 years of the Triumph TR4 and 60 years of the MG Midget and 20 years of the MG Z range.

**Have you bought your ticket yet ?**

Events like this don't happen overnight with planning taking well over a year to come to fruition, the TSSC needs your support for the biggest event in our calendar, a great weekend is guaranteed.

Don't forget the TSSC are holding a proper concours competition over the weekend with the entry form in last months Courier, why not show off your pride and joy, its a great way to learn about your car and improve it all in one go.

Also this month you will find the **TSSC AGM** flyer with all the details of our annual general meeting, this will be held on **Sunday the 12th September 2021** at TSSC HQ and via Zoom as this worked so well and will enable our members from further afield to attend.

After a really tough year for everyone I am happy to present you with a great set of figures.

We need to give Tracey Hawes our CoM financial lead a big thank you for all she has done along with Trudi at HQ to keep the figures in check.

Please support your Club whether it is going to a local area meet or coming to the International, we are so lucky to have a great team that run the TSSC but we are always looking for more help, if you have some spare time on your hands and would like to get a little more involved in the Club please either call me or send me an email and I will get back to you asap.

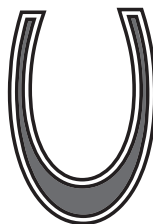
Have a great August and hope to see you out and about at an event

## Do More with Your Triumph!



**BY CHRIS GUNBY**

**CHAIRMAN - COUNCIL OF MANAGEMENT**



# EVENTS CALENDAR

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

**TRIUMPH**  
SPORTS SIX  
CLUB

## TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

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

### August 2021

FRI/SAT/SUN 13/14/15 AUGUST 2021

**TRIUMPH & MG WEEKEND**

THREE COUNTIES SHOWGROUND

MALVERN, WORCS.

TEL. 01858 434424 EMAIL - [info@tssc.org.uk](mailto:info@tssc.org.uk)

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

FRI/SAT/SUN 6/7/8 AUGUST 2021

**TSSC LEICS & RUTLAND**

**SUNSHINE RALLY**

Contact Dave on 07770 650802

Jan on 07799 804415

### Sept 2021

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

**TSSC NORTHANTS CAMPING**

**WEEKEND HAWAIIAN STYLE**

TOP END FARM MK44 2BY

Contact Nigel

[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

SUN 5 SEPTEMBER 2021

**HERTS & BEDS DUXFORD PICNIC**

**DUXFORD IWM**

Contact. Peter Lewis

Tel. 01582 750943

SUN 19 SEPTEMBER 2021

**STANDARD TRIUMPH PICNIC**

**WALTON HALL - WARKS**

Contact. Martin Johnson-Howe

Tel. 01455 554624

## CLASSIC CAR SHOWS (CLUB INVITED)

July / August 2021

FRI 30 SAT 31 JULY / SUN 1 AUGUST

**SILVERSTONE CLASSIC 2021**

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

Booking Code 2020CCD006



**CANCELLED**  
**Until January 2022**

## Insurance Valuations

**Valuations** can be done via E-mail.

Valuation Forms Available from here:

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

£15 Payment By BACS Transfer only please as This is much more Secure than Card details.

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

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



### Triumph Sports Six Club VALUATION CERTIFICATE



TSSC  
INSURANCE  
PANEL

Footman James  
CLASSIC MOTOR SPECIALISTS  
www.fj.co.uk

Peter James  
CLASSIC MOTOR SPECIALISTS  
www.peterjames.co.uk

Important: for Insurance purposes this certificate is ONLY to be used in conjunction with  
Insert Name of TSSC Insurance Panel Company Here.

#### POLICYHOLDER'S DETAILS

Title (Mr/Ms etc) and full name(s) ..... Surname .....  
Membership No. .... / ..... Membership Expiry Date .....  
Address (including Post Code) ..... Post Code .....  
Daytime Tel. No. .... Evening Tel. No. ....  
Fax No. .... Email: .....

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

VEHICLE DETAILS - MUST BE COMPLETED									
Make & Model	Year	Engine Size & CC	Engine Type	Transmission & Gearbox	Body Style	Colour	Current Mileage	Number of Owners	Current Value

Overall Conditions - CONOURS, A1+, A1/S - Serviceable, P - Project  
Body Paintwork Glass & Trim Oils & Fluids Interior Engine Bay Transmission & Suspension Brakes & Tyres

This section to be filled in by the TSSC Insurance Valuer only  
CONOURS: The vehicle and its components must be in a condition of general specification. No alterations, faults and wear this condition will only apply to vehicles previously entered or being eligible for entry in concours competition and evidence of entry may be required.

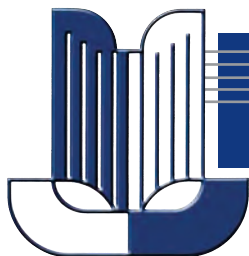
A1+ - SERVICEABLE The vehicle must be in excellent condition with bodywork/finish mostly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

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

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

NOTE: This certificate will NOT be TSSC Backed unless Insurance is with a TSSC Insurance Panel Company. Provided the details and member's valuation is in line with the TSSC Backed valuation. It can be used as a guide valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club may request more information or a personal inspection.





# NEWS REVIEW

## Monthly News of a Triumph Nature

### TSSC Annual General Meeting 2021

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

#### Resolutions for Agenda

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

These should be forwarded to myself (TSSC Chairman) to be received by **25th August 2021**.

Any item received after this date will be regarded as null and void.

**Questions for the Agenda** - Any questions also need to be with myself (TSSC Chairman) by **25 August 2021** to be guaranteed an answer at the meeting.

Any questions received after this date or raised on the day will be answered if possible, but it may be necessary to post the response in the Courier.

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

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

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

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

The deadline for nominations is **25 August 2021** by which time a signed nomination form and paragraph describing what you can bring to the Club needs to be submitted (the nomination form requires a proposer and seconder who are current Club members)

Any enquiries regarding any of the above should be addressed directly to me; e-mail. [chairman@tssc.org.uk](mailto:chairman@tssc.org.uk)

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



## OFFER for August 2021

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

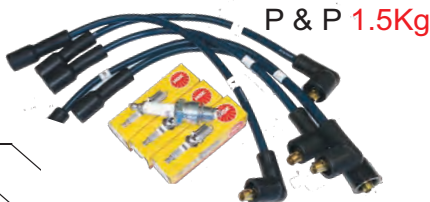
e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

## Performance HT Leads & Spark Plugs

These New HT Leads retain the look of Original Equipment Lucas leads but internally they are made to the same spec as modern High performance leads.

**FL100+** Herald/Spitfire 4 CYL & PLUGS £30.00

**FL200+** Vitesse/GT6 6 CYL & PLUGS £38.00



### PLUGS

State 4 or 6 cyl

Spark Plugs (NGK)

BP6ES (Long Reach)

BP6HS (Short Reach)

BP5ES

	Herald 948 & 1200	Herald 13/60	Spit 4 & MKII	Spit MKIII & IV	Spit 1500	Vitesse & GT6
x4 or 6		✓		✓		✓
x4	✓		✓			
x4					✓	

**Saving £10.00 on a Set of SPARK PLUGS and HT LEADS**



# Herald

948/1200/1250

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

## The Core of the matter

**I've been having fun with core plugs recently; fun as in the sense of trouble, confusion, head scratching and hours poring over manuals that tell me nothing.**

We've all got core plugs, every Triumph ever built, and if you're a beginner or never thought about them before, they're the little cup-shaped plates that run down both sides of the engine and usually on both ends as well. Also known as Welch plugs, freeze plugs, expansion plugs or just sealing plugs they're used to fill holes that were made during the casting process, but in such a way as to firstly allow access to the water jacket round the engine, for cleaning and maintenance purposes, and also to push out in the event of extreme cold, where no antifreeze has been

stains on the engine block itself (pic 1). No big deal, they're usually easily replaced.



There are two shapes - dish and cup. Early Herald engines used dished (pic 2), and if yours are missing you can tell as the block has an inner lip against which the plug



used and the coolant expands. It saves a cracked block.

Over time they can rust through, and you'll see tell-tale



sits. It cannot be pushed right through. Cup or bucket types are just jammed into the block and pressed in until the outer lip is flush with the block; be careful as some of them can indeed be pushed too far in. You can also get brass or steel versions; here I've used both on my 1200 block (pic 3).

If you need to remove any, just drive a suitable screwdriver or





**Pic 4.**

point through the centre, they will often distort and can be prised out (pic 4). Some need more work to remove, some need to be totally mutilated, but remember not to damage



**Pic 5.**

the block itself. The plugs are cheaper to replace! I had to use a seal puller on this one but they all come out eventually. Some, as in the 1200 head, cover an aperture that may not be the same round shape in behind, so you may find yourself fighting against the metal of the head itself and wondering why nothing moves.(pic 5.)



**Pic 6.**

In behind can often be a nightmare of dried sludge and rust particles; now's the time to clean the waterways. It's amazing

what comes out! (Pic 6)

Interestingly despite the early engines using more plugs than the later versions, the early 1200 head has a single plug to the rear which



**Pic 7.**

reveals a brass water pipe (pic 7); quite an interesting method of getting water around the head which was later superseded by a re-designed and improved head that now has two plugs to the rear.

If you buy a custom made kit of core plugs for the car, you'll find one of each size - the early engines use 12, and the later engines, 10. It's quite simple as to what goes where, just match like for like, and press them home with a suitable socket or soft faced hammer. The biggest socket that will fit each seats the plug with less chance of distortion. Some owners use sealant to help prevent leaks, but the plug itself should provide a water-tight seal without.



**Pic 8.**

Of course there's always one joker in the pack and it's often handily

coloured differently to the rest in the kit. This is a large 2 inch plug, and unlike the others which close off the water system this one keeps the oil in the end of the camshaft (pic 8). You don't have to remove it unless you're doing serious engine work, as it was originally installed to allow access to the



camshaft bearings at the back of the block (pic 9). Mine was badly corroded, and curiously it's also dished on both early and late engines. Removed in the same style it's a case of 'easily out but not easily in': when it came to refitting, mine was too small. No problem, open another pack. Same result. Find another single spare. Same result. I even went on-line and bought one specifically, only to find it now made up a set of four incorrect plugs. I must learn to juggle; not much else I can do with them.

A quick check with a set of calipers revealed the aperture to be 2 1/8 inches - no wonder they were dropping out. Why the bigger plug?

It turns out during 1200 production Triumph changed the design of the block to add renewable camshaft bearings. Full details of this change were very difficult to determine and there is no reference to it in many of my manuals; the sole exception so far is Peter Russek's excellent 'Repair Guide' which states that the change occurred at GA177973. His measurements show an increase in journal diameter from 1.8407" to 1.9649" and an increase in bore diameter from 1.8448" to 1.9680". Put this through a calculator and it works out at 0.125 or: our missing 1/8 inch. Why do all the major suppliers, and many other online sellers, show part number 44473 dished or 148353 bucket, both 2" coreplugs, for all 948, 1200 and 13/60 engines with no mention of the larger size? There must be a huge pile of 2" coreplugs lying unloved in the Nation's sheds. Where's Henry Cole when you need him?



Thankfully finding a proper 2 1/8" core plug is no problem and Core Plugs International based in Chester duly obliged. It's now fitted (pic 10) and I can move on to adding the backplate, clutch and flywheel and if my new studs would ever arrive, the cylinder head itself. Progress... slow but sure.

If you've ever wondered what to do when your core plug leaks and you're far from home, take a tip from this enterprising owner whose photo I found during an online search.



I've no idea if it leaked or even stood up to the pressure, but you can be sure it didn't rust...so thanks to **Peter Scott, Edinburgh.**

**I noticed an error in last months Article Re the DVLA Form V112** - this is necessary in place of an MOT Certificate for tax purposes, otherwise the records just show no MOT so the Post Office can't process the application. A Triumph will be MOT-exempt alright once it reaches 40 years but there's no way of showing this automatically on official records; among other things it's to avoid long-dead-and-gone cars claiming they don't need an MOT so fraudsters can tax them and so get their identities.

Colin



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Official Show Partners



\*Exclusive discount code is for club members use only. Applicable to advanced adult tickets booked before midnight on Thursday 11 November 2021. After that, limited full price tickets will be available at the show. Full ticket information: [www.necclassicismotorshow.com/tickets](http://www.necclassicismotorshow.com/tickets).

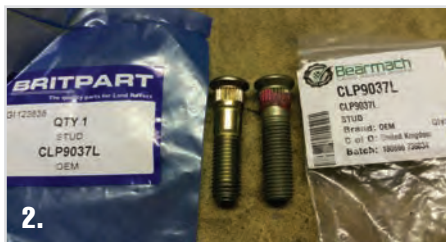
## Chassis Repairs

In my June article I talked about using Freelander wheel studs and how to upgrade to them. This is often done by those wanting to fit alloy wheels as there is very little thread protruding if the original studs are left in place, but what if you want to do the upgrade but retain your steel wheels? Member Martin Meffert had done just that but had encountered an issue that those fitting alloys probably wouldn't have noticed. Depending on where you source the wheel studs, and there is plenty of choice, they can differ. If you take a look at [Pics 1 & 2](#) you can see that the thread on the Britpart stud is shorter than the Bearmach one, meaning that even if you tighten your wheel nut fully the wheel would not be tight. It also goes to show that even if you buy the same brand they can still differ, as when I done the upgrade mine

were Britpart and thread went all the way down. Thank you Martin for raising this issue.

Last month I talked about the condition of my Herald Chassis and what was

needed to put it right, so I placed an order with the TSSC Club Shop for 2 front, 2 centre & 2 rear outriggers along with 2 side rails ([Pic 3a](#)). The front tube needed repairs both ends so these



2.



3a.



3b.

were sourced too.

You could (I guess) carefully replace one outrigger at a time by taking measurements of the old ones and fit the new to match these, to me that's a bit dangerous (unless you are replacing just a single outrigger) as there's no guarantee they haven't been fitted incorrectly by a previous owner. I have done a few Herald chassis now and I always prefer to use drawings ([Pic 3b](#)) that are in the workshop Manuals, so the first thing to do is get the jig set up ([Pic 4](#)) from which all your measurements are taken. In simple terms it's a line



1.





across the front and one down the middle.

This time round I decided to use 25x25x3mm angled steel and tack welded into place after careful measurement, as I was replacing the front tube ends I added a couple of uprights to aid measurement of these.

The centre outrigger is probably the simplest as it is 90° to the main rail, so just the one measurement from the front datum point. Again, once in the right place I put a couple of tack welds on the top only to stop it moving, so that just left the side rail and rear outrigger to

do on side one. The side rails have the 4 side body mount holes already pre-drilled, so as long as you have the front outrigger in the right place, all you really need to worry about is the distance the side rail is from the centre.

What I tend to do next is join the front outrigger (which is



Once I was happy the jig was secured and in the right place I could start removing the outriggers and side rails (Pic 5). It seems logical to start with the front outrigger and work backwards, so that's what I did. The drawings give you many different measurements to check, but obviously the key ones are the body mount positions, so after repeatedly measuring the two body mount points on the front outrigger from both the centre & front jig lines, I used a couple of tacks of weld just on top to keep it in position.

Some of the measurements on the drawings give a min/max distance, where this is the case I always aim for somewhere in the middle.

now tacked in place) and the rear outrigger to the side rail by dropping a bolt through the front and rear body mount holes, however before doing this I always find that the middle and rear outriggers are a bit too long, so I trimmed off a few mm on both to help them fit together.

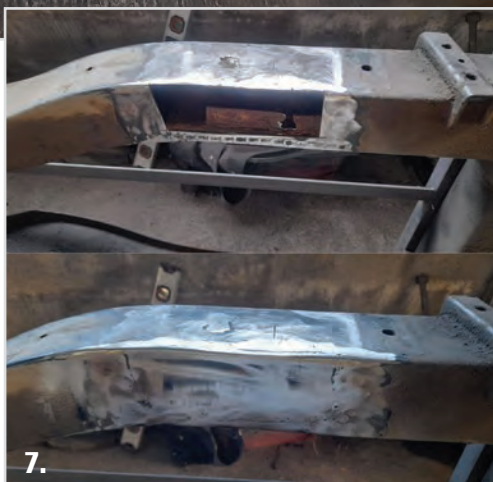
Using the front outrigger to side rail join as a pivot, I swung the side rail inwards and over the centre outrigger, this also brings the rear outrigger roughly into place. Using suitable clamps to hold the rear outrigger to the main rail, I double checked the measurements for all the body mounting points and rear outrigger



tie bar locating point. Once happy I put a couple of tack welds where the rear outrigger joins the side rail, but again on the top only. I done another check of all the measurements, then fully welded each of the three outriggers to main rail, but on the tops only (all will become clear soon why I keep saying top only!).

Before I done anymore welding on the first side, I repeated the process on the other side. With this done all the six outriggers are firmly in position and more importantly in the right place. However because they are only welded on the top there is still movement up & down, this movement has no impact on positioning from the front and centre lines as it isn't that much, but it did allow me to clamp some angled steel across the front, centre & rear outriggers to ensure they were pulled flat across the top of the chassis. At his point I could go to each outrigger and weld along where they join the side of the main rails, this now eliminates movement in any direction. I could then remove the cross supports and weld all other joins accessible with the chassis up the right way, including where the side rail joins to each outrigger. The chassis can now be flipped over and the rest of the welding on the bottom can be done, (Pic 6) shows the chassis after all the outriggers and side rails have been welded.

If you're lucky you won't have to do any repair work to the main rails around where the old outriggers were fixed, but unfortunately on mine I had to fix two weak areas where the



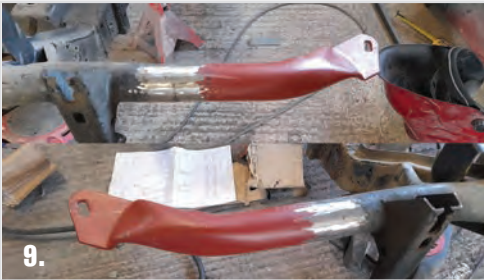
front ones mounted (Pic 7). When I cut out the hole in this area a large number of nuts fell out, not the steel variety but actual nuts (Pic 8). I stopped count-



ing at 30, so some furry friends had been busy and had been using the chassis main rails for food storage! Given the size of the nuts I can only assume



they came down the open end of the boot outriggers. I have no idea how recent this had happened, they might have been in there for years ....the joys of rural life!!



Both front tube ends were cut off and repair sections welded in (Pic 9). To get these in the right place I made sure the chassis was level and then welded uprights at 90° to the jig cross bar, this allowed me to get the two measurements I needed.



The area of the chassis that needed the most work was on the main rails either side of the diff. A Herald week point as we all know, water gets into the cavity and sits in the dip, silently rotting



from the inside out (Pic 10).

A sheet of 2mm thick steel along with a lot of cutting, welding and grinding and integrity of the main rails was restored (Pic 11).

The boot outriggers were in pretty good shape still, apart from where they joined the main rails, so new steel was let in to these areas. The cap-



tive nuts were reinstated at the other end and to ensure no more rodents can make a home inside the main rails the ends were closed off. I'm not sure why the ends are normally open here, there may be a very good reason, but I couldn't think of one (Pic 12).

I have no idea how many times I checked the measurements during welding, but it was a lot. The old adage of measure twice and cut once is



well known, mine was probably measure 10 times and weld once so I was confident everything was correct before fully welding, but I still



opted for a quick trial fit of the body before I began prepping for paint (Pic 13).

*Did it fit? I hear you all say.....of course, it was never in doubt.*

Earlier today the chassis was painted, but I'll keep you waiting until next month for that update. One thing I will tell you though, the chassis will be going body colour (it was powder coated in black last time round) but no more Wedgwood Blue (Pic 14).



Apologies to the purists, but given my Herald has Electronic Fuel Injection, originality is not really a consideration for me. See you all next month.

Darren



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



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**Saturday 14th August**

Time	Item
10:00	<b>Meet the clubs</b> Wayne Scott introduces each of the three organising clubs with a preview of the anniversary cars being celebrated this year by the MG Car Club, TR Register and TSSC.
10:20	<b>Vintage sports and saloon cars</b> We look at the Standards, Triumphs and MGs that were produced before the advent of World War 2. From Super Sevens to Triple M MGs to Y Types and everything in between.
10:40	<b>The post-war years</b> MG were producing the TC and Triumph had their Roadster models – what models brought Triumph and MG back to car production during the late 1940s? We'll find out so bring your 40s/50s car in!
11:00	<b>The coming of the Triumph TR sports car</b> Triumph launched a new sports car range in 1953 with the TR2, we look at how the models shaped Triumph's offering and how the early TRs evolved through the 1950s.
11:20	<b>The 1950s – Abingdon vs Coventry</b> MG Magnettes alongside MG's sportscar offering of the TD and TF. The middle of the decade sees the arrival of MG's exciting new MGA. Meanwhile over in Coventry, the Standard Motor Company were announcing a number of affordable saloons such as the Eight, Ten and Pennant plus the Vanguard and Triumph had the Mayflower on offer.
11:40	<b>Triumph and MG in Motorsport</b> A look at competing cars from the display in Wye Hall. We get them out into the live arena for a chat to the drivers and an opportunity to hear the race engines sing!
12:00	<b>The MGB</b> As the 1960s dawned, the MGB was launched to an adoring public that continued to buy it in large volumes right up until the 1980s. We assemble them to tell the MGB story.
12:20	<b>Celebrating the Herald 1200 and Acclaim</b> The first of our anniversary presentations celebrating 60 years of the model that transformed sales of the Herald and the final Triumph of them all, the Acclaim, launched in 1981.
12:40	<b>60 years of the Triumph TR4</b> The arrival of Giovanni Michelotti into the design of Triumph's TR range of sports cars was to revolutionise the model by combining Italian finesse with rugged British engineering. We celebrate 60 years of the TR4 and the turning point it gave the TR line.
13:20	<b>Insurance matters</b> A Q&A with the team behind Cherished Vehicle Insurance Services. Questions taken from the audience and a chance to meet the team face to face.
13:30	<b>MG Midget 60<sup>th</sup> anniversary</b> The MG Midget brought back the pre-war name for the compact MG sports car and gave the brand a small, affordable and stunningly cute sports car for decades to come.
14:00	<b>20 years of the MG Zeds</b> The entire range of MG Zeds celebrate the exciting MG branded vehicles launched in 2001. From the first ZR to the mighty ZT 260 and everything in between.
14:40	<b>Small chassis Triumphs</b> The TSSC present a collection of Spitfires, Herald, Vitesse and their derivatives.
15:00	<b>Six – cylinder cars</b> MGCs, TR5s and TR6s, Vitesse, Triumph's big saloons and other super sounding sixes.
15:40	<b>Triumph and MG during 1970s, 1980s and 1990s and beyond.</b> The MGF amazingly turned 25 last year and we take this opportunity to celebrate that turning point model for MG. Prior to the MGF, the 1980s saw all sorts of other MG badged cars such as the Montego, Maestro and Metro. For Triumph, the TR7 and last of the Spitfires would see out the last of the brand's sports cars plus the Acclaim for the family market when the marque ended in 1984. The 1970s would also see the Triumph Dolomite, Toledo and MG 1100/1300 all become firm family favourites. We also look at the model that lead up to the MGF, the RV8 and what came afterwards with examples of the MG6, MG5 and MG3 range produced during the SAIC ownership of MG.
16:00	<b>Club parade</b> Overseas attendees, Local groups, Centres and Registers from all three clubs come to parade around the arena and the wider showground to kick start the evening's festivities.
16:30	<b>Youth Groups' Malvern Fling</b> Our West Midlands version of the Highland Games, The TR Register Youth Group and the MG Car Club Young Members Register battle it out for supremacy

Time		Item	Saturday 15th August	
10:00		<b>Meet the clubs</b> Wayne Scott introduces each of the three organising clubs with a preview of the anniversary cars being celebrated this year by the MG Car Club, TR Register and TSSC.		
10.20		<b>1920 - 1939</b> The earliest days of motoring where MG emerged out of the Morris brand under the leadership of Cecil Kimber and Triumph developed their name in four wheeled vehicles whilst Standard were one of the British success stories. From Triple M MGs to pre-war Triumphs like Glorias, we'll examine the stories of some of our Vintage cars on display this weekend.		
10.40		<b>1945 – 1959</b> As the war years were put to one side as the motor industry rebuilt and re-grouped, it was a great time for change and innovation for Triumph and MG. We'll look at how both brands were transformed from the 1940s and into the 1950s. Including Standards, without whom, Triumph would be another figment of history by this point. The launch of the TRs, the Herald, MG Magnette and the MGA will all be celebrated as will the Standard 8, 10, Pennant and Vanguards. Bring your 50s built cars into the arena!		
11.00		<b>Insurance matters</b> A Q&A with the team behind Cherished Vehicle Insurance Services. Questions taken from the audience and a chance to meet the team face to face.		
11:10		<b>Meguiars Concours D'Elegance and Pride of Ownership Awards presentation</b> We can finally reveal the results of the hard-fought competitions from within Avon Hall. The winner of the Triumph TR masters will go on to compete at the NEC Classic Motor Show whilst there are other prizes for both Triumphs and MGs across the various classes in Concours and Pride of Ownership. The winners will be viewable in Avon Hall for the rest of the day.		
12:00		<b>The 1960s</b> Seen by many as the heyday of British Motoring, this is a chance to celebrate all the amazing cars that Triumph and MG built in this amazing decade. From the MGB to the TR range and beyond – if your car was built in the sixties – we want to see it!		
12.20		<b>The 1970s and 1980s</b> These two decades represented a difficult time for both Triumph and MG, but they still produced iconic cars that we can celebrate to this day. From the TR7 and how it nearly became the MGb replacement to the saloons like the Dolomite Sprint and Toledo and MG Montego, Maestro and Metro to the Triumph Acclaim and arrival of rubber bumpers on everything! We'll examine all the cars from these two fascinating decades. Share yours with us!		
12.40		<b>Triumph and MG in Motorsport</b> A look at competing cars from the display in Wye Hall. We get them out into the live arena for a chat to the drivers and an opportunity to hear the race engines sing!		
13:00		<b>Celebrating the Herald 1200 and Acclaim</b> The first of our anniversary presentations celebrating 60 years of the model that transformed sales of the Herald and the final Triumph of them all, the Acclaim, launched in 1981.		
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14.00		<b>MG Car Club Artwork competition winner revealed</b> The MG Car Club's search for the best artist from within their membership finally comes to an end with the people's choice being revealed at last!		
14:10		<b>20 years of the MG Zeds</b> The entire range of MG Zeds celebrate the exciting MG branded vehicles launched in 2001. From the first ZR to the mighty ZT 260 and everything in between.		
14:40		<b>The 1990s and beyond.</b> The MGF amazingly turned 25 last year and we take this opportunity to celebrate that turning point model for MG. We also look at the model that lead up to the MGF, the RV8 and what came afterwards with examples of the MG6, MG5 and MG3 range produced during the SAIC ownership of MG.		
15:00		<b>Meet the Volunteers</b> The club Chairpeople, Guests of Honour, Sponsors and other volunteers give their thoughts on the weekend and thanks to all those who made it happen. We'll hear their highlights as well as awarding the commentary team's Car of the Show – their favourite car that entered the arena during the weekend.		

**Schedule Times & Programme may change due to unexpected Circumstances**



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Front quarter valance 815391/2	£120.00
Door skins	£90.00
Sills non original 903097/8	£84.00
Sills O.E. 903097/8	£103.00
Sill reinforcement panel 806634/5	£12.00
Inner sill 806638/9	£36.00
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908090	£195.00
'A' post lower filler panel 706288/9	£30.00
Bonnet hinge pivot box RK/C362/3	£96.00
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
Rear wing non O.E.	£220.00
Rear wing front repair panel	£36.00
Rear wing rear repair panel	£36.00
Rear lamp panel 716182	£275.00
Rear valance 908970	£130.00
Boot floor	£205.00
Boot lid 911327	£650.00
Rear inner wheel arch 725563/4	£215.00
Rear outer wheel arch 909661/2	£132.00
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£60.00
H/ top seal roof/ door glass 716183/4	£12.00
Door hinges 607824	£28.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 911271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£57.50
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£25.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£24.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£15.00
Front shock absorber GSA364	£24.00
Front suspension vertical link	£150.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£96.00
Track rod end GSJ158	£9.60
Steering joint 142140/FAM1718	£30.00
Steering lock 216449/UKC2719	£85.00
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Gearbox exchange	£425.00
Recon exchange D Type O/D Mk IV	£450.00
Recon exchange J Type O/D Mk IV	£450.00
Recon exchange J Type O/D 1500	£450.00
Recon Exchange Diff	£450.00
Recon Exchange Diff (NCW&P)	£550.00
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Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
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Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£12.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£60.00
Seat cover set, brown houndstooth material	£180.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Inertia seat belts less warning light wire	£85.00 pair
Inertia seat belts less sensor OE	£95.00 pair
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## GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,560.00
Front wings Mk II 908113/4	£150.00
Front wings Mk I 907154/5	£120.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£36.00
Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
Front suspension vertical link	£145.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£42.50
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotoflex GBS750	£19.50
Brake shoe non rotoflex GBS746	£20.00
Rear side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

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Mk I front panel (nose cone) 903258	£125.00
Mk II headlamp panel 575894/ZKC1972	£96.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£180.00

Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£150.00
Rear centre bumper (estate) for insert 917813	£150.00
Rear quarter bumper (saloon) plain 910158 LH	£96.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824478	£36.00
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£450.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£65.00
Brake shoes Mk I (axle set)	£39.50
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Dolomite Rear lamp assembly R/H TKC938	£72.00
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£47.50
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite Sprint recon exch distributor early/Late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Sprint gearbox (exchange)	£450.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£425.00
Gearbox exchange 18/50 3 rail	£425.00
CV joint 1500 F.W.D. 518033/UKC 1160	£87.50
Rear subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£96.00
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Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£60.00
Brake pads Dolo/Toledo	£19.00
Brake pads Sprint	£24.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
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## A Long Lay Up

**Hello Everybody, don't forget the Interclub Show on the 13th to 15th August where we get together with both the TR Register and the MG Car Club at Malvern.**

The Covid 19 virus has had a big effect on all of us and being what they call elderly I haven't used my Vitesse for many months.

The result of this was when I came to start it up the poor old battery on the car needed assistance from a set of jumper leads connected to a fully charged battery. The problem in this case was an old battery.

This got me thinking, yes I know it will give me a headache, about the battery. I guess it comes down to what battery should be fitted to a Vitesse. First there are the physical requirements, will the battery fit the space provided and are its connections physically the right way around? The second point is the battery's capacity, this is expressed in a number of ways. The original capacity figure given for the Vitesse is 20-hour rate at 39 amps per hour. A more modern figure is to give the cranking current for the starter motor and the requirement for the Vitesse is approximately 325 amps for 30 seconds.



The battery manufacturer's capacity figures given, [Picture 1](#), are the minimum and it's not advisable to fit a battery which has a smaller capacity as it won't turn the engine over for long before going flat. However, there is no reason other than physical size and that it has to be 12 volts, why a larger capacity battery cannot be used. In fact, this is a positive improvement as it will give better starting in cold con-

ditions. Remember it's the battery capacity which is the important factor, the bigger the better.

Another point is the polarity of the connecting posts are transposed between positive and negative earthed cars. There are two type numbers given for the negative earthed Vitesse 015 and 038. For positive earthed Vitesse 053 looks to be popular fitment, but please check the dimensions before fitting as I have no experience of fitting this battery.

The last time I fitted a battery to a positive earthed car was back in 1969, where did all that time go!

In more recent years I have fitted a type 057 battery to my negative earthed Vitesse as these appear to have a much longer life than the 038 types. The type 057 is slightly taller but still fits within the standard battery clamp. The cranking can be different for the same



type of battery. [Picture 2](#) shows a type 057 with a much higher cranking current. So, look around and try to find the highest cranking current, capacity, in the size that fits the Vitesse. Lucas give the dimensions as 245L x 135W x 200H for type 038 battery. There is some leeway in the battery clamp so a slightly larger can be accommodated if necessary.

A safety point you should be aware of is - always disconnect the battery if you are working on the electrical system. Treat it like an unex-



ploded bomb! So, now let's start looking at other areas that could affect the speed at which the starter motor turns over by. Any voltage drop between the battery and the starter motor will cause it to run slower than it should. As the starter motor draws a very high current, between 300 to 400 amps, even a small resistance in the supply and earth lines can cause this to happen. An area of concern often overlooked on the Herald/Vitesse is the earth connection between the battery and the starter motor. This relies on the earth strap between the engine and the chas-



**Pic.3.**

sis, [Picture 3](#) and battery earth through the bulkhead,



**Pic.4.**

[Picture 4](#) to the chassis.

The bulkhead is of course bolted to the chassis. If the engine isn't connected to the chassis correctly through the braided strap then an earth path will be found via the choke lead, which on start-up glows red hot like an electric fire! A number of us old hands have seen this and it's not nice. Even with the strap correctly in place as the car ages the body to chassis earth continuity can become a problem. This may have been recognised by Standard Triumph as on the GT6 and later Spitfire a braided earth strap was fitted between the bulkhead earth bolt and the engine back plate to reduce any resistance created by the original arrangement used in both Herald and Vitesse. In other words, they connected the battery earth directly to the engine to eliminate any body, chassis, earth continuity problems.

To test the resistance between the engine and the battery you need a special meter that reads very low resistance values. Your normal multi-meter can't read these very low values. The type of meter, [Picture 5](#), used to check the earth wiring on a 240 Volts mains appliance will give you some indication if there is a problem. It should be used on its lowest resistance range where it reads between zero and 2 ohms. This meter is not a complete answer as you really need a meter that can measure down to much lower values of around a tenth of an ohm. Unfortunately, they are not generally available at a reasonable cost. However, the appliance test meter should show up any serious problems if used as follows. Using this

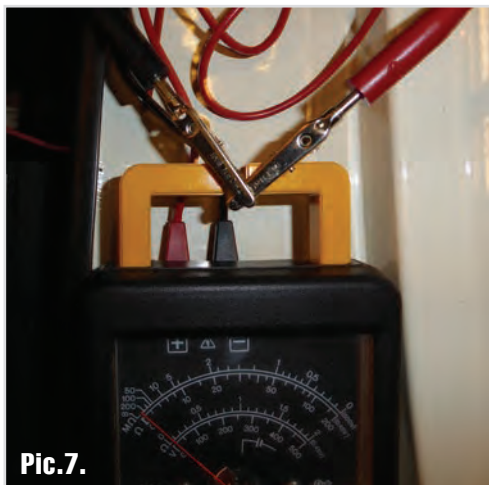


**Pic.5.**



meter, I tested the earth connection between the battery and the engine and this gave a reading of 0.12 ohms, [Picture 6](#).

As the test leads also have a resistance I



**Pic.7.**

measured these, [Picture 7](#), and these gave a read-



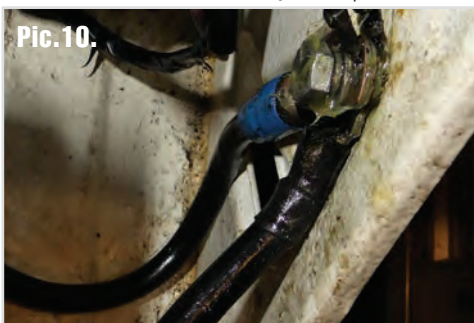
**Pic.8.**

ing of 0.1 ohms, [Picture 8](#). This means the difference between the two readings was 0.02 ohms which represents the resistance between the battery and the engine. This is a very low resistance which is what you want to stop any voltage drop



**Pic.9.**

when starting the engine. In this case, all looks fine. However, as Standard Triumph envisaged there could be engine to battery conductivity problems I thought it would be a good exercise to fit a lead between the engine and the battery earth point on the bulkhead. You can buy already made-up leads for this purpose. But, as I already had some suitable cable left over from old jumper leads I thought I would make one up, [Picture 9](#). I am not mean, just like recycling as it's a greener approach. Honest! The length is approximately 38 inches. One end of the lead connects to the battery earth point on the



**Pic.10.**

bulkhead, [Picture 10](#) and the other on the en-



**Pic.11.**

gine back plate, [Picture 11](#).

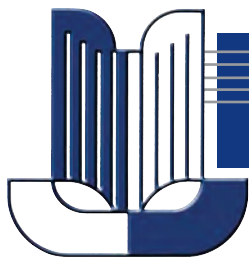
Don't forget to leave some slackness in the lead to allow for engine movement otherwise the lead will break.

Did I notice any difference? Yes, there appeared to be a small increase in the starter motor speed, but it could have just been my perception. Either way I guess fitting this lead is building in a bit of insurance and is well worth considering as it can only improve the starting in the long term.

That's it for this month, see you at the Malvern Inter-Club Show. .

**Keep Running On All Six**

Dave



# Car Loan Project

By Matthew Goodwin

## Enjoying a Triumph

It was a little after 1pm on Sunday the 13th June the hottest day of the year so far and I was making a pig's ear of letting the clutch out of the Triumph Acclaim as I left the TSSC's rather marvellous Lubenham headquarters.

The Acclaim had just become mine for a year as part of the Classic Car Loan Scheme.

This wasn't my first attempt at classic car ownership, that was back in 2014 when I purchased a Rover p4 to restore, to cut a long story short I got ripped off by a garage, it costs me lots of money and I still had a car that was unroadworthy.

This left a bitter taste in my mouth and I retreated to a second hand Nissan Micra which I still drive today.

Despite my bad experience the desire to run a classic car did not go away, fast forward to 2019 and I stumbled across Hubnut on the YouTube channel, Ian was preparing a Rover 800 Fastback for the Classic car loan scheme, a project for those new to the classic cars hobby where they can borrow a classic for a year and get a feel for what it is like to run an older car.

This got me wondering a quick browse on the internet and an email sent to Bob Wilkinson who runs the scheme I asked about borrowing the Rover then the world came to an end as Covid took over and I forgot about it all.

Towards the end of the first lock down I got an email from Bob



saying that the Rover had been withdrawn from the scheme due to terminal rust, but I could choose from a Volvo 240 or a Triumph Acclaim.

A few weeks later after a chat with **Chris Gunby** TSSC chairman and **Bob Wilkinson** it was agreed that I could have the Acclaim for a year.

Being a child of the 80's this was going to be one nostalgic trip and a memory of my Grandad telling me everyone enjoys the odd Triumph in their lives!

The week before I collected the Acclaim my whole world came tumbling down as I lost Katie my cat and best friend of 18 years, nothing prepares you for the loss of an animal.

I pulled myself together and my lovely neighbour drove me over to TSSC HQ to collect the Acclaim, it normally takes me a while to get used to driving another car, not the Acclaim, I bonded with it very well on the trip back to the Oxfordshire Cotswolds, it really is a delightful car to drive being huge fun to thread through the twisty roads.

I managed a slight detour to Thrup my favourite place in the world on the way home.

My first big adventure is to take the Acclaim to the Isle of Wight in the next few weeks but that will have to wait until the next report I'm afraid.

Thanks for reading my article and I look forward to meeting you all at the **TR/TSSC International at Malvern in August**





# INTERNATIONAL LIAISON

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

## Absent Friends

**Over the last year, since taking on this role, we've made contact with many of our International members and were hoping to meet up with a few of them this month and to include a little bit about them - and their cars - in this report.**

We are, of course, talking about the fantastic looking, Inter-Club, event at Malvern, which should be taking place just a week or so after you receive this month's edition of The Courier. As we write this, the event is still going ahead and we're looking forward to it, but - almost inevitably - the TSSC have received no ticket requests from outside the UK the year.

Many of us in the UK are missing our trips from the UK and it is important to recognise that our members outside the UK are also missing theirs to us! We are, of course, in difficult times, when it's hard for anyone to travel to or from the UK and certainly impossible to make reliable plans. Having missed so much last year, it is very sad that our European members, some of whom are regular attendees at UK events, are unable to join us.

**Stefan Vandendijk, from Belgium,** has been looking back through his photographs and has sent a few, which remind us

what great lovers of Triumphs and what great travellers the Belgians are. Many of you will have met Stefan and his fellow travellers at TSSC events in the UK and in Europe.

We start this pictorial trip down Memory Lane with a few images to jog memories and remind us of the great impact our Belgian friends make on our TSSC-organised events - both in Europe and here in the UK:



The first shows an undeniably impressive stash of beer cans at the TSSC Tertre Rouge campsite at Le Mans, followed by a couple of fine awards collected at our UK shows - the first for Best non-



UK Triumph and the second in an all-comers Best Original GT6.



The next couple of pictures are taken from successful travels around the UK the first stopping by a sunny Loch Ness and the second captured



on a hilltop near Coventry, which we haven't identified, but may be familiar to some of you

We finish with a set from what must have been an amazing trip, running from Liege to Stafford, on to Lisbon and back to Liege!



We look forward to the time when we can again roam freely in this way. Thank you to Stefan for

## ***Liège - Stafford - Lisboa - Liège***







these super photographs, which go some way to making up for our inability to travel at the moment. As he says, we in the UK really are *"missing this too, just as we are missing visiting all our British and Irish friends. Hope to see all in the UK, as well as all of you over here at francorchamps ....."*.

**Pietro Noe** wrote from Italy, remembering several times when he and a group, travelling with a Spitfire, a Tr3a and a Tr4, have attended Club meetings, and were *"really satisfied and happy with this great gathering"*.

Tellingly, they have also travelled, many times, to attend the annual Triumph spares day in Stoneleigh. Those of us who have been to

Stoneleigh know of its value - to meet fellow enthusiasts and seek elusive parts, but it's easy to forget how valuable it is to overseas Triumph owners as well - enough to justify a trip from Italy!

As Pietro writes: *"The last two years have been very difficult for coming to England and Brexit has enhanced the problems... we wanted to come this year but the situation is not safe enough (delta covid). We hope to do it next year. The next 2022 spares day will probably be our next chance!"*

So, to all our International members, we're sorry you can't join us this year and we hope to see you soon - safe, well and still enjoying your Triumphs - either at "our place" or yours.

If you are getting out and about anywhere outside the UK this year, please drop us a line. We're always delighted to receive reports and pictures (or even just pictures!) of your Triumph - whether it's on a trip, at a show, just popping to the shops, or still a project. So if you have anything you might be willing to share with the Courier's readers, just drop us a line at [international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk)

*Jess & John*



# CLUB TOURS



# CLUB TOURS



## LAON HISTORIQUE 2021

**NOW - Friday 24th to Monday 27th Sept 2021**

Join the TSSC in 2021 for the biggest classic car pilgrimage to Europe and be a part of the 30th Anniversary of the Circuit Historique de Laon, the largest and most popular event of its kind in Europe with over 700 cars attending this event every year.

### FRIDAY 24th SEPT

Ferry Crossing from UK to France  
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Arrive Laon Camping & Hotels for Check-in

### SATURDAY 25th SEPT

Event Registration  
Laon 30th Anniversary Car Rally  
Concours d'Elegance

### SUNDAY 26th SEPT

Laon 30th Anniversary Closed Street Parade

### MONDAY 27th SEPT

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  - Entry Fee to the Laon Historique 2021
  - Participation in Saturday Rally
- Participation in Sunday 'Closed Street Parade'
  - Optional Participation in Monday Run
  - Commemorative Tour Rally Plate

\* Prices are per person and based on 2 people sharing a car and a camping pitch or hotel room

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

## Paint Bubble = Toil & Trouble

*Acclaim to Fame*

Last year, between lockdowns, I took a run down to Rocketdog Racing to buy some 20/50 engine oil and oil filters for my TR (another TR gets a mention in this month's column) and Vignale. I also wanted to have a look at Monmouth Mike's Acclaim that was at Rocketdog's for a re spray.

Mike has 2 Acclaim's, one looks like a concours example and another which is even better! It was the red/bronze concours example that was in for a respray, this car had been painted in the past and was a slightly different colour to original. Mike being as meticulous as he is had found a very small "bubble" on the back of the boot lid and wanted all the paint sanded back to expose any other issues that might be lurking underneath and for the car to be painted in the original colour.



### Rear OS Repaired

sanded back the paint, he had found a series of poor repairs which in some cases would have



### Rear NS Repaired

As always Rocketdog proprietor Craig took personal care of a TSSC car and when he had



### Ready for Primer

"rose to the surface" in the not too distant future. The worst of these "repairs" were in the back light panel where over an inch of filler had



### A Beautiful Finish

been used to replace rust and previous (to Mike owning the car) accident damage. There was also metal missing (replaced with filler) in the bottom of the NS trailing bottom corner of the wheel arch.

It took a couple of days to cut out this rust and damage and to fabricate steel repair sections to seam weld in place, cover with fibreglass and blend in to the original bodywork, but master craftsman Craig took it on as a labour of love and the "Monmouth Mafia" descended on Rocketdog in force to thank Craig in person for the work he was doing (as Craig always says, you can't do enough for an appreciative customer).

***Acclaims never die, they always TRIUMPH!***

### BRACELET BAY IN MY 4A - JUNE 6th 2021

With lockdown/outdoor gathering numbers relaxed in Wales I thought that I would ask if any TSSC S.Wales members would be interested in accompanying my son Jack and myself in my TR4A on a run to Bracelet Bay for an early fish "n" chip lunch. When Jack and I

turned up at the meeting point Mikey J in his immaculate GT6 was waiting for us. We were soon joined by "Thumper" Watson (Spitfire 1500), Jerad (Spitfire 1500, running extremely well he reported after a visit to Rocketdog Racing) and Tony "Magpie" Pontin in his pristine Spitfire MkIV.

We travelled along the A roads through the S. Wales countryside via Neath where we were joined by Tim & Babs (Spitfire 1500) then contin-

ued in the beautiful sunshine to Mumbles and parked up in Bracelet Bay.

It took nearly an hour to deposit our money in the parking meters as Tony "Magpie" Pontin was unable to release his grip on a very shiney pound coin and by the time "Thumper" Watson had "persuaded" him to do so, those who had already paid their parking fees had to feed more coins into the meter to make up the time that they had lost!

We then found that there was no chip shop in Bracelet Bay so we took the short walk to the Pier Café where our desire for fish "n" chips was finally satisfied.

After strolling back to Bracelet Bay, we jumped into our cars and headed off for home along the M4. Magpie had to stop for fuel so Jack and I pulled in with him and waved the other cars on. After a fast blast (only 70mph) along the M4 with my TR running very well, Magpie turned off at the junction near his home and I turned off onto the







TR 7 GT6 at Nantgarw



private road near my house where to my surprise I saw Mikey J in his GT6, so as my speedo needle passed the ton we passed Mikey J and received a thumbs up!

A great day out with a great bunch of people, thanks for supporting the run.

**Whether 6 cars or less, a club run is best!**

## TR6 SALE

Just a quick update on the TR6 that was featured 2 months ago. The response was fantastic and the car sold within 4 days of the magazine being sent out. Thank you to those who showed interest and contacted me and commiserations to those who were disappointed, but the car has gone to a good home and hopefully the new owner will let me know how the first few months/years of their TR ownership works out.

## Does Nick Fane Hold a Record?

Thanks to all those who contacted me regarding the Petronix ignition feature, here's a reply

from Nick Fane who may well have one of the oldest systems fitted on record (my records at least).

*"A slightly belated response to your May article, where you asked for experience of the Pertronix Ignitor.*

*I fitted an ALDON Ignitor to my Vitesse 2Ltr Mkl back in January 1999, I have always understood that it was actually a re-badged Pertronix device. It is a marginally earlier pattern as it came with a 6-segment magnetic surround for the rotor, but otherwise looks pretty much identical to the device you describe.*

*What can I say about it – well some 22 years later and almost 50k miles more on the car, it is still there and functioning perfectly.*

*I have simply used it for all that time without any problems at all.*

*Did it improve the performance of the car in any way? – the answer would probably be 'maybe marginally', but of course it has reduced the wear on the distributor bearings and I haven't had to change or adjust the points for 22 years! The original set is still in the boot 'just in case'.*

*I've now owned my Vitesse for double that length of time, having purchased it in 1976, but the rate of usage has dropped as I did almost 100k miles in the first 22 years.*

*Can anyone else offer such a long term test report? Kind regards",*

**Nick Fane**

**Whether 2 years or 22, a Petronix will do!**

**Bern**



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# TR7-8

## ALL MODELS

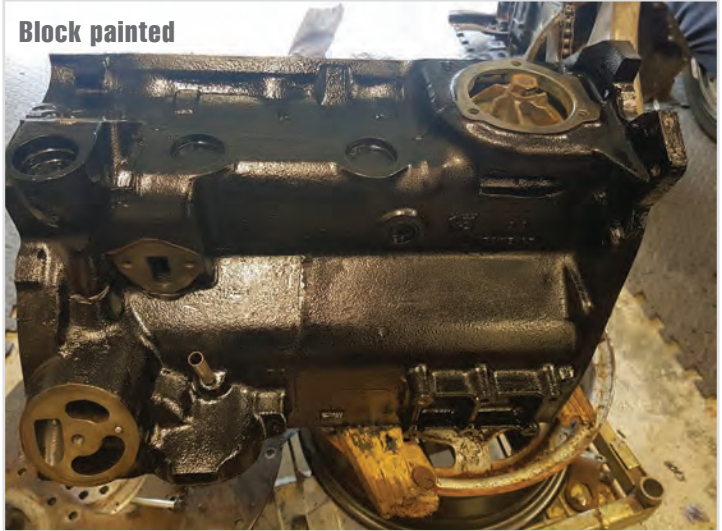
PAUL LEWIS [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

# TR7 Water Pump Fitment

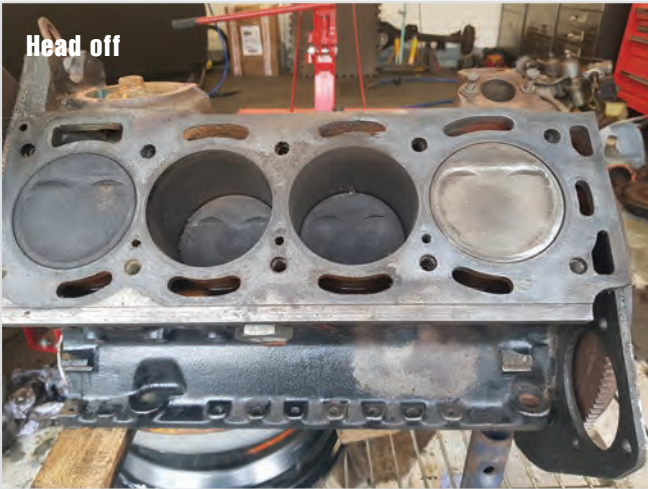
Whilst the body shell is away at the blasters it is time to focus on the engine. With the car only having covered 17,000 miles from new I really needed to conduct an inspection to gauge the condition of the engine and its components, prior to servicing and refitting. As we all know the cylinder head removal is one of dread, the thought of splitting the head from the block kept me awake at night.

Then one evening after work I decided to take the plunge. Remarkably the

**Block painted**



**Head off**



studs came out and the head lifted off without any issues.

On inspection the bores and head were representative of such a low mileage car. The

head has been stripped cleaned and sent away for a light skim and valve lapping. I then cleaned the block and painted it with engine paint. Ensure you use a paint suitable for the high temperature of the engine when considering a paint.

The water pump is the older 6-vane type with the car being a 1976 model, it wasn't until later in production when Triumph moved to a header tank that the 12-vane pump came into production. The water pump was in good condition so all that was required was a clean up and refitting. When fitting the water pump housing you need to

leave a running clearance of 0.010 in to 0.025 in. This is obtained by fitting gaskets of the required thickness, so if you think the water pump gasket is just used for sealing you are mistaken.





Using a feeler gauge check and note the gap between the block and housing, make sure this is equal all around.  
 Equalise the gap by adjusting the bolts.  
 Select the gaskets to equal the gap plus the running clearance of 0.010 in to 0.025 in.



**NOTE** water pump gaskets come in the following thicknesses,



The process is as follows:

Fit the water pump housing, less gaskets, leaving the three bolts finger tight.



0.010, 0.020 and 0.030 in.

After fitment of housing torque to 27Nm.

As I progress through the restoration, I will keep you updated on some of the tasks you might encounter along the way.

## Pump Housing

# SPECIALS

## ALL MODELS

TREVOR COLLETT [specials@tssc.org.uk](mailto:specials@tssc.org.uk)

# Vibrant Markets

This month I'm starting with a theme that I often finish my column on... you know what's coming.

I fully appreciate there has been a long dearth of car events for us to show off our pride and joy, but all you kit and special owners out there must be taking your cars out regularly for a little exercise? Well, when next you do, take a camera, the one on your mobile will do. Take some pictures of your car, from a few angles, perhaps with some vaguely interesting backgrounds and, when you get home, send them to me. If you can send me a few words about your car, and/or your trip, that would be even better, though not essential, as I can always make something up!

In the absence of any material from other owners I'm forced to my "go to" source, good old Google, to see what is happening in the world of Triumph-connected kit cars and specials. What most often comes up are examples of "our" cars up for sale; and that is what I indeed have found.

Back in September last year I told you that the wooden-bodied car, 695CRK, which I have written about more than once, going back to October 1995, was up for sale on eBay, with an asking price of £12,450. I do not know if it sold at that time, but I do know that the same car was up for



sale on the 7th July, at the H and H auction at Buxton. Here is the catalogue description:

### "Cawthorne wooden special

*This amazing wooden-bodied Special was built on the underpinnings of a 1964 Triumph Spitfire Mk1. The builder, Roger Cawthorne, wishing to showcase his woodworking talents, created the 1930s-style coachwork from teak, yew and mahogany,*



*with brass rivet fixings. The wood has a varnished finish, which the vendor reapplied in 2017. Purchased by him in 1989 from a gentleman who never registered the car, having bought it from*



*Mr Cawthorne (hence the builder is shown as the previous owner on the V5). 'Woody' was used for fun and to attend Triumph club meetings before being laid up due to a growing family. As testament to the craftsmanship involved it won the Specials Section of the Triumph Sports Six Club International Concours in 1990 and has been featured in the TSSC magazine 'Courier'. The car retains the original Spitfire chassis, 1147cc engine, gearbox and running gear and features a number of one-off custom parts, including windscreen, brightwork, radiator, grille, lights, interior, dash, mudguards, exhaust, handbrake, chrome sidesteps and tonneau cover finished in green vinyl to match the seats."*

According to the H and H web site it did sell, for the sum of £5,062 (including buyer's premium).

On eBay as I write there is a quite rare Triumph-based kit, a **Dutton B-Type**. Back in the day Dutton was by

the Herald, and, mostly, Herald/Spitfire engines. Dutton cars always produced their own chassis.

Here is the seller's description of the car, FAX169K, from the eBay listing:



*"This is a very rare Dutton B-Type, ideal for a quick project and onto the road for summer.*

#### **Good Bits:**

- Straight chassis.
- Triumph engine, gearbox, diff, front and rear suspension, so easy spare parts availability.
- The car rolls freely.
- The V5 lists it as a Dutton manufactured in 1972, so no need for MoT, and free tax. This also means you can change the bodywork if you so wish without needing an IVA test.
- It has a great number plate, although it is not



far the most successful kit car producer in the country; its best known model was the Phaeton, sold from 1978 to 1989, which used mainly Ford Escort mechanicals, except for the front suspension, which was Herald. The B-Type, sold 1971 to 1974, was almost Dutton's first product (there was the P1 that preceded it, but only a very few were made); it made use of all the running gear from

*transferable.*

- Non - Q-plate.

#### **Bad Parts:**

*· Gearbox seems to have failed. If you don't have one lying around in your garage, there are plenty on eBay for £40 - £50.*

- The seat covers have small rips in them.
- The paintwork is a bit 10 foot - i.e., it looks okay from a distance.

*· Two of the wheels are black, two are red.*

*There may be other faults, but I haven't seen anything else*



to worry about. As so many other people (usually men, let's be honest) have found themselves, I have too many projects lined up, and only another 50 odd years to live!"

On [www.carandclassic.co.uk](http://www.carandclassic.co.uk) we have a Type 48 Spyder, 513UYR, available to buy; here is the ad's, flowery, text:

**"1962 FLYING CIGAR FOR SALE**

*This fun component car is a unique hand-built recreation of a classic Italian supercar; since com-*



pletion it has covered around 1700 miles. With built-in reliability, to include electronic ignition and high torque starter motor and stainless steel exhaust system, which sounds amazing. The engine has been re-conditioned and the overdrive gearbox is smooth and trouble free, the seat is part leather. Based on a 1500 Triumph Spitfire almost every part is either new or refurbished, with many items powder coated, to include the chassis. A heavy gauge aluminium firewall and brass dashboard help create the 50s look and a discrete tubular steel cage for safety.

It creates lots of interest wherever it goes, this is truly a fun car that is both tax and MOT exempt and has



*been registered as a Fiorano Spyder on the V5. Are you ready to own this unique one of a kind fun car?"*

The asking price for this Type 48, of which there are, as we know, many in existence, so not unique, is £16,500 and it resides in Whitley Bay.

And finally, for this month, car number four for sale is a Spartan, 6458RI, that lives in the Re-



public of Ireland, in County Kildare. The text of the advert is quite brief:

### **"Triumph MG**

*Triumph MG on tax book.*

*A lot of work done on this car. It has five new tyres, including the spare.*

*All lights, indicators and handbrake working perfect. It has new brake lines and brakes, and has had work done on the engine.*

*Has vintage tax and insurance. Taxed until August 21.*

*It's a real head turner. Has a brown tax book, 1350cc. Engine is ticking over like a clock."*

Interesting description!

Goodness knows what "MG" has to do with this car. It is good to know that all the lights and the handbrake work. The engine capacity quoted, 1350cc, is not one we Triumph people immediately recognise, so it could be a non-Triumph engine or, more likely, just wrong.

So, there we have four very different cars, despite all being properly Triumph Herald-connected, that you can buy. I do think it good to see a healthy trade going on for our cars, allowing more people to get to understand why we love them so much. As with all purchases, caveat emptor applies; make sure you understand exactly what it is you are buying.

If any reader new to kit cars and specials is thinking about buying one, don't hesitate to contact me, I'm always happy to give a few pointers.

I'll say just one thing here: many of the



UK-based cars are being sold without a current MOT, the sellers claiming MOT exemption; many of the cars may indeed be legitimately eligible for MOT exemption, but, even so, I would not buy a kit car or special without one.

*Trevor*



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# STAG

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

## Pretty Polly



**Pic 1. Anti Roll Bar bushes pretty in yellow**

The major suspension and steering components on the Stag are all rubber mounted to give a degree of comfort to the driver and passengers. On the whole, it works well but, as is well known, rubber degrades over time so the ride can deteriorate gradually without us noticing.

We are also aware of the poor quality of many rubber components these days which shortens the service life even more. Some parts are actually not too bad but it is becoming more and more common for owners to replace them with polyurethane components which will not degrade in the same way as rubber. We in the Triumph fraternity are incredibly lucky that the industry supports our cars to a huge extent and most items are available. Contrast that with the Rover P4 and P5 which seem to have no support in this regard.

For the most part, the changes can be made and you will hopefully notice the improvement in ride or handling, especially if your old bushes were on the way out. However, rubber and polyurethane do not have exactly the same properties so it can be a bit of a compromise and opinions differ as to which changes are good and which are

	Superflex	SuperPro	Polybush
Tie bar/ Drag strut - comfort	SF372-0084-70-4K	SPF0084-70K	34L - C
Tie bar/ Drag strut - fast road	SF372-0084-80-4K	SPF0084K	34L - P
Track control arm - comfort	SF372-0137-80KSS	SPF0137K	34K - C
Track control arm - fast road	SF372-0137-90KSS	SPF0137-90K	34K - P
Anti roll bar mounts	SF372-0754K	SPF0754-20K	34B - C or P
Anti roll bar drop link bushes	SF372-0806-4K	SPF0806-4K	31D - C
Front spring upper	SF372-1183K	SPF1183K	34Q - C or P
Front spring lower	SF372-1184K	SPF1184K	34R - C
Steering rack mounts	SF372-0476-80KSS	SPF0476K	35K - C or P
Rear trailing arm	SF372-0077KSS	SPF0077K	34F - C or P
Rear subframe mounts	SF372-0418KSS	x	x
Exhaust subframe mounts	SF372-1389KSS	SPF1389K	x
Diff upper cone mounts	SF372-0138-60K	x	34G - C or P
Diff lower mounts	SF372-0138A-60K	x	34H - C or P
Diff mount pairs - comfort	x	SPF0138VK	x
Diff mount pairs - fast	x	SPF0138K	x
Rear damper mounts	SF372-0809-70-8K	SPF0809-70K	34P - C, D or P
Gearbox crossmember	SF372-0287-8K	SPF0287K	x
Rear spring pads	SF372-0851K	SPF0851K	34S - C
Rear spring pad +5mm	SF372-0851+5K	SPF0851-5K	x
Bonnet stop	SF372-0338K	SPF0338-2K	x
Sun visor mount	SF372-0273K	SPF0273K	x
Exhaust tailpipe hanger	SF372-7331	x	x

C = Comfort  
D = Dynamic  
P = Performance

**Pic 2. Table of the main poly components for Stags**



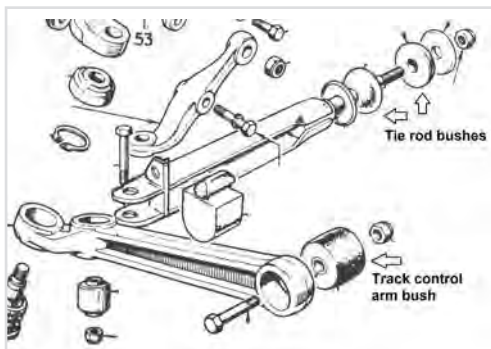
less desirable. There are some locations where poly bushes can, according to some, add a little harshness, but it is often down to personal preference. I will not make any pronouncements on this subject but suggest that going on to the TSSC or SOC forums will get you many opinions one way or another.

As you look through this article you will notice that there are different levels of comfort offered for some components. This grading is technically known as the 'Shore' measurement, named after its inventor Albert Ferdinand Shore, 1876-1936. For normal driving the softest option applies in most cases.

The other question is that of originality where for some only rubber will do. Some poly products appear in black but almost any colour is possible with red, yellow and blue being common. Colours vary with manufacturer and/or the Shore rating.

There are three principle manufacturers available to us: Polybush (UK), SuperFlex (UK), SuperPro (Australia). As far as I can see, only Superflex uses stainless steel for the metal parts. The others are plated but, in my experience, none the worse for that under normal circumstances. I have used all three makes and the main difference is probably the price, with SuperFlex being a little more expensive. I am aware of another company called Flo-flex whose website shows that they supply a front and rear kit (in bright orange) but do not list individual parts.

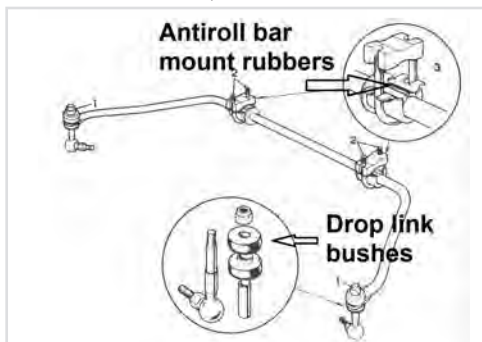
### Front Suspension and Steering



**Pic 3. Track control arm and tie bar bushes**

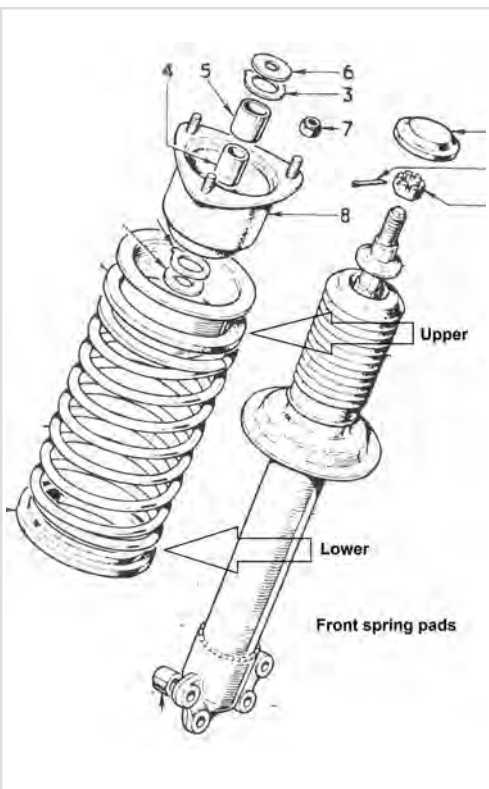
There are quite a few bushes at the front of our cars and pictures 3 to 6 show where they are located. **Picture 3** is for the track control arm and

tie bar (these components seems to go under a few different names!).



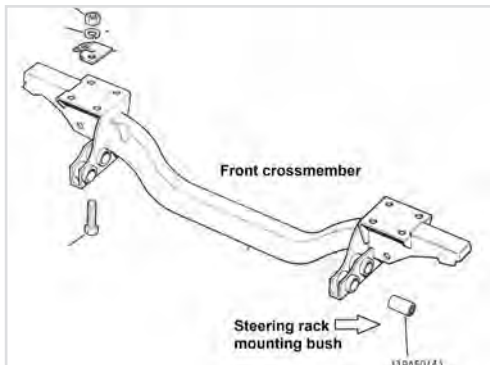
**Pic 4. Anti-roll bar components bushes**

**Picture 4** shows the anti-roll bar components.



**Pic 5. Front spring top and bottom mounts**

**Picture 5** is for the front strut showing the pads above and below the spring.

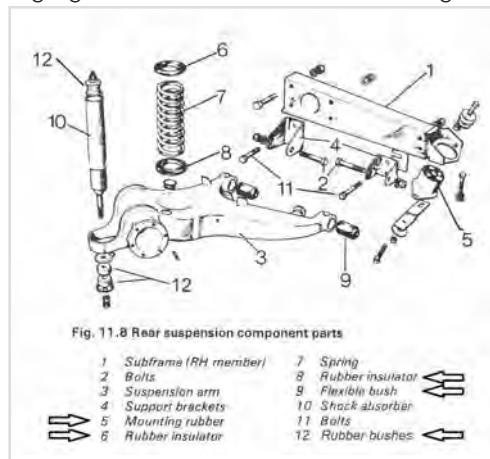


**Pic 6. Steering rack to cross member bushes**

Picture 6 shows the mounting bushes which hold the steering rack to the front cross member.

### Rear Suspension

The components for the back end can all be shown on one diagram, picture 7, in which I have highlighted the various bushes in the listing.



**Pic 7. Rear suspension components**

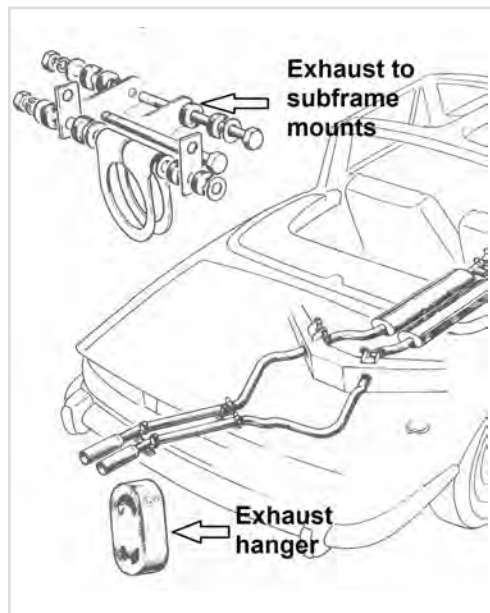
Picture 7: Rear suspension components

### Exhaust system

Where the two exhaust pipes go through the subframe arms the clamps are rubber mounted. These parts can be seen in picture 8.

Also, there is a rear exhaust section hanger made from polyurethane by SuperFlex.

You will see in the listing that bonnet corner stops (anti-vibration), sun visor clips and gearbox mounts are also available.



### Availability

All our main Stag suppliers stock one make or another so it is easy to shop around. Watch out for bargain packs where you get a discount for buying full sets.

I came across another specialist company based in Devon called Spring Loaded which supplies all manner of suspension components. They stock SuperFlex and SuperPro bushes for the Stag and offer a 10% discount.

They have a really interesting website at [www.spring-loaded.co.uk](http://www.spring-loaded.co.uk).

For more information, the manufacturers' websites are [www.polybush.co.uk](http://www.polybush.co.uk), [www.superproeurope.com](http://www.superproeurope.com) and [www.superflex.co.uk](http://www.superflex.co.uk)

### Fitting

For the most part, fitting these components is as described in the factory and Haynes manuals. I will probably cover the fitting of the large subframe bushes next month, mainly because the manuals are quite poor on the assembly sequence of the various large washers.

It is actually quite simple but you'd be forgiven for getting confused.

So, that's enough for this month. I hope to see many of you at the Malvern show ground and hope you have a good trip getting there.

*In any case, have a good summer,*

*Phil*

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

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

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

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

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# TSSC INSURANCE - CAR VALUES

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

**N.B. - Definitions** (i.e. Concours, A1+, A1/S Serviceable, P Project/Rebuild, etc.) **as per Valuation Form.**

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

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

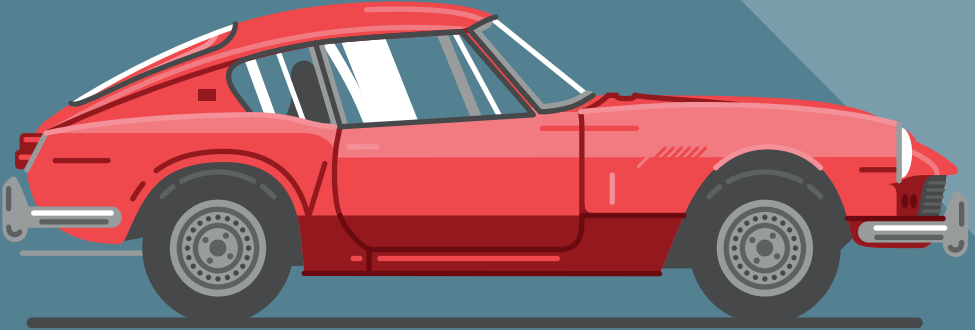
**Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)**

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

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

**Above Values Revised as of 01/02/2021**

Insurance Partner



## Triumph Insurance

*Triumph Sports Six Club members can save money insuring with us*

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

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INSURANCE



## Tail Light finishing touch

Last year Jasper Bacon send me this item about a modification he'd made to the tail lights of his GT6, which of course has the same fittings as the early Spitfires, such as both my Spitfire4 and Mk 3, shown here before Sybil got the 'top bunk' when Guy installed his Coronation ramp.

*"As promised here's a few pictures before and after of the*



TR3 tail light modification job I've done on my GT6.

I've always thought the original "round tail" lenses to be rather prone to damage and the TR3 ones to be much neater with their two screw attachment. (The fittings are L549 stop/tail lamp units)

Fitting is fairly straight forward although drilling is involved as the holes didn't line up with the

original units however the footprint is the same and the units use the same rubber gaskets to stop the water and stop the wires from chafing as they pass through the Bodywork to the back of the units.

The LED bulbs, pictured, that I've been using for a couple of years, fitted





into the new units fine and work to good effect indeed.



*I purchased the TR3 tail lights on EBay they're good quality and look as though they've always been on the car.... Should have done the job ages ago."*

Someone else wanting to add the finishing touches to his car is **Paul Adams** who wrote to me recently.

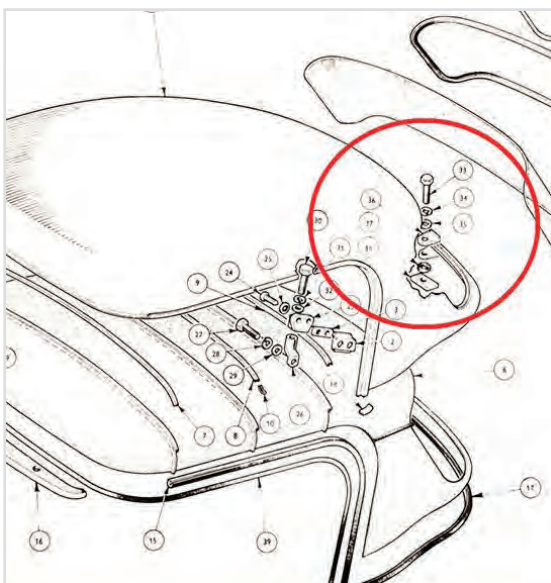
*"I own a Mk 2 Spitfire and am interested in getting made up a small batch of the Mk1-III hardtop rear deck finishers (Stanpart no. 614053) [Suzie note: Item 36 in the diagram from the parts manual] - these are basically bits of trim that go over the rear deck brackets of the hardtop to tidy them up. I've only ever seen a pair once, and even back in the day, when I had a Spitfire as a daily driver, I never knew they existed, even though I had a hard top which I put on every winter, as they never came with any of the cars I*



**Pic Mick Dolphin**

*owned. In short they were obviously easily discarded and seem to be rarer than hen's teeth today.*

Paul was subsequently able to acquire a set of these finishers to use as a pattern from **Mick Dolphin**, who everyone will know has an amazing stash of mostly NOS Triumph parts. These deck finishers came from his own Spitfire4, back in the day, so I have been asked to make it abundantly clear that **"he doesn't have any more"** so please don't ask, although I'm sure he must still have



some other interesting parts tucked away.

Anyway, the enquiry is two-fold - does anyone know of a manufacturer who may be able to produce a short run of these items for Paul, and would anyone be interested in a pair for their own car should he be able to get them reproduced. If you are interested, or can suggest a manufacturer please contact me and I'll put you in touch with him.



**Sue Daniels** in Worcester has a Spitfire Mk3 hardtop

for sale. It needs a bit of tlc but if you're interested please contact her at:

***susanadaniels53@gmail.com.***

And finally, just because I came across the images again recently in my bits 'n' bobs folder, two roads very clearly signed. The first we found in Belgium back in 2007, a lane at the edge of the village of Ferrières. This one does helpfully suggest that a quad bike is the only suitable means of transport along this lane.

The other was taken by friends cycling in France. In this case the sign appears to perhaps be facing the wrong way, as I think stilts would be needed to travel towards it on this lane.

Let's hope we have some more weather like that this summer with such blue skies.

*Suzie*



# Yorkshire Dales Run

## 3,4,5 September 2021

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

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

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

Arrival is with us on the camping field from Noon on Friday 3<sup>rd</sup> September 2021. Saturday 4<sup>th</sup> will include our run through the Dales with a leisurely lunch stop (you provide your lunch!) with an evening's entertainment and fundraising (raffle, games and general fun OR ELSE!) in the Village Hall with our very own Alan and a Christmas Theme!!

Come along and enjoy yourselves and help us raise some much needed funds for the two air ambulance charities

Wind down on Sunday 14<sup>th</sup> will include a treasure hunt (on foot!)

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

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

Complimentary tea/coffee/squash all weekend.

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

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

All Donations welcome, including any raffle prize donations.

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

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

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

Tent or caravan (incl. 2 occupants and 1 vehicle) - £21 per night  
Motorhome (incl. 2 occupants) - £18 per night  
Small Hiking tent (single occupant, NO VEHICLE) - £9 per night  
All Extra occupants - £2 per night  
Dogs - £2 per night  
Extra vehicles - £3 per night (First vehicle free per pitch except on small hiking pitches)  
Any Vehicle on Hiking Pitch - £5 per night  
Electric hook up - £3 per night

**Run Booklet - £10 per vehicle taking part**

**Please complete and return the following section:-  
e-mail to: 72 Stag@gmail.com**

Name(s) : \_\_\_\_\_

Address : \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Tel : \_\_\_\_\_

e-mail : \_\_\_\_\_

Car (Make, Model & Reg) : \_\_\_\_\_

Tent/Caravan/Motorhome/hiking tent? (please circle)  
Camping Friday\_\_\_Camping Saturday\_\_\_ (Please tick)  
Extras:-

Vehicle on hiking Pitch\_\_\_£5 per night

Extra occupants\_\_\_£2 per night

Extra vehicles\_\_\_£3 per night

Dogs\_\_\_£2 per night

Hook Up\_\_\_£3 per night

Total per night £\_\_\_\_-\_\_\_\_ x \_\_\_\_ nights = £\_\_\_\_-\_\_\_\_

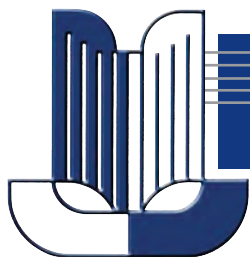
Run Booklet - £10

**Grand Total Enclosed £\_\_\_\_-\_\_\_\_**

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

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





# Readers Write

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

## Happy 70th Birthday Sumitha!

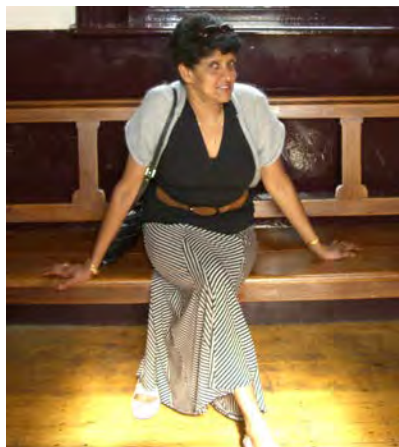
**Hi Bern**

My mother turns 70 this August and she has shown a real keen interest in Triumph cars after meeting my (late) father who was a very keen Triumph enthusiast. It started with a Triumph Spitfire 1500 bought before I was even born when my father bought it from a former Ford dealership (Page Motors) in Surrey back in 1981. This



lovely 2 seater was his treasure and since my Dad's passing (also exactly 14 years ago from this August) is in the process of being passed down to another family member with just only slightly over 13000 miles on the clock. The Triumph bug spread to my mother after also using my father's Triumph Herald 1200 as a daily driver for many years until she retired more recently from the NHS just prior to the

pandemic starting. While in her working age, my mother also bought and restored a GT6 Mk2 back in the early 2000's (for her 50th birthday at that time) which was a former Monte Carlo participant in that time. It is still in the family but not started for 3 years as the starter motor needs replacing along with now some engine tuning. She still however very



**Sumitha Ranasinghe**

much loves the car (who doesn't) and we appreciate the sophistication of the GT6 in terms of it's overall character. While the body is in good condition, it will need to get back on the road soon to avoid major mechanical problems developing from sitting idle for about 3 years.

She continued her appreciation of Triumphs right into this year for 2021 as she finally had the former daily driver -the Triumph Herald 1200 fully restored by **C and S Restorations in Hampshire** (which was started as the pan-

demic was beginning to take hold around the world.) She needed my assistance to coordinate and to source parts for Chris at C and S Restorations who has absolutely done an



**Just back from the Restorers**



amazing job for the Herald. The Herald 1200 has now been in our family for over 35 years and for most of that, it was reasonable but just prior to restoration, it was beginning to look quite sorry as the usage through daily driving to her workplaces were taking it's toll on the car but this extensive restoration (to mostly original spec) took place as [1](#)). her tribute to my father and [2](#)). to recognise the great long service the Herald has actually done for our whole family especially when me and my siblings were children back in the 80's and 90's. My mother and father spread the Triumph bug certainly to me as back in 2011, I bought a tired Vitesse Mk2 and fully restored

### **Sumitha's Herald - just finished**

that too which was completed by mid 2015. Angie at the TSSC Club Shop and the SEM Leatherhead meets has been absolutely instrumental in keeping our passions for these great cars alive but I want to end this piece by saying '**Thank You Mum**' also for your keen interest for Triumphs over my lifetime.

**Rohan Ranasinghe**

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## **Photo Bombing Herald**

**Hi Bern**

I attach a photograph which recently came my way. It is believed it was taken in September 1964 to record an Oban to Glasgow train passing Loch Dochart in the West Highlands but look at what is in the layby in the foreground!

**Jim Smellie**





Mk1/2/3

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

ANDY COOK [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

# Water Pump Problems

I hope you are all managing to get out and about in your GT6 now that some of the Covid restrictions have eased. I'm certainly using mine for local TSSC, Club Triumph and non-Triumph classic car meets as much as possible to make up for all the lost time.

This month sees the return of the TSSCs biggest annual event, the large gathering along with the TR register, this year it also includes the MG club and is being held in Malvern, I'm really looking forward to this so fingers crossed Bojo doesn't put any further Covid restrictions in place that prevent it happening again.

## Water Pump Replacement

I had a bit of a rumbling/knocking noise at tick over that developed on my GT6 recently. At one of the local TSSC meets one of the members said it sounded like a Water Pump bearing. Sure enough, when I checked there was a large amount of play. I grabbed the Water Pump



## Checking for play in the Water Pump bearings

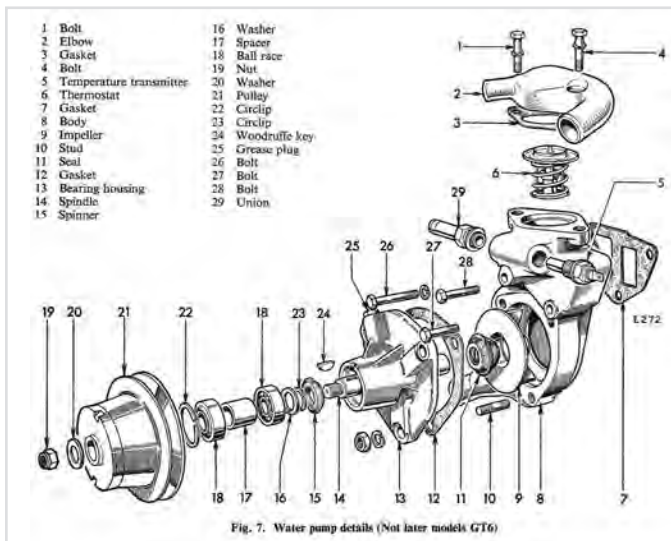


Fig. 7. Water pump details (Not later models GT6)

## Earlier Water Pumps fitted to MK1s and MK2s were designed to be re-buildable.

pulley and tried to move it in and out and there was a distinct knocking noise along with a visible amount of play, probably a good 1/6", Strangely enough though the pump wasn't leaking at all (yet!).

I had replaced the pump 9 years / 15,000 miles ago, on the previous pump I had done about 80,000 miles on over 25 years before it started weeping, it may even have been the original with about 170,000 miles on it! So as usual with our cars the current available replacements don't seem to be as good as the originals, but the one that had play in it wasn't a far eastern unbranded one, it was a British Quinton Hazel manufactured one.

On the later GT6s the Water Pumps are sealed units so when the bearing goes it's a question of changing the whole pump. The



older ones fitted to the MK1s and MK2s were designed to be re-buildable, identifiable by the fact there is a centre nut at the front.

However it's now pretty difficult to get hold of the parts for the re-buildable ones, although if the bearings are good and it's just a leaky seal I have seen the main seal for sale (part number 100858). If the bearings are gone then you may be able to go to a decent bearing supplier and get them matched once you have stripped them out. To be honest, it's probably easier to change it for one of the later sealed units. But if you do have a source of parts then you could have a go at rebuilding an early water pump and the Triumph factory manual covers this procedure, on page 1.204. The procedure to remove the pump to rebuild and replace after refurbishment is the same for either the sealed or re-buildable unit.

Referring to the factory workshop manual Triumph suggest removing the whole Water Pump housing from the Engine, this seems rather extreme and I've always managed to replace the pump itself leaving the housing in place. This is how to do it! First slacken off the fan belt adjustment by loosening the Alternator.



**Slackening off the alternator bolts.**

Then remove the fan belt



**Remove the fan belt**

Next it's best to remove the overflow bottle to improve access, slacken off the clamp, unscrew the top and remove the overflow bottle.



**Remove the overflow bottle.**

Then drain the coolant from the radiator and Water Pump housing, to do this slacken off the bottom hose clamp.



**Slackening the bottom hose clamp.**

Then pull the bottom hose off the radiator and let the coolant drain into a suitable



container/drip tray. There will be a good 2 litres or more fluid so make sure you have a big enough container.

The Water Pump is held into the housing by 3 nuts done up onto equally spaced studs mounted in the housing.

There is not room to take the nuts off the studs straight away as they foul on the pulley, so



### Water Pump fixing.

slacken all 3 off then move the pump forwards a bit to provide some space and then undo all three nuts. There is also no room for a ring spanner or socket so you will need to use an open ended spanner, 1/2 inch across flats.

There should also be spring washers under the nuts, they were missing on my car, and as I fit-



### The nuts will initially foul the pulley



**Once the nuts are loose the pump can be moved forward to provide clearance to undo them**

ted the last pump it's all my fault! Once all the nuts and washers are removed the pump can be pulled off the studs and removed from the car.

Next remove the gasket and clean up the gasket face on the Water Pump housing. Your new pump



### Pull the pump off the studs and remove from the car.

should come with a new Water Pump gasket, but if it doesn't then make sure you buy one.

### Now it's time to fit the new pump.

First fit the gasket into place over the studs, I al-



### Old rusty pump, new shiny pump and the gasket that came with it.

ways grease new gaskets lightly on both sides, it makes them seal better and easier to remove next time around.

Then fit the new pump into place over the studs. Carefully put a spring washer and get each of the nuts onto the studs by a few threads, don't tighten until all are in place otherwise you'll not be able to get the remaining nuts onto their studs due to insufficient room behind the pulley.

Once all 3 nuts are in place carefully tighten them with an open ended spanner (1/2 inch across the flats).



**New pump in place, ready for the nuts to be tightened.**

Then replace the fan belt, adjust so there is about ½" of play in the middle of the fan belt run and tight up the alternator fixings. Don't set the fan belt up too tight otherwise it can damage both the Water Pump and Alternator bearings.

Then reconnect the bottom hose, tighten up the hose clamp.



**Fan belt back into place**

Replace the overflow bottle.

Replenish the coolant through the radiator cap, a 25% mix of antifreeze with water is good

enough for summer use, or use at least 33% antifreeze is advised for all year round use.

Replace the radiator cap, run the car for a few minutes, then refill as the air will make it's way to the top of the radiator after an initial circulation. Then restart the car and bring up to full temperature. Check carefully for any leaks, then let it cool and then check the level again topping up as necessary.

## From The Archives

So this year we have the largest TSSC annual meet up (with the TR Register) at Malvern. Next year the event moves back to it's spiritual home in Stafford. So here are a few pictures from past events at Stafford to get you in the mood.



**GT6s in the hall from 1990**



**My GT6 overlooks Annie's Herald having a quick trunnion rebuild in the campsite in 1995**





**Not GT6 related, but this was the sort of random, antics we got up to at Stafford, Spence, Fire juggling on campsite in 2000**



**GT6 40th Anniversary in the hall at Stafford in 2006**



**Jane Rowley's MK1, campsite in 2007**



**Nearly a GT6, but not quite, Works Rally GT6 shaped Spitfire ADU7B with owner and restorer Mark Field (then Jigsaw Racing) and Editor Bern**



**My one year old daughter Georgie and 3 year old son James in my GT6 at Stafford in 2004, now grown up aged 18 and 20!**



**My daughter aged 2 with my GT6 in the outdoor parking line up at Stafford in 2005**



**Modified MK3 on the field with more GT6s behind in 2012**



**Markus Bewley's well sorted modified GT6 in the hall in 2012**



**Lovely Mk1 in the hall in 2013, the last Stafford International Weekend**





# BOND EQUIPE

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

## Bonds that Sold

August – time to get ready for Malvern and I hope to see lots of Equipes there. If anyone going to Malvern wants any parts I may be able to help with please let me know, and I can bring them along.

Then, after that event, the **BIG, BIG, BIG one** - the **Bond Equipe Weekend at the Royal Agricultural University 10-12 September**. I suspect there is still a chance to join us if you wish so please let me know if you do and I can check to see if there are any rooms still available. Additional cars – and their drivers, of course, can certainly join us on the runs and for the evening meals. Again, please let me know if you are interested.

Now we had an interesting afternoon on Sunday 26th June, there was a 2 Litre Convertible at **Anglia Car Auctions**. The car had been stored

since the 1980s, then sold on in 2011 and re-sprayed together with some mechanical and other reinstatement works but had never been fully put back together. It sold for £2,052 (inc premium). We watched the sale online and it was an interesting experience, much of the tension and anticipation of being at the auction itself, but with 60

a comfy chair, a nice cuppa, and knowing I was safe from making a spur of the moment bid as I hadn't registered to do so! I think at that price



it looks like a good buy, although I know only too well that it takes longer than you expect to put the car back together, especially if you have to sort out any problems along the way. The car was also one that I had not previously heard of so one more for the Register of Equipes. If the new owners is reading this I would be pleased



to hear from them.

This means that of the three Convertibles that have recently been sold or are currently for sale this year, two of the cars are Bahama



Yellow like mine – XXH 47H being for sale on eBay as I write this,

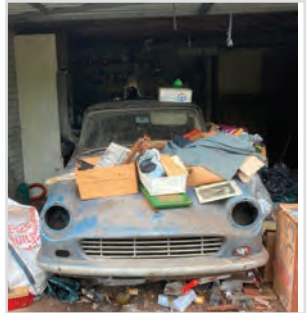


and BBY 484H having being bought by **Chris Gardiner**.

Not a lot to update on our Equipes as we have been too involved in other things to get much use out of the cars, but hopefully now that Summer is here and some shows are going ahead we can get a few more miles under the wheels, and as already referred to above we are looking forward to the Malvern Show. Let's hope the sun gods shine on us there, I think after the last two years we deserve it. We are hoping to bring the Convertible with our caravan and some bits and pieces for sale in the Autojumble, so please come along

and see us – **stand L70**, on the corner by the Members Autojumble.

I also had an enjoyable few hours helping a 2+2 find a new home, it was mentioned on the Bond Owners Club facebook page, as having been found in the garage of a house being renovated. I was aware that it was in the North East of the country so I passed the details on to **Nick Wotherspoon**, who,



within the next hour, visited and purchased the car. From the photographs and description he sent me it is very rotten and it might only be good for spares but even if that is the case it will help keep others on the road.

*Guy*



# TRIUMPH

## BIG SALOONS

CARL SWANSON [saloons@tssc.org.uk](mailto:saloons@tssc.org.uk)

### Trips out again!

**Hello, I hope you and yours are well and making sense of this strange world we find ourselves in.**

Well, I'm pleased to say that I have been able to get out and about more recently and been enjoying the Triumphs. Having now the 2000, the Mk4 Spitfire and 1981 TR7 convertible, I have even more respect for the Triumph engineers and the way they made such changes for each model and its customers' expectations. Each of them has its own character and brings its own to the driving sensations.

In early June, I met up with **Phil H** from the South Bucks TSSC area who owns a fabulous TR6 for a 'coffee and cake run'. We headed into the lovely parts of Buckinghamshire I don't often visit and was most enjoyable. As it was such a lovely day, I took the Spitfire. Within a few minutes though, it almost came to a horrible end! We were travelling along quite happily to ourselves when just as Phil is heading into a corner, a white van man decided to overtake a cyclist!! Fortunately, Phil managed to avoid it and fortunately, I was far enough back to see so could stop! Exciting times continued with two chaps seemingly doing a similar thing but in modern day sports cars (an Audi R8 V10 and Lotus Evija) overtook at a point I wouldn't

have, but hey.

We continued and ended up at a great park and adventure centre which has a coffee shop and café. A tasty coffee and snack enjoyed (thanks Phil) we got under way. Phil then showed me areas of Buckinghamshire on our way back to the original meeting place, going through areas I have never seen, and I lived in Buckinghamshire for over 20 years!

Thanks again Phil, very much appreciated.



A few days later, Harry and I travelled up to near Banbury to the 'Caffeine and Machine' hotel / pub to meet up with a great friend on mine. It was very well attended and people and cars coming in and out through the evening. They have 'themed' nights and 'general nights'. At the time, you had to pre book and pay. It's a large site and plenty of parking. There are multiple tables and seats too. At the time, you ordered and paid via your phone, as each table has its own iden-



tification. I must admit, I am a bit of a luddite at times, and this was beyond me. Fortunately having my 18-year-old son

usual test route, as we can to a round-about, we couldn't believe it when we



Harry with me, it wasn't an issue for too long!

For some unknown reason, I thought it wasn't that far, only when I checked on the phone it was over 70 miles!!! Well, I had recently had the new Toyo's fitted to the 2000, and having a good run could be good for them to settle in. Unfortunately, we heard a strange noise from the rear left, when turning left and under more enthusiastic acceleration. When we arrived at the pub, we looked and nothing obvious could be seen. We took it slightly easier on the way back but trying to ascertain what could be causing the issue.

The following day I looked round and took it out again and could only reproduce with that scenario I mentioned. I took it back to Paul at Merritts Hazelmere as the TR7 was ready to collect after its new callipers and shock absorbers all the way round (thanks again Paul) so could swop them over.

It appears that it is they tyre that is occasionally catching something on the edge. There is no evidence of this on the edge of the wheel arch or on the tyre itself. Paul kindly checked all over and couldn't find anything else wrong, so we go with that and see what happens! Its slightly annoying as I purchased the exact same size to the existing, but there is something slightly different.

As I said, the TR7 has had suspension work completed which has made a remarkable difference in its handling, and the new callipers and pads have removed the rather embarrassing, ear hurting squeal!

A few days ago, we took the Tr7 out as the weather was unusually nice (!) just locally. As we were heading out on our

saw another TR7 convertible coming round!! We exchanged excited waves and we followed for a while and then t turned it our local pub! We had a



great chat and explained the South Bucks TSSC meet here, so hopefully they will return on the next club night!

Well, I will be driving the 2000 to try





and eliminate the noise as has a busy August ahead! Its at the **Triumph and MG weekend at Malvern on the 15th of July (event is 13th to 15th but I can only make the 15th)**. Hope to see you there. There is much to see and do though, so if you can't make the Sunday, there is activities Friday night and all-day Saturday too! Check out [www.triumphandmgweekend.com](http://www.triumphandmgweekend.com)

It's also being a Wedding support car for South Bucks Dan and fiancé Elaine in September. They were supposed to be married in March 2020, just before the lock down!!! Then again in the next lock down, so third times a charm, I sincerely hope!!

A couple of adverts to finish as always.

**"Les Triumph sont des voitures de père de famille Elles n'arriveront jamais à Mexico"**

Les Triumph sont des voitures de père de famille qui sont arrivées à Mexico. Elles n'arriveront jamais à Mexico. Elles n'arriveront jamais à Mexico.

La 2500 PI MK 2 est arrivée récemment à Mexico parce qu'elle avait fait 32 secondes 7 sur 10 kilomètres départ arrêté. Parce qu'elle a été en 6 secondes à l'arrêt de 2 litres 5 nous son capot de voiture sans histoire. Parce qu'elle a quatre roues indépendantes et des freins à disque et 1 avant (elle est dans la Condition des Andes).

La Triumph 2500 PI MK 2 est une voiture de père de famille. Brian Culheth est un père de famille.

**Brian Culheth: 2e à Mexico. Triumph 2500 PI MK**

Take care,

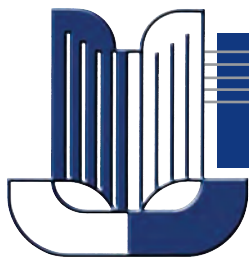
Carl



You can purchase Tickets online via:

[www.tssc.org.uk](http://www.tssc.org.uk) - Club Shop - Events

Details: [www.triumphandmgweekend.com](http://www.triumphandmgweekend.com)



# Pride of Ownership

By John Williams

## Pain or pleasure?

**It's that time of the year again. Decision time. Shall we or shan't we? WHAT? you may well ask. Entry into the Pride of Ownership [PoA] competition at the inter club Triumph & MG Weekend of course!**

This event is for cars that aren't good enough to be Concours entrants. One major difference is that for PoA judging, bonnets and boot lids remain firmly closed. That makes it easy, then, I hear you whisper. You must be joking! If you really want to compete, the small details must be fully addressed. It's not that flat a playing field, as several points are awarded for cleanliness of the road wheels. OK so far, but my 1964 TR4 has spoked wheels, and there are 72 of them per wheel. That's 288 items on the whole car which must pass close scrutiny. But each spoke has two endings, so actually there are 576 spoke ends to clean! I have seen judges with torches looking for blemishes around the hubs in the past. And don't forget, you aren't judged on photos you took after spit and polish at home. Oh no, you must cope with the conditions on site.

For anyone who attended Stratford racecourse in August 2019, the field where judging took place was accessed via a grass/mud track which oozed brown water even from walking on it after the previous day's rain. There's no water supply for rinsing, so you have to rely on elbow grease to reach a final

presentation! Even after you think you have done enough, the judges will somehow catch you out.

One further lesson I learnt at Stratford was that planning for long term preservation just doesn't 'wash' with the judges - the bumper chrome was

sparkling, but then the judge ran his hand along the back of the front bumper! Guess what? I like to keep the low, hidden chromed parts waxoiled. A plea for clemency came to nowt as he wiped the dark traces from his fingers with a frown.

Inside the cockpit, just remember that dog hairs on the carpets were not an optional extra in the sixties! All the clocks need to sparkle and a dose of metal polish over the chrome rims makes a big difference. In my ownership, reinstatement of a deliberately distressed-looking sprung spoke steering wheel, plain black gear knob, and original seats add to the visual impact.

Pride in ownership extends to passion. Two ways I try to display mine are a photo of some special TR books I own, plus a display of an almost complete and original tool kit in its roll which I have accumulated over several years of ebay hunting. I should mention that the prominently displayed tenner is not an original Stanpart item!! You also need to demonstrate how you use the car, so shots of a variety of locations also helps win over the judges. I was also fortunate by a twist of fate to be able to trace names and ownership dates for all previous 9 owners of the TR. The first owner kept the car for almost 20 years and only sent in his log book to register a change of body colour. This means confirmation of original factory fitted backlight assembly as the car is recorded as 'Sports Hardtop' on that old green folding 'logbook'.

You just hope that the drive to site, and the display area are nice and dry. Malvern ticks those boxes happily.

This year we will try to be ready for everything - except the unexpected! Beating an MG or two will be nice.



# THE COURIER Classifieds

## Spitfire



**MARK II 1967.** Signal red. TSSC valuation £16,000 A1+. Overdrive, signal red hard top, black soft top, tonneau. Original engine, gearbox and body panels. Owned for 47 years. Up to date MOT, numerous spare parts. For more information phone or text. £10,500. **Denise Harrison (Sheffield) 07762 358017.**



**SPITFIRE 4 MK1.** 4500 miles since total restoration in 1998. Excellent condition; dark green cellulose finish with black interior and hood. TSSC valuation £14500. MOT'd annually until lockdown. £12,500. ONO. **David Fosker (Lincolnshire) 01778 423547.**



**1500.** Much cherished, runs well, sound body & mechanicals. Extensive history. Heritage certificate. Overdrive. Retrimmed interior. Full width radiator, front discs, springs and shock absorbers, dashboard, fuel tank & pump, distributor & plugs. Minilites (original wheels and tyres available) New soft top supplied, not fitted. Good mechanical condition with recent retune and runs well. Not perfect/concours but in great condition overall. £7,750 **Michael Rees (Cardiff) 07377 329726.**

## Herald

**13/60 Convertible 1971** - Restoration Project Car - Genuine convertible originally Damson in colour, last MoT'd in June 2014, laid up in the garage Since. Very definitely a project car though I've been told the chassis itself is sound. Engine runs (shows 65,000 miles approx, can't guarantee that), standard whiny gearbox, some new parts (master cylinder, gearbox mounts), tyres need to replacing. £1,500 **Christina Young (Derbyshire) 07816 512603.**



**MUCH LOVED 13/60 OE White.** Restored body and mechanics. Interior good and seats rebuilt. O/D fitted on 3/4 gears. Tyres good. Hood cover and full tonneau. Been in family 30 years. Garaged and only used in the dry. Much loved and admired. £3,500 **Christine Alliston (South Cerney) 07754 696370**

## Vitesse



**6 SALOON 1965** 1600cc very original. 97000 miles, MOT to June 2022. Original sales invoice, Log Books, Owners Handbook also Heritage Certificate. Car is at Loughborough. £5,000. **Ian Morgan (Leicestershire.) 07759 590005**



**1968 MK 1 OVERDRIVE FACTORY CONVERTIBLE.** Excellent condition, bodily & mechanically, passed a (voluntary) MOT. Some history available Body repairs in 2011 well documented, pictures & invoices. Full tonneau cover. Fitted GT6 differential. Alternator fitted 2017. Current TSSC valuation £12000. Reluctant sale due to owner's increasing arthritis. £11,000 **Gerard Pakes (South Derbyshire) 01889 565391.**

## GT6



**CONCOURS CONDITION Mk1 1968** Fully restored in 2017. This RHD home market GT6 Mk 1 has benefit of swing-spring rear suspension, Mk 3 high-back seats, overdrive, and Webasto sunroof. Royal Blue with Matador red interior. Shell redone including floor, sills, valance and roof. Fully waxoiled. Fully rebuilt engine. Valued at £35k by the Triumph Sports Six Club, Matching engine numbers. MoT until 30/11/21. £29,999 **Clifford Beal (East Surrey) 07545 800313.**

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MEMBERS ONLY, can advertise **CARS & PARTS** for Sale in the Courier Classified section (with Colour **CAR** Photo only) **FREE OF CHARGE!**  
This offer is for non-Trade advertisers and is restricted to **ONE 25 word advert per month.**  
A current Membership Number must be supplied on the Advert form



# Triumph Parts for Sale

**GT6 Mk1** rear 1/4 bumpers, & front overriders. Some scratches etc. £100. Headlamps, bowls & rims etc, £30. Also GT6 Mk3 rocker cover £10. Photos available. **Kevin Horlock (Woking)** 07954 180245.

**STAG SPARE ALLOY WHEEL.** Very good condition no chips or scratches. Photo available or come and have a look, in York. £50 **David Walker (York)** 07971 734754.

**TR2 - TR4A** Pressed Steel Wheels x 4 x 15". Presently scruffy, would clean up for a good driver or for winter road use. Now with the tyres removed. Viewing & collection from Ipswich, Suffolk. £80 **Peter Bird (Wolverhampton/Suffolk)** 07958 10063

**WIRE WHEELS (4-1/2J x 15" ? )**

set of 5, with x4 Spinners, splined hubs for TR 2 - 4A, plus special domed nuts. Not aware of broken or loose spokes, dented rims, or rust. Available from Wolverhampton, or mid-July from Ipswich, Suffolk. Wheels have 2 good Maxxis tyres (2013) which can be left on for +£80. £250 **Peter Bird (Wolverhampton or Suffolk)** 07958 10063  
**GT6 Mk 3 DOOR** Drivers Door (same as late spitfire) £100. New Windscreen rubber £10. Buyer Collects. **John Wanstall (Hereford)** 01432 279292.

**TR7 STEEL WHEELS ADAPTED FOR SMALL CHASSIS CARS.** Five steel TR7 wheels that have been drilled to fit on lug centric hubs (Herald, Spitfire etc). One has a scrap tyre,

others are bare. Pretty clean in general, but for refurbishment! £30 **Josef Gluyas (Durham)** 07761 716401.

## Triumphs Wanted

**WANTED: VITESSE CONVERTIBLE IDEALLY** would have good condition bodywork. Mechanical and chassis condition far less important. Would consider project without an engine/box. **Nick Frieslaar (North Yorks)** 07474 987354.

**SPITFIRE 1500 WITH OVERDRIVE** Looking to purchase a Spitfire, ideally a 1500 with O/D. Happy to consider a project car through to a 'sound' car needing some work etc. A video of the potential car would be helpful to provide a clear perspective as to its condition. **Michael Ellis (Somerset)** 01984 667769.

**BOND EQUIPE CONVERTIBLE** Much prefer in good original condition although I won't object to some work if it's the right car. Please no full resto projects or basket cases. Please text in first instance. **Malcolm Hunter (Uxbridge)** 07925 406979.

## Parts Wanted

**TR6 HEADRESTS.** Wanted a pair of black head rests for a 1972 Triumph TR6, must be in excellent condition. **Stephen Neal (Leeds, West Yorkshire)** 01132 602519 / 07860 602519

**LUCAS 22D6 DISTRIBUTOR** Have you bought a replacement electronic dizzy for your GT6, Vitesse or TR6 - do you have a 22D6 sitting in your spares box? Must have Mechanical Tacho Drive & Vacuum Advance. Cleaner the better but I'm happy to pay for any serviceable unit. **Nuala Dowie (Keswick)** 07769 791064.

**HEATER AIR INTAKE GRILL** from 948 front bulkhead. **Del Holman, (West Kent.)** 01732 743747.

**VITESSE or 13/60 FRONT OVERRIDERS.** **Del Holman, (West Kent)** 01732 743747.

**GRILLE SPITFIRE MK1.** Wanting to find the grille panels for my 1964 Mk1 Spitfire 4. **Neil Clark (London SW)** 07785 304355.

**CHASSIS.** I need a chassis for my Herald. Could be from a different model, but must have 2 good chassis rails. I am in the I.O.M, but can arrange collection in the UK. **David Boswell (Isle of Man)** 01624 819760.

**SPITFIRE MK 3 EXHAUST MANIFOLD** Good condition, Your fair price paid for right item, also need choke and throttle cables complete. **Jim Palmer (Lincoln)** 01522 697955.

**TR4A, 250 or 5** - interior door cards and rear panels wanted. Ideally VGC NOS in Black with white piping or black. Please call / message. **Jon Radford (Oxford)** 07969 323956.

## Triumph Trade Services

**Telephone**  
**01592 722999**

131 JAMPHLARS ROAD  
CARDENDEN FIFE  
SCOTLAND



**CHIC DOIG**



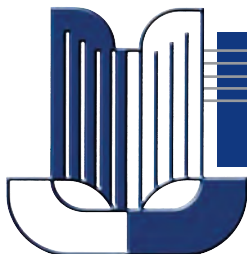



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# TSSC OFFICERS

## Triumph Sports Six Club

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

### HERALD 948/1200/1250

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

### HERALD 13/60

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

### SPITFIRE Mk I/II/III

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

### SPITFIRE Mk IV/1500

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

### VITESSE 1600/ Mk I/II

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

### GT6 MkI/II/III

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

### BOND

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

### SPECIALS

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

### BIG SALOONS

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

### TOLEDO/DOLOMITE 1300/1500

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

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

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

### TR7/TR8

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

### TRIUMPH ACCLAIM

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

### STAG

**Phil Willson**, 37 The Grove, Sidcup, Kent. DA14 5NG.  
Tel: 020 8302 0059 e-mail: [stag@tssc.org.uk](mailto: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](mailto:archive@tssc.org.uk)

### AMPHICAR

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

### INTERNATIONAL LIAISON SECRETARIES

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

### YOUNG MEMBERS CO-ORDINATOR

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

### TRIUMPH WEEKEND 2020

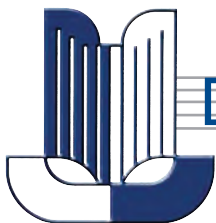
**Nigel Hill**, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006  
e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk). TSSC HQ: e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

### AREA LIAISON OFFICERS

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

### PUBLIC RELATIONS OFFICER

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



# AREA Directory • News • Events

## Leicester and Rutland Area

August 2021

# AREA NEWS

### 35<sup>th</sup> Sunshine Rally 6<sup>th</sup>-8<sup>th</sup> August 2021. Booking Form

We will be at our venue Greetham Community Centre, Great lane, Greetham, LE15 7NG.  
Camping / Caravanning Friday 6<sup>th</sup> & Saturday 7<sup>th</sup> with the option for additional nights.

**Friday Night.** A warm welcome, with Tea and cake on arrival, meet old friends, make new ones and join in with our light hearted quiz to start the weekend off, plus our Slot car challenge.

**Saturday.** Optional planned casual drive around half a dozen picturesque villages in Leicestershire and Rutland with a small on foot treasure hunt in each village. Add the scores up and there will be a trophy for the winners by the end of the day.

**Saturday Night.** BBQ, followed by fun, entertainment and a bit of a boogie to end the night.

**Sunday.** A magical mystery drive out to a local place of interest, returning around lunch time. Once back at the site it's time for our park and pose car show with raffle and prize giving at around 14.30 to 15.00.

Please state the number required and the total price

Rally weekend with one night camping.....Unit @£20.00 =.....Total  
Rally weekend with two nights camping.....Unit @£36.00 =.....Total  
Extra nights on request, Thurs/Sun.....@£12.00 per unit =.....Total  
BBQ.....@ £7.50 per person, Children under 10 years.....@£5.00 =.....Total  
One Day only (no camping) Sat / Sunday.....@ £5.00 =.....Total

TOTAL £.....

**Please book in advance for the BBQ, there will be no bookings taken over the weekend.**

Name.....Address.....  
.....Post code.....

Phone No.....Email.....

**Please send booking form together with your cheque made payable to Leicestershire & Rutland Area TSSC to:-**

Jan Muschialli, 10 Marsh Road, Mountsorrel, Loughborough. LE12 7JP.

**Please enclose a self-addressed envelope.** For further information:

Jan on 07799804415 J.muschialli@ntlworld.com

Dave on 07770650802 [davesmith.triumph@hotmail.co.uk](mailto:davesmith.triumph@hotmail.co.uk)







# AREA DIRECTORY

## AREA MEETINGS Check with AO!

### SCOTTISH AREAS

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

### NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones:</b> 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
<b>CUMBRIA</b>	<b>Roy Ross:</b> 01229 316501 <b>Tony Holliday:</b> 01946 830663 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
<b>MANCHESTER</b>	<b>TBC.</b> <b>New AO/s Wanted Contact Nigel Hill</b> 07976 163006	
<b>NORTH EAST</b>	<b>Geoff Dent :</b> 07773 440201 <b>Deryck Beadling:</b> 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ.	1ST SUN. 7.30PM.
<b>LIVERPOOL</b>	<b>Mark &amp; Tracey Lamb:</b> 07975 591421 Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
<b>LANCASHIRE</b>	<b>Kevin Makin:</b> 07980 604021 <b>Dennis Petty:</b> 07951 727747 CONTACT AO's FOR MEETING VENUE	LAST TUES. 8PM
<b>WIRRAL</b>	<b>Richard Lloyd:</b> 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	2ND TUES. EVES.
<b>NORTH YORKS</b>	<b>Keith Warren:</b> 07534 820155 The Motorist, SHERBURN IN ELMET, LS25 6JE, White Swan, DEIGHTON YO19 6HA	2ND THURS. 7.00PM 4TH TUES. 7.30PM
<b>SOUTH YORKS</b>	<b>Richard Oakes:</b> 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.	1ST & 3RD TUES. 8PM
<b>WEST YORKS</b>	<b>Alan Heaton:</b> 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.	2ND TUES. 8PM.

### MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith:</b> 02476 457487 The Bull & Butcher - CORLEY MOOR CV7 8AQ.	1ST TUES. 7.30PM.
<b>DERWENT VALLEY</b>	<b>Colin Wright:</b> 01773 531580 Various - See Derwent Valley Facebook Page or Courier.	CONTACT AO
<b>LEICESTER &amp; RUTLAND</b>	<b>David Smith:</b> 07770 650802 Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.	1ST TUES 6.30PM
<b>LINCOLNSHIRE</b>	<b>David Samways:</b> 07709 565118 The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.	2ND TUES. 8.00PM.
<b>NOTTS</b>	<b>Nigel Hill:</b> 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.	3RD WED. 7.30PM
<b>NORTHANTS</b>	<b>Nigel Hawes:</b> 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB.	2ND WEDS. 8.30PM.
<b>OXFORD</b>	<b>Thomas Cope:</b> 07972 039532 Oxford area is still active but currently in lockdown.	3RD TUES. 7.30PM.
<b>PETERBOROUGH</b>	<b>Doug Balderson:</b> 01778 560507 <b>Paul Lumsdon:</b> 01780 470358 <b>Charlie Noble:</b> 01778 392629 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
<b>SHROPSHIRE</b>	<b>Bill Bate:</b> 07887 605778 <b>David Embery:</b> 0770 1049881 <b>Simon Morgan:</b> 07786 806189 <b>Kevin Cain:</b> 07515 834594 CONTACT AO's FOR MEETING VENUE	3RD WED. 7.30PM
<b>SOUTH STAFFS</b>	<b>New AO/s Wanted Contact Nigel Hill</b> 07976 163006	

## MIDLAND AREAS Contd.

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

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Tom Hartley:</b> 07795 436149 The Plough - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
<b>ESSEX</b>	<b>Mike Titchen:</b> 07860 708356 <i>"Passing Thyme" Cafe</i> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
<b>M25 EAST</b>	<b>John Hill:</b> 07938 526324 <i>The Royal Hotel</i> - PURFLEET - OCTOBER TO APRIL	4TH SUN. 12 NOON
<b>NORFOLK</b> ALT MONTHS START JAN	<b>Mike Carroll:</b> 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH. NR4 6LA	2ND MON. 8PM
ALT MONTHS START FEB	<b>Paul &amp; Christina Girling:</b> 07584 000442 <i>The Windmill Inn</i> - Mill Street - NECTON. PE37 8EN	2ND MON. 8PM.
<b>SUFFOLK</b>	<b>Colin Wake:</b> 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <i>The Harte &amp; Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Anne Mullender:</b> 07845 916665 <i>The Red Lion</i> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
<b>GATWICK</b>	<b>Tony Locker-Lampson:</b> 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <i>The Twesledown</i> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <i>The Old Hunters Lodge</i> , WHIPSNADE, LU6 2LN.	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 Various - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
<b>NEWBURY</b>	<b>Dave Rumens:</b> 01635 868640 <i>The Coach and Horse</i> , Midgham, A4, RG7 5UX. <i>The Halfway Inn</i> , Bath Road (A4), Newbury, RG20 8NR.	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <i>George &amp; Dragon</i> - Dragons Green - HORSHAM RH13 8GE	3RD WEDS 7.30 PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

## SOUTH WESTERN AREAS

<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <i>Royal Oak</i> - GOODWORTH CLATFORD. SP11 7QY.	2ND WEDS. LUNCH 12.30PM
<b>AVON</b>	<b>David Dyer:</b> 07860 878058 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY.	1ST TUES. 7.30PM.
<b>CORNWALL</b>	<b>Carol Coventry:</b> 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU.	2ND THURS. 8PM
<b>DEVON</b>	<b>Sue &amp; John Franklin:</b> 01548 821348 <b>Nigel Kenneison:</b> 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY. <i>Ring A.O. Details</i>	3RD WED. EVES. 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <b>Andy Luckhurst:</b> 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.30PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
<b>GLOUCESTER</b>	<b>Jane Rowley:</b> 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR.	3RD MON. 8PM
<b>SOMERSET</b>	<b>Alan Desbois:</b> 07778 923064 <b>Denise Desbois:</b> 07896 412957 <i>The Knowle Inn</i> , 115 BATH RD, BRIDGWATER - TA7 8PN.	2ND THURS 8PM
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
<b>NORTH WILTSHIRE</b>	<b>Craig Gingell:</b> 01249 740239 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

## WELSH AREAS

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

## NORTHERN IRELAND

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

COUNTRY	CONTACT NAME	CONTACT DETAILS
<b>AUSTRALIA (Queensland)</b>	<b>Richard Graveur</b>	randagraveur@gmail.com
<b>AUSTRALIA (Victoria)</b>	<b>Richard Stewart</b>	rlslaw@bigpond.net.au
<b>BELGIUM</b>	<b>Stefan Vandendijk</b>	stefan.vandendijk@telenet.be
<b>DENMARK</b>	<b>Morten &amp; Lillian Hildebrand</b>	hildebrandrandi@gmail.com
<b>FRANCE (Poitou Charentes)</b>	<b>Victor Thompson</b>	vcandvh@gmail.com
<b>FRANCE (Central)</b>	<b>Ray Lomax</b>	lomaxcreuse@gmail.com
<b>GERMANY</b>	<b>Hans-Georg Stumpf</b>	hgs-systems@onlinehome.de
<b>ITALY</b>	<b>Pietro Noe</b>	pietro_noe@libero.it
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<b>NETHERLANDS</b>	<b>Jeroen Noordman</b>	j.noordman@gmail.com
<b>NEW ZEALAND</b>	<b>John Etheridge</b>	johnhtetheridge@aol.com
<b>SOUTH AFRICA</b>	<b>Karl Illengberger.</b>	karl@kre.co.za
<b>SWEDEN</b>	<b>Odd Hedberg</b>	odd@triumphclub.se
<b>SWITZERLAND</b>	<b>Robin La Barre</b>	robin.Labarre@Bluewin.ch
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	0041 79 347 1221
<b>UNITED STATES</b>	<b>Ben Blaney</b>	benblaney@gmail.com





# Area Liaison Officers Report

## Andover

### Triumph Sports Six Area Liaison Officers

email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk). Tel. 07976 163006

19th of July 2021 is the official freedom day for everyone around the UK. We know Scotland, Wales and Ireland may be slightly different rules but as we know it is now ok to meet up with our car friends and gather inside and out. Our guidelines are that we continue track and trace and everyone to still be very safe and space around those who are vulnerable. We are aware that we still need be careful in our groups.

All looking good for Malvern as discussions are continuing as the time is forever creeping up on us. There will be guidelines on masks and hand sanitiser. We will do our utmost to keep everyone safe wherever possible but we need everyone's help to achieve this where possible. Ticket sales are going extremely well and looking forward to seeing many of you there to enjoy this fun filled packed weekend.

Celebration of the anniversaries cars for the 1200 Herald 60th anniversary and the TR4 60th and 40 years of the Triumph acclaim are happening on the weekend so it would be nice to see many anniversary cars there. Let's hope the sun will shine all weekend. There will be plenty to see and do at Malvern showground. Just a little reminder if there are any changes to contact details, meet up venue changes and AO changes please let us know.

Also this year's AGM is on **Sunday September 12th** so if you have any questions please submit them to chairman Chris Gunby before the 25th August. We will be in attendance at Club HQ on this day and also on Zoom, details are in the AGM Flyer enclosed with this Magazine.

Once again we would like to thank all the Area Organisers in cooperating with us in these unprecedented times we have been in the last 18 months very challenging for us all and we'd like to say a very big Thank you to each and everyone of you.

So August will be international weekend at the three countries showground Malvern hope to see you there.

*Nigel & Di.*



### Andover

e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

Tel. 01672 514241

A bit of a shock this month as we actually have an Area meeting to report on. With the happy combination of most of the local regulars now being double-jabbed, and most retired, and with some good weather on the horizon we made the decision to have a trial lunchtime meet on 30th June at The Royal Oak in Goodworth Clatford. It was very good to see 5 club cars outside the pub and to have 8 of us partaking of curry, scampi, sarnies etc. And even in danger of a bit of sunburn for a while.

We decide to continue, for now at least, with lunches, eating outdoors where possible, as the pub is likely to be quieter at lunchtimes, and have switched to the 2nd Wednesday of the month, so the next meeting will be on Wednesday 11th August at 12.30pm.

Life looks like it'll get a little busier in August with some events due to take place, Covid permitting. **The TSSC, TR, MG Club event at Malvern is, of**

**course, the main one to be held on the weekend of 13th - 15th August.** Don't forget to book your tickets beforehand either on the TSSC website, or by giving HQ a call.

Then, on **28th August we're booked into Gloucester Retro**, previously a lovely event with cars parked slap bang in the middle of Gloucester. I am rather wary of how things will be by then with it apparently open to everyone to decide whether or not they'll continue wearing masks despite Covid still being very prevalent. That makes me very nervous and I will wear a mask when indoors or in crowded situations so we'll make a final decision on that one closer to the time.

Then we finish off the flurry of events with the **Beaulieu Autojumble on the weekend of 5th/6th September.**

I'm feeling a little bit more comfortable with that as it is fully outdoors and, I suspect, will be much quieter and less crowded than previous autumn Beaulieus, probably more akin to the Spring autojumble.

So, we hope to see some familiar faces at our lunches and some of the upcoming events.

*Guy & Suzie*



## East Berks South Bucks

### East Berks

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**[www.freewebs.com/eastberkstssc/index.htm](http://www.freewebs.com/eastberkstssc/index.htm)**

**Tel. 01189 321390**

10 outside at the Shire Horse tonight, a good turnout. 6 cars

My GT6 made it, it's running very well following a collapsed fuel pipe. This seemed to have been causing fuel starvation and lumpy running for some time. Pipe says it's R9, but I think it's a cheap Chinese copy!

I've now got Gates Barricade now from the club shop.

Andy came in his GT6 looking resplendent with a magnificent ZZ Top beard. Andy, not the car. He's now a free man, no more work!

Surprising Jim came in his GT6, white with pillar box red interior. Very nice. But more importantly he's had a disaster with brake fluid. He's been topping up with Dot 4 and then noticed a label on his pipe work saying "Silicone Only"

So he's been mixing mineral and Silicone!

He's consequently bought replacement parts and is intent on a re-build. There was much debate as to going silicone or reverting to Dot4.

John came in his Vitesse, reliable as ever. The Vitesse, not John. John has recently finished a refurb of a Herald for another member. We got a walk up, a guy asking for help tuning twin SU's, more work for John!

Steve came in his 2000 his GT6 has braking problems, sounds like sticking callipers.

Chris brought his Toledo, it's been in his family for around 50 years, he's painstakingly rebuilt it. It's immaculate. He's also had a book produced with pictures of the re-build, I had no idea what a state it had been in.

Colin brought his Spitfire, great to hear he now has a DOUBLE garage, time for another Triumph?

Paul didn't make it this time due to some virulent infection. A relief to us all, saved our eardrums. His Spitfire has the loudest semi sports exhaust in the World, it's VERY loud. He did send news on our Christmas venue, Sweeny Todds. They are now re-opened and selling their legendary pies.

Don brought a picture of his long term Vitesse project, which we now realise is the "Blue Vitesse" standing in the workshop of a local repair man we all use. We all thought it had been abandoned!

Other Mark came in his new all electric Jaguar. Scarily quiet, they should do something about that.

Old AO Mark didn't make it this time, but promises next time, for sure!

Malcolm is concerned about one of his GT6s (he has two) which is up in Scotland with Chic Doig, 500 miles away. Chic has given up his old premises and is now

working from home. Malcolm is going North next week to review progress and decide the car's future.

Great to see everybody, excellent food and new menu. However we drank them out of Old Speckled Hen. OK it was low alcohol, but they ran out! I wasn't concerned, I was on Rebellion Smugglers 4.2%, nice stuff. Plenty of banter and laughter.

*Doug*

### South Bucks

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**Tel. 07818 052276**

Hello hope you all had a good month. There were a few events in June firstly there was a small show at Runnymede where it was quite quiet but the weather was excellent.

Then later in the month we had seen the weather about to take a nosedive so we decided to move the monthly meet from Wednesday to Tuesday where the weather was nice and clear.

This turned out to be a very good idea as we managed to get a lot of cars and people out



to have a nice evening and everyone looked like they had a nice time.

This month hopefully will have the monthly meet at the **Harte and Magpies on the 18th at HP7 0LU** And the **Triumph and MG weekend from the 13th to the 15th** but you do need tickets.

Thanks for reading.

*Harry*

**Please Send Area News to:**

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

**By 8th of each month - Thank you**



# Cambridge Cheshire

## Cambridge

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Tel. 07795 436149

July's meet was a slightly soggy one as the warm weather in June had collapsed to drizzle.

We still managed five cars in the carpark at the Crown and Punchbowl

We talked about springs and ride heights, and the way that the bonnet should spring up when you unclip the sides.

We also chatted about the many plans people had for events now that these were beginning to open up, such as the drives with the Norfolk area.

We chatted about the club event in **Malvern on the 14/15th of August with the MG and TR clubs** which should be awesome and the **Standard Triumph Picnic at Walton Hall near Leamington Spa** organised by the Pre-1940s Triumph club this year for all Triumph clubs and their members in **September**

I also plugged the **Barrington car meets** which came close to closing down but I have offered to help run if it saves this fifty year old event: the **first Friday of each summer month (Apr-Sep) from 6 (or often just before) until dusk on the Green at Barrington outside the Royal Oak**. The variation of cars is amazing - everything from a 1917 Lanchester to a Ferrari 250 GTO replica and a rusty 2CV to a Maharaja's Rolls Royce equipped with tiger hunting rifles. The feel is unlike any other event - it is just some guys and gals meeting up to look at each other's cars. Very laid back, beautiful surroundings. Highly recommended.

**Next Cambridge area meetings Mon 2nd August and Mon 6th September at the Crown and Punchbowl in Horningsea from 8pm**



*Tom*

## Cheshire

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Tel. 07779 878125

On a positive note, I advertised my paper collection of Courier magazines via the Club, and a few days ago a man from Reading came along and relieved me of approximately 300 Couriers, and is looking forward to reading all of them! This has created some space in the den which has been filled with the photograph archive, and the space relinquished by the photograph archive has given me enough space to sort some more of the stuff in the den into 'useful' and 'tip fodder'. As I bought the Club DVDs of Courier magazines some time back, and the Club now posts most of the Couriers online, I am not devoid of Couriers.

Amongst many other folk, I was looking forward to the Lymm Historic Transport Day on June 27th. But this event was cancelled, after the government brought in immediate measures in Warrington and other places, which caused the organisers to cancel the day. One hopes that 2022 will be better in this respect.

As meeting night approached, I received emails from several folk offering varying excuses for failing to attend, including being many miles away, awaiting delivery (and presumably fitting) of a radiator, and so on. So, it was a pleasant surprise to meet David in his Spitfire mk3, and Keith who has a Spitfire of many parts but came in a Subaru. David and Gerald elected to go 'directly' to the Swan, as they did not feel confident that their cars would make the 21.3 miles from Chock and Present to the Swan. The remainder did the 'full' run, including some almost high speed bits on the Silk Road. When we arrived at the Swan, there was no sign of the other two Triumphs, who had not found anywhere to park. However there was an outside table and the beer was delightful. And the weather was kind.

There hasn't been much progress at Cast Iron World Head Office, while at the Branch Office, Heap the Vitesse has got a new MOT. TSSC policy is always to MOT your Triumph. The Herald Estate in Crewe still awaits a speedo swap, apparently due to no spare time after employment.

As I type this bit (Sunday 4th) the rain is absolutely lashing down.

Please refer to the TSSC web site (Cheshire Area) for forthcoming events.

There are August events planned at the **Avro Museum, the Triumph Weekend, Tatton, and Capethorne**. My Government Policy Crystal Ball has

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**By 8th of each month - Thank you**





## Cumbria - Derwent Valley

been updated, but is not giving useful answers.

Our next meeting is on **Thursday 5th August at the Cock and Pheasant**. Third and Final run out of the year, so 7:30 for 8. I will try to select a pub that isn't as well attended as the Swan, or at least has more car parking space.

*Henry*

### Cumbria

**e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)**

**Tel. 01229 316501**

On the 4th July we joined forces with the Dolomite club and went to Muncaster Castle. The Dolomites came from all over the country, one as far away as Bristol. Many came for a few days staying in local



hostelries. The photograph of some of the cars outside the castle shows the great scenery, looking up the Eskdale valley, which was used as a back drop for the Flog It programme. Sixteen cars were at the castle, 10 from the Dolomite club and 6 from the TSSC. 2 of the TSSC cars by coincidence were Dolomites. Ray and Gill with their Sprint and Philip Jordan, 1300 FWD, who came from North Shields. Rod and Joan brought along their Courier Van. Tony and Helen - Spitfire and Anne and I - Spitfire. We welcomed new members Dick and Eileen Grandison who came in their 1963 Herald which they bought last year. Their Herald is one of the best examples I have seen in a few years. The weather was not very good when we all entered the grounds, it poured with rain, and we have to thank the owner Peter Frost-Pennington for allowing us to seek protection in the castle, some of us in a soggy state. The rain soon disappeared and everyone enjoyed their tour of the castle and grounds. Lunch was provided for our group in the café.

Many of the Dolomite members were enthralled with the castle and it's setting, which we almost take for granted living close to it, and they all said that it was worth the journey to see it.

Many of you may know one of our long standing members Bert Hartley who lives in Windermere. He came along to see us at Muncaster, a rare day out for him in these Covid times, and I am sad to report that his wife Joyce is now in a home. Bert is now 87 and

it was a pleasure to see him. We hope he can come to a few more shows.

Mid June it was another trip back to the Woolpack at Boot for Sunday lunch, socially distant outside with table service, for a few of us and it was a pleasant surprise for Nigel Dean to turn up. He has sold his Spitfire and moved to Cornwall. He was up visiting his father and decided to take a trip on the Ratty and walk up to the Woolpack to see us.

**Sunday 8th August is Gosforth Show.** We are taking the club stand. If you intend going please be there by 10am at the latest. **Sunday 22nd August is Dalemain show.** We will be going with our usual club stand and entry is £4 per car. I will block book for the club stand and those who wish to go can pay me on the day. I will have extra passes for those of you who have not yet told me that you want to go. Remember that this is a pass entry show only and you can't pay and enter your car on the day. If you are going please be there by 10am at the latest.

During the Muncaster event I did a number of TSSC car insurance valuations and will be available at every show to do one on your car if you require one, which is strongly recommended.

If you want your car valued please bring your old valuation, if appropriate, with you as it saves me a lot of time with the paperwork.

Safe motoring

*Ray*

### Derwent Valley

**e-mail: [colin.tssc@btinternet.com](mailto:colin.tssc@btinternet.com)**

**Tel. 01773 531580**

Hi All. If all as gone to plan, we will now be enjoying our much-awaited freedom from restrictions and our classic Triumph's lives are slowly returning.

I know quite a few of Derwent Valley's regulars are looking forward to joining other areas for their camping weekends in August and September. Throw a tent in the back of your Triumph and come along for a great time.

**Our August meeting (3rd August) will be the walking Treasure Hunt** we had planned for our June meeting. It will be based around Belper where we will be able to decide which pubs we can try out on our cultural stroll.

No restriction on number attending.

We will be meeting in the Market Place car park, DE56 1FZ, (the one we have used in the past to start the Peak Run) from 7pm. Entry fee of 50p per person to cover the cost of printing and a cheap tacky prize for the winners.

It appears that we have find a new venue for our



# Derwent Valley Devon

## Derwent Valley Continues

monthly meetings from September onwards as our previous venue is not opening on Tuesdays. I will be meeting with them between the time of writing and the Treasure Hunt so check out our Facebook page for updates. If anyone could suggest an alternative venue it would be greatly appreciated.

Another change Derwent Valley will have to consider is the appointment of a new Area Organiser as I will not be able to fulfil the role in 2022 or 2023 due to other personal commitments. I will be stepping down at the end of the year so please give this matter some serious thought between now and our AGM in November. If you require more details about the role, please just ask.

**Dates for your diary.**

**3rd August - Monthly meeting/Treasure Hunt from 7pm. See notes above.**

**6th to 8th August - Leicester and Rutland's Sunshine Rally. Booking form in the Courier.**

**13th to 15th August - Triumph and MG Weekend. See Courier for more information.**

**7th September - Monthly meeting. Provisional date as new venue required. See Facebook page for details.**

Stay safe,

*Colin*

## Devon

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**e-mail: [nigelk57@gmail.com](mailto:nigelk57@gmail.com)**

**[www.tssc-devon.org.uk](http://www.tssc-devon.org.uk) FB - TSSC DEVON**

**Tel. 01548 821348**

### COMING UP IN DEVON

We are planning to meet once again at the Claycutters on Wednesday 18 August when we hope to be inside once again. If you have not joined us at the pub yet, there is ample parking, loads of seating and the food is varied and not too expensive.

Good pub grub!

Maybe not in Devon, but the weekend of **31 July / 1 August will see some of us travel up to Silverstone for the Classic**. We will be joining members of the Stag Owners Club as we had booked tickets and a hotel for last year's event. Celebrating the 50th birthday of the Stag model, albeit a year late!

The big event for August is of course the inter-Club **TSSC / TR Register / MG Car Club show at Malvern from 13 - 15 August**. If you have not already bought your tickets, please do so through the Club Shop ([www.tssc.org.uk](http://www.tssc.org.uk)) so that our Club gets some benefit

from the ticket sales. This promises to be a huge event, with loads to see and do. Why not make it part of your 2021 Staycation plans?

### ROUND DEVON RUN SUNDAY 5 SEPTEMBER

The routes have now been finalised! When we have checked them all, we will send out to everyone who has registered with us. There is still time to register, so if you would like to drive all or even part of the route, do let us know. You can dip in at any point as the full routes will be sent to all. There are plenty of stops and breaks on the way so it will not be a hard drive. There will be NO convoys and NO set times and you can choose to drive all or part of the route from your easiest start point. The start points are Bowling Green, Torrington (North Devon); Exeter Services (East Devon) and Tesco at Lee Mill near Ivy-bridge (South Devon). Please pre-register NOW by email to [sue@jassy.org.uk](mailto:sue@jassy.org.uk) with your contact details and mobile number, and we will keep you updated. We are setting up a WhatsApp group to contact everyone, but appreciate of course that not everyone will use that. There are some fabulous driving roads which everyone should enjoy. The finish point has a large overflow parking field which they will reserve for us, and which should present a fabulous photo opportunity! We are delighted that our friends in Club Triumph, TR Register, 2000 Register and the Stag Owners Club are joining us on what promises to be a BIG day for TSSC Devon.

### SHOWS

Many of the postponed shows are now being held in September. Amongst them one at **Lyneham House** which clashes with the **Round Devon Run on the 5th - run by Saltram Rotary**. We understand the **South Devon Railway will have their two day event on 11 and 12th at Buckfastleigh**. **Sidmouth Classic Car show is scheduled for Saturday 18 September and the postponed Totnes Rotary Show at Staverton will now be on Sunday 19th**.

Shows are having an increasing problem with exhibitors trying to leave before the stated time. This causes havoc for the volunteer marshals and contravenes their Health & Safety rules. Please bear in mind, if you cannot commit to staying to the end of an event - it is better not to enter.

**South Hams Vintage Machinery Show at Sorley will not be held this year, with the 2022 date being 13/14 August**. Similarly the popular **Aveton Gifford Show will now be 28 August 2022**.

### THINGS WE HAVE DONE

At last in mid June we managed to arrange a socially distanced run out, with a max of 30 people. We met, as we often do, at the House of Marbles at Bovey Tracey, then set off on our 30 mile run to the venue - once again the wonderful Surfing Cow Ice Cream at Mothecombe. Alas Bob's Vitesse developed a fuel problem not far from the start. A trusty AA man man-

aged to  
prime his  
pump and  
kindly fol-  
lowed him  
half way  
home. The



rest of us got to the venue just after they opened and were greeted by Nigel, having put up our flag, and the owners Laurence and Lee Glanville, who were delighted to see us come back again.

We had a good selection of cars out, John & Janine in their white TR6, family Richardson and the dog in the Stag, Rob, Peter & Jo and in their Spitfires later joined by Robert & Barbara's, GT6's belonging to Andy and, first trip out, Chris, both hailing from Exeter, Allan & Jackie in the Herald Estate, and our 13/60. Dan & Chad in his Landy, and a few moderns too.

Another great night at the Claycutters Arms in June. Once again a really good attendance and the rain held off until we were driving home. New members,



Malcolm Attrill, Jim Atrill and Nettie brought their recently purchased 12/50 along. Ben Johnstone his lovely MkIV Spitfire, Edward Thurlow his 2 litre Vitesse, Robert Horsman his lovely MkII GT6, Phil Edmonds brought Jonathan Chartres in his MkIII GT6 and John & Irene Lewandowski their 1500 Spitfire. Lovely to see Jackie & Allan Prowse back at Club night. After the last 18 months, it is lovely to see members get together again, and in particular to be able to welcome the new members who have joined TSSC in recent months.

Coinciding with the re-arranged Devon County Show, we held our Area Organisers' Picnic at home in Diptford on 4 July. Independence Day it may have been but the weather could have been kinder! John and I put up the Club Event Shelter in a



cloudburst whilst Dan & Chad led the group on a drive from the House of Marbles. A 30 mile run, not many got lost and eventually all made it to our place. As

usual the run took in narrow lanes and better roads, meandering through the South Hams countryside. A total of 22 of us plus an assortment of dogs gathered under the shelter. Well done to those who brought their Triumphs, Ian & Karen, Peter all the way from East Devon, and Malcolm, Nettie & Jim and trailblazers Dan & Chad. Furthest travelled would have been Eric & Janet from Zummerzet who are always welcome in Devon.

Janet has made the most amazing rag doll for Devon Area funds - we will be holding a 'find her name competition', so a big thank you to Janet.

Many of our members will have memories of Dave Alexander who sadly lost his fight against cancer at the beginning of July. Dave had several Triumphs over the years, including a Stag and the 12/50 'Molly' now owned by Shaun Wray. Our condolences to Sharon, Mark and Robin.

Hope you will all make the most of your Triumphs in the coming months as we make a hoped for return to normal.

*Sue, John and Nigel*

## Essex

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

**Mike. 07860 708356**

Our June Monthly car meet was at Passing Thyme Cafe, View Garden Centre, we had a good turnout with 7 cars. Me & Sue were away so thank you to Allan who stepped in to host it for us. It was nice to see Arnie's GT6 back on the road.

Brian and Jean in Lightening McQueen and Steve and Janet in their Herald set off for the Isle of Wight where they spent the week staying at Appuldurcombe Caravan Park with a week travelling around in their classic cars. On the Monday it was raining but the rest of the week was lovely and sunny, they visited Osborne House, Appuldurcombe House, the model village at Godshill. They also visited the Zoo where they have rescued tigers and lions that was very interesting.



On the 27th June we decided to have an extra Sunday drive out day to Malden Museum Breakfast Meet, so it was an early start for us and Andy & Nick from Exeter, who were staying with us for the weekend, there weren't many Classic's there but the boys enjoyed their bacon/sausage rolls. We then drove to





# Essex Gatwick

## Essex Continues

meet up with others, Janet & Steve, Marion & Mick at Malden Promenade Park where we had a walk around seeing the sailing barges and some of us had a fun game of pirate crazy golf, then we had lunch



and drove the last bit of the drive to finish up at Tip-tree Jam Factory for afternoon tea and cake, where we met up with Janet and Allan. Although there were



only 3 Triumphs as others drove their newer cars and some felt the weather was not good enough to take their cars out we all have a great time and can't wait for our next trip out.

It was also a good opportunity for my maiden trip out with my new addition to my fleet my Royal Blue Mk2



spitfire, she ran very well and never missed a beat, as the weather was not that bad we had the top down, one thing Sue found was that she could talk to me as we were driving along unlike when driving the GT6 where the sound blocks Sue out!!!!

My Spitfire Mk2 started its new life with me 2 years ago, although not many people knew about her until last Sunday.

Over the course of the last two months I have been in contact with new members in our area who are now looking forward to coming along and join in with our club.

**Events in August - All Local Shows are not confirmed that they are definitely going ahead yet.**  
**Saturday 7th - Waltham Cross Classic Car Show - FULLY BOOKED -**

This show hasn't been confirmed yet  
**Saturday 7th - Club BBQ after Show - Time to be confirmed if show doesn't go ahead.**

**Sunday 8th - Club Meet - Passing Thyme Cafe, View Garden Centre SS11 8SJ From 12 noon**

**Friday 13th - Sunday 15th - Triumph & MG Weekend at Three Counties Showground, Malvern - WR13 6NW - Pre-book through TSSC HQ.**

**Sunday 15th - Mind Havering, Classic Car/Bike show, Harrow Lodge Park, Hornchurch RM12 4QZ - Email: [carshow@haveringmind.org.uk](mailto:carshow@haveringmind.org.uk)**

**Sunday 15th - Classic Car show - Summer of Festival, Parsloes Park, Dagenham RM9 5SA - Email: [Gurvinder.bhaker@lbbd.gov.uk](mailto:Gurvinder.bhaker@lbbd.gov.uk)**

**Sunday 29th - North Weald Car Show - Epping and Ongar Railway - North Weald Station CM16 6BT - FULLY BOOKED**

*Mike*

## Gatwick

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Hi All, Hope you're all well. We're not having the best weather lately, just hope it's going to improve for the MG Triumph Weekend. I've only taken the Spitfire out a few times sadly, one of the times being the June meet. It was great to see everyone at the Red Lion meet and to catch up with you all. I'm hoping for even more of you at the next meet, so we can perhaps sort out a drive out to somewhere of interest & maybe a picnic. Anything is possible, now we have our freedom back!

I joined Phil & his son Marcus to the Goodwood Revival Racing Experience last week. Marcus was treating Phil for his birthday, the chance to drive four classic racing cars around the Goodwood track. With a professional driver advising you as you go round.

The weather wasn't great, a bit damp to start, but it did start to dry out. Phil enjoyed all the cars except for an Alfa which had a very loose steering, which was very twitchy & caused him, he says to go wide on one of the bends



& hit a sign! The Alfa now only has three head lights rather than the four!

As a spectator it cer-



tainly wetted my appetite. They were all beautiful cars, but I think I would of quite enjoyed driving my Spitfire round! See you all very soon & keep your fingers crossed for better weather!



*Tony*

## Gloucester

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Hi folks, hope everyone is doing well and enjoying some scattered days of sunshine we have been given. No excuse not to get the Triumph started and to go out on some runs. Hope everybody has been keeping busy? On a quick note, how amazing was it to see the England squad get into the final of the Euro, they did exceptionally well and credit goes to them and to Gareth Southgate. One local Triumph spotted near the Promenade in Cheltenham on a hot summers evening was flying a couple of England window flags either side, it was a blue J reg Herald convertible so if that's you...good on you! Anybody own a Triumph Royal Blue J reg Herald locally or know of it? I can't say I've seen it at the club meets but was lovely to see it, was in exceptional condition as well. Also nice to know that the club meets since easing of some restrictions have managed to be enjoyable on days with nice weather and as all, a good turn out of members and cars.

Towards mid-June / beginning of July I was in Cyprus. During my stay I went to visit my Goddaughter Despina and our best friends Andreas & Marian. Located due-west of the capital Nicosia in a village called Peristerona, I headed out one morning to get

some groceries and shopping. Whilst I was waiting at the traffic lights in the Subaru, of all cars to grace this planet, what pulls up next to me in the lane for turning right? A bronze-coloured Triumph Stag convertible that was immaculate! I couldn't believe it, here I am in a village in Cyprus, and a Triumph Stag emerges! I quickly put my window down and beeped to get the drivers attention. With the immense heat and cool A/C mixing in the cabin, down came my window and in turn his passenger window, slowly, and after saying a brief hello, nice car, I've got a Vitesse chat etc, turned out it was an ex-pat living in Cyprus for many years who had taken his car with him from the UK. At this point the lights changed and after a quick thumbs up he went one way and I went the other, but it remained in my mind how immaculate it was and how amazing the V8 sounded. Couldn't tell what year it was as Cypriot registrations appear all like private registrations over here in the UK but my guess is with the colour (Leyland perhaps) and electric windows it would have been a later car? Don't know an awful lot about Stags so maybe somebody can chime in at the next meet.

This also poses another question about the Stag, the infamous cooling and overheat debate. So, we were in 45 degrees dry heat, no breeze at all and sat at the lights for a good few minutes. I imagine Stag's don't have A/C or if they were fitted with an option but aside from that I can only imagine it must have been roasting in the engine bay. However, it pulled off brilliantly and off it went. So, is the overheat issue all a myth? Understandably I don't know what he had done under the bonnet and if he had done any modifications but it goes to show that in the intense heat, our cars still perform with no issues...another assumption would be he could be using waterless coolant? Imagine driving even at 60 mph and all you've got coming through the radiator is extremely hot air, I assume the mechanical fan would struggle but even then, an electric one would do too?

Something to discuss...

Events coming up: (all pending Covid-19 restrictions) **August 13th-15th - Inter Club Triumph & MG weekend.** Such a big weekend, we are fortunate to have it near to us. Please order your tickets directly from the TSSC at [www.tssc.org.uk](http://www.tssc.org.uk) or contact Angie Hill directly on 01858 434424. The event is refundable should it be cancelled.

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

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

*Costa*



## Herts & Beds West Kent - M25 East

### Herts & Beds

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Hi folks sorry little news this month, we welcome Rocco and Fiona as new to the pub meets and Fiona had just driven back from Scotland that day so thats got to be some commitment. Rocco has a TR5 and Fiona Ray and myself are recommissioning a snazzy Mk3 Spitfire ready for the summer If any.

The Raven we had 16 members arrive on a dark and dismal evening the pub has another manager thats like 8 in the past 18 months so Im thinking this is not good and relocation is in mind with lock down not clearing till the 19/7 we have some plans but not gone overboard just to get shut down

We are doing a run to HQ soon as possible and **Duxford is booked for our 28th call it a Picnic in September 5th** See the Courier advert, our usual refreshments and social side will be on hold, if rules allow that may change but for now its keep it simple. So as runs and outings get firmed up, its watch for local e-mails or the area news on the website, let's have a summer to remember ....we need one

**STOP PRESS!** Our monthly meetings will cease at the Raven and now be at The Old Hunters Lodge Whipsnade LU6 2LN next to the Zoo

*Pete*

and team

### West Kent

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Couple of good photos this month. The hub was a breakfast meet that's moving to Goudhurst next month, picture from Chris Tickner. More details when I get them.



Second is from Simon Beele. Ordered a TR7 from the factory in 1974 and collected it from Baltimore Maryland. Ran it State side for 3 years before returning with it on the QE 2 in 1977.

In shot, in shorts, Paul Newman. Yep really. So to meetings. Slowly getting back to normal, Bertie sends apologies, but very pleased to welcome Julian, hope he can pop back again.

Bodiam, good to get Alan back after over a year, claimed our spot in the lean-to and just a nice evening. (got home fine this time).

With issues still out there, no shows this year, but maybe the odd breakfast meet.

So see all **27th 28th** Take care,

*Colin*

### M25 East

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Hi all, I trust you are all enjoying the summer and your Triumphs. I'm sitting here writing this just after Boris has announced that restrictions will end on the 19th July. So, by the time you are reading this it'll all be over, hurrah !!

Some shows did manage to go ahead though before that date. Back in late June we went to the Whitwell Steam and Country Show in Hertfordshire. We did plan on a camping weekend starting on the Friday but the weather threw a few spanners in the works. Right up to the last minute the forecasts were saying rain, rain and more rain for the whole weekend. The decision was made to blow the whole weekend out but after a damp start Friday morning the weather improved and we thought 'sod it, let's go for it' and some frantic last minute phone calls were made to the gang to tell them that plans had changed yet again.

In the end myself, Donna and Paul met up Friday



evening, Barry and Laura arrived Saturday morning and Malc, Lesley and Brian joined us on Sunday. It was the first time we've done this show and it we'll definitely do it again. The classic car section of the show was relatively small as it is mainly a steam show and yes there was a big turnout of steam vehicles and





## Newbury - Norfolk

masses of tractors. Lots of toot stalls were there for us to spend money and a few bargains were snapped up. In the evenings we made use of the bar and were entertained with live music. In the end the weather was ok, a few spots of rain early Sun-



day morning and that was it. We couldn't believe it when we got home of the reports of torrential rain and flooding.

The show was the first outing for Pauls TR6 since it's close encounter with a van. It's had a few new panels fitted and some other repairs while it was stripped, followed by a full respray. Along with refurbished wheels it now looks stunning. Another vehicle making its debut was Brians 'Mater'. It's a trailer he's made to carry his electric scooter, modelled on Mater from the 'Cars' film. Once again Brian's done a great job and it will cause a stir wherever it goes.

News on other area cars is that Dickie Boys Vitesse now has a running engine albeit with a couple of small leaks and final tuning to be sorted. He hopes it'll all be ready for Silverstone. Kevs Vitesse has received some new paint around the bulkhead to smarten things up a bit and Malcs new Dolomite is now sans bumpers...so, watch this space on that one.

All of this reminds me that I still need to service my car, oil the trunnions etc etc.

That'll do for now folks -

*John.*

### Newbury

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Joy of joys! Finally we had our first face to face meeting in what feels like an age. As I tentatively drove into the gravel car park at The Craven Arms, I wondered how many Triumph cars I would see in there. An early indication of the number of people who bravely turned a key in the ignition of a Triumph and headed out to the area meeting.

And what a turnout it was. Any thought that the first meeting might be a small affair was quickly dispelled.

There were 17 people gathered in the pub's outdoor wigwam seating area. Many were tucking into a late supper and, as the beer and wine flowed, so did the conversation.

Nigel's water pump on his TR7 became a source of great debate, with Dave explaining the variety of tools required for the job, including a puller and slide hammer. As Dave tucked into a plate of fish and chips, Mary explained that her Christmas order of a new VW Golf had been delayed due to an international lack of microchips. Who would have thought that was possible?

And, whilst many were talking about their plans for a holiday in the UK, Phil and Jackie shared the exciting news that they will be going to France in the Spitfire in the autumn. A chateau near Le Mans will be the destination, involving a road trip of around 120 miles. We will be keen to know how that trip goes Jackie and Phil.

It is of course not just the meetings that are back on. On 27th June, Henwick Field in Thatcham became a hive of activity with a funfair, sideshows and of course row after row of beautiful classic cars. Two of the club's majestic motors are pictured below. On a personal note, it gave me real



encouragement to try and get my Herald back up and running. Any advice on a paint job would be most welcome!

So, as things are really beginning to get going again we look forward to sharing happy times together, starting with our mystery tour and picnic, which will be covered in our next area news. Until then, have a great month and happy motoring!

*Robin*

### Norfolk

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The June run out wasn't quite the run we had planned but Peter Beales Roses hosted us well again under the current regulations. It was great to see



# Norfolk

## North East - Northants

### Norfolk Continues

some new faces joining us and particularly good to see some youngsters joining the run and learning the art of following tulip route directions.

**The End of Lockdown run**, postponed from June due to the lockdown being extended will now be held on **Sunday August 22nd**.

It's a 50 mile (approx) tulip drive around the Norfolk countryside. Starting at 2pm in Wymondham and ending at Saham Toney with tea and cake and get together (3-6pm). There will be a selection of optional stop off points en-route. Tea and cake will be provided at the end. Donations to club funds - please bring plenty of change!

Note this will be a "fine weather" event and is also dependant on COVID restrictions being lifted.

To give us a rough idea of numbers to help with catering could those thinking of attending let us know by email ([paul.norfolktriumph@gmail.com](mailto:paul.norfolktriumph@gmail.com)). You're welcome to miss the run and just pop in for the tea and cake if you'd rather. Friends and family are welcome to attend although there will be limited parking for "moderns". Please bring your own chairs if possible. For those travelling from outside Norfolk and are looking for accommodation, let us know we might be able to help.

This run will replace our face to face monthly meeting, although we will still be doing a **Zoom meeting on Monday 9th August at 8pm**. Log in details will be sent out by email.

Hoping to meet as many of you as possible for the tea and cake afternoon.

*Paul, Christina & Mike*

### North East

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**Deryck. 07939 068976**

**IMPORTANT** - There will be No August meeting as most of us are away at Silverstone, report on that next month.

September's meeting - Brian may well be away for this one so we might have to meet elsewhere, I will confirm when I know better.

I have spoken to the Landlord at the Travellers Rest, and he is happy to have us back whenever we feel safe to return, we just have to give him notice of when we would be needing the conservatory. It was dis-

cussed at July's meet that we may end up going to the pub during the winter and back at Brian's in the Summer months.

#### Upcoming events

**Classic & retro show at Ushaw college, Durham 28th August**. I have contacted the organiser and have booked for 10/12 cars if we could all arrive at the same time we should all get parked together, check out the venue on the web.

**Hamsterley Forest on the 19th Sept**. you have to book in for this one up to know we have about 6 cars going.

Just noticed in this month magazine that they are advertising Laon Classic for May next year. if you are still interested in this let me know and we will start putting together a package that will suit our needs..

#### On the car front

I have the GT back on the road after its respray, complete with new S/S bumpers and other bits, took some fiddling to get the bumper's and bonnet lined up but it looks a lot better now, some of the aftermarket parts are a poor fit.

Deryck asked me to press his clutch, as it was a bit light, thought it might need bleeding, on further inspection it did need bleeding, as there was no fluid left in the reservoir, (Tip check your levels) probably needs a new slave cylinder

Kevan is also fitting new clutch slave and master cylinders to the Stag as both were leaking I volunteered to helped Brian out with a gearbox exchange on his Stag, which was a bigger job than we expected, in the end we decided the easiest option was to remove the Engine and Gearbox in one lump, Just as well Brian has a local garage that let him use a ramp and there Engine crane, we don't want to do that again in a hurry.

John did blow the head gasket on his Spitfire and as I am writing this should have it all finished.

*Geoff*

### Northants

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Hi all. Here we are (as I write) on the edge of release from lockdown restrictions.

The thing is by the time you read this you will hopefully be at Silverstone and you will be reading this when you get home in which case I hope you had a great time.

The other thing is our camping weekend which will only be confirmed after the 12th July so you will



## Northern Ireland

probably have read about it on Facebook or by email. We are currently thinking of a more simplified event which gives us a chance to get together, but as yet we have not made too many plans until there is more certainty about what we can do.

We are now meeting at the Overstone Manor again although currently outdoors, or maybe indoors after the official announcement. Second Wednesday of each month.

For the moment if you can let me know if you are coming just in case the pub stick to the 30 rule.

Reading this back it seems the only certain thing about being set free is the uncertainty.

Hope to see you soon

*Nigel*

### Northern Ireland

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A little more to report on this month with our weekend away to Fermanagh and then the area run in the Down/Armagh area with Colin and Heather (L). Hopefully by the time this report is published we will know if we can start our area meetings again indoors at the Nortel Club as we had our July "meeting" at the Rinkha. Unfortunately for several reasons we had a poor turnout for the weekend stay at the Belmore, Enniskillen with the result that there were just three cars and only one Triumph, that being the Vitesse convertible of Valerie and Ernie.

There was a disastrous beginning to the weekend for the Hogg family in that, by accident, Simon had left the ignition switched on overnight and flattened the battery etc and after driving the TR6 out of the garage it wouldn't start again so both of us had to use our BMW's that were fortunately convertibles. It later turned out that the battery lead was loose on the TR that was simply solved on our return from the weekend - sad. A good long charge so far has sorted the problem for the Spitfire - hopefully, that remains the case.

I was tempted to go and look at a Spitfire 1500 that was for sale in the Bangor area but the asking price of £8,000 was just a bit steep for us for a replacement, or additional vehicle, although it is in a particularly good condition.

We met up at Route 26 at Moira for the weekend run and after a wee bite to eat we were on our way with the intention to keep as close as possible to Lough Neagh going through the Aghagallon and Derry-macash areas. We had to turn inland to skirt Portadown before we made our way to Maghery and then

on to Tamnamore before taking the direct route to Ballygawley for another wee stop at the Suitor Craft Gallery. After a light lunch and a visit round the shop we were on our way again this time taking the A5 towards Omagh past Seskilgreen area before moving inland through the hills at Garvaghy towards Eskragh as we bypassed Fintona to get a clear run towards Ballyard to bring us to Irvinestown and a little more traffic. It was our intention to make out way to Castle Archdale to see the "Castle Archdale at War" exhibition as it was the main flying boat base during WW 11 as well as the Tickety Moo Farm Shop at Killadeas, a little further along the route. As we were running a little late, we took the more direct route to the Belmore Court Motel in Enniskillen by using the A32 for a while before passing through the Whitehill area to get to the A47 and so we were dropping down to the coastline of Lough Erne before passing through Ballycassidy and past Enniskillen Airport or, St Angelo, as it is more commonly known. The two visits, I believe, will have to wait to a possible weekend run in September, if there is sufficient club interest at the time. Easy parking and a quick booking in system gave us all plenty of time for some retail therapy in the town before getting ourselves ready for our evening meal at the nearby Ruby Palace Chinese restaurant. A wee five-minute walk and we were there for a very enjoyable meal and a drink or two in reasonable surroundings and cost.

Sunday breakfast over and we were once more on our way again and this time for a visit to the exhibitions at Enniskillen Castle that were quite interesting and worthwhile seeing even with the minimum cost involved. I even got the opportunity to photograph a special exhibit that wasn't really on show at the castle! Visit over and motoring again this time along the Lough Shore Road through Silverhill and then on to Blaney passing Castlehume Lough on our right before taking the Church Hill and Glen-nasheevar roads to get to the all-important Lough Navar Forest Drive.

This is a wonderful seven-mile route within the forest for views, with the outstanding one being when the drive reaches its highest point at the spectacular Magho forest viewpoint. Here, you can enjoy a bird's eye view of Lower Lough Erne and its islands and to the east are the rounded Sperrin mountains. To the north lie the Blue Stack mountains in Co Donegal and





## Northern Ireland Continues

to the west there is Slieve League, Donegal Bay and the Atlantic Ocean. Back down the other side of the forest returned us to the open roads again.



We then made our way to Glen, Scribbagh (lovely name) and then through Garrison to Belleek, crossing for a short distance into Co Donegal. It was here that disaster struck, Belleek Pottery was closed and so our visit and lunch break had to be scrubbed. Thankfully, there was a little café available along the main street that entertained us to drinks and choc biscuits, as we didn't wish their full Sunday lunch. After "lunch" I had intended to travel along the Northern Ireland side of Lough Melvin towards Garrison and Belcoo, but a wrong turning saw me heading towards Ballyshannon on the N3 and different road signs, but thankfully corrected after a reasonably short time. With these cars on the run, imagine what it would have been like if it had been the normal numbers for the weekend! The run from Belleek to Belcoo had some great views as we reached Upper and Lower Macnean to cross over at Black Lion to pass the Marble Arch caves on our way to Derrylin before heading back disasters building up it was then that I was thankful that there were only three towards Enniskillen. Our next stop was to be The Sheelin Antique Irish Lace Museum located in the scenic village of Bellanaleck in Fermanagh's Lakelands, as they say. When open, the museum traced the history of Lacemaking in Ireland, and conveys to the visitor the importance of the industry to Ireland as a whole and to Irish women in particular - but again closed - another disaster, what a day, but thankfully we all had a lovely meal in the nearby Westville Hotel with a few drinks to round off the day.

Another good breakfast on the Mon and this time we knew all the places were open. A quick run along the A32 brought us to Irvinestown some retail therapy for the ladies whilst the men had an interesting time with a local man who had several old cars to show us after he spotted Ernie's Vitesse - remarkably interesting.



Visit, shopping and food over we were on our way again travelling through Drumquin and Newtown-

stewart before reaching the Glenelly valley at Plumbridge and then along to Cranagh and Sperrin before arriving at Moneyneaney and on to Maghera to use the A6 to our separation point at Toome. A good weekend but for the "odd" disaster. Sat 26th June saw Colin and Heather's run in the Down and Armagh area that was very well attended, ten cars in



all. Good to see Ruth and Oscar again in the Stag, Tom and Catherine, as well as Philip and the usual runners.

Briefing and shopping out of the way and we were given our well-prepared notes of the route from the Boulevard that brought us to Loughbrickland and then on to Poyntzpass or in Oscar's case "points pass" as he had a wee problem with his, as we did with the train and the many cyclists.



Onwards brought us to the villages of Laurelvale and Hamilton's Bawn with all these areas having a military bond before we had a stop at Seagahan reservoir for



a rest, a chat and a photo opportunity.

On our way again and this time through Markethill that holds the worlds largest Lambeg Drumming contest annually, not to mention the largest flute band parade in Europe!

Next was Glenanne and the nearby Shaw's Lake, then the short distance to Mountnorris, to use the well worn Maytown road to Bessbrook as we advanced finally to Jerretspass before joining the A1 again at Loughbrickland via Poyntzpass. Our evening meal was at the Linen Hill that was enjoyed by all who remained. A big thankyou you to Colin and Heather for the day. When you read this edition, we should have had our Rinkha and Sperrin runs on 7th and 17th July. **In August we hope to have our first face to face area meeting at Nortel Social Club on Wed 4th with the**



## Notts Peterborough

Peter (M) run on Sat 14th and the Antrim Hills run with Alan (H) on 28th Aug - all being well and Covid regulations permitting. Since many of you, for various reasons, missed the weekend away in Fermanagh it has been suggested to me that we run one again at the beginning of September in the same area.

What are your views - I would be interested to know - please do contact me if you think it would be viable at that time.

*Douglas.*

### Notts

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After a what seemed like an eternity of not going out and about in our classic cars on, Wednesday 30th June. A few of Notts members met for the first time. We met at the chip shop on Main Street Southwell where we had fish and chips.

Great catch up at safe distances and then travelled down to the final whistle pub in Southwell. We sat in our bubbles catching up with lockdown stories and where we've been or not been. Julian brought his MX5, Howard and Marion in their Vitesse. Ian and Gill in their Vitesse. Brian and Trevor arriving in a new era car, an electric Ford puma. And we in our work horse Rover.

Evening was lovely sitting in the garden with drinks. We missed you Gill (Julian's better half). We are



hoping to do another ride out soon, look out on the Notts page and what's app group.

As Notts area we also attended the wonderful Capri owners show at Hoveringham. Which a great show and very pleasant sunny day. A great mixture of classic cars and sports cars. Only £5 to get in. One we are certainly going to look out for next year.

Our super duper local look out Julian Rowell will keep you and us updated with the dates of the local events.

**Sunday 5th September is the Acadia local show on Annseley lane.** A free show to come and display your car. Cake stalls, craft stalls, tea and cake and a bar is available. We are raising money for two charities close to our hearts Cystic Fibrosis and Dementia uk. Hope to see you there.

We will still be at **Stags through winter, every third Wednesday, usual time at 7pm onwards.** Throughout summer we are doing roaming meet ups, do look out for your what's app message.

If you are interested in joining us contact in the usual way. Hope to see you all very soon.

*Nigel & Di*

### Peterborough

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01778 392629**

Our July meeting was another well attended Zoom meet with eleven members contributing to an interesting and jovial couple of hours. Hopefully, it will prove to be our last virtual meeting as we remain optimistic that from August, we will return to The Five Horseshoes at Barholm. Doug has kindly offered to have a chat with Matt at the pub, just to ensure that he is happy to host us again and Charlie will send out an email to everyone about a week before just to confirm.

Back to July and we had quite a lively discussion on the pros, and mainly cons it has to be said, of repro and refurbished new parts for our cars. Colin has been having a nightmare replacing the brakes on his Spitfire. In particular, he is about to send back a second set of 'new' (refurbished) calipers, with both this set and an earlier set, having failed. The 'new' repro bracket he bought for the master cylinder appears to be the wrong part - well done to Doug for some instant online research - and the rear brake lines are not the same on all Spitfires, as Colin has now discovered to his cost. It seems that the moral of this story is to try wherever possible to retain and upgrade/repair original parts wherever possible as many aftermarket



# Peterborough Scotland Central

## Peterborough Continues

replacements are just not up to the job. What a sad state of affairs! That said, the rear Monroe shock absorbers Colin has fitted appear to be fine. At some point he'll have to compare them to the Konis that Charlie has fitted on the front of his Spitfire.

On the subject of suspension, Steve Abbot has adjusted the AVO suspension up one full turn on his GT6, whilst at the same time softening the ride on the shocks by 3 clicks. He also oiled his trunnions! Has it improved things? Steve says its different and a very nice ride. Sounds good to me!

Doug Balderson has, as always, emailed his 'Behind Garage Doors' exploits over the past month. Thanks again Doug for taking the time to update us. Over to Doug:

'Pushed the TR out of the garage to wash it down ready to polish ready for the Baston Car Show and it was a little heavy to push as against normal - but it had rained when I was out in it last.

However, I washed her down with shampoo sponge, warm water and bucket and then rinsed her down with water from a watering can - to be economical on water of course. Now every now and again the rear brakes have a habit of sticking/binding. It has all brake drums with radial cooling fins on the rear. I had an hour or so to spare and wondered how I could stop this occasional sticking/binding of these rear brakes. So out with the trolley jack and axle stands and up in the air she goes - after loosening the wheel nuts whilst in contact with terra firma. Take the two locating screws out and screw the adjuster out on the rear and use the rubber hammer to get the shoes to centralise. As the drum comes off I notice a black liquid running onto the floor. With the drum off I could see no leakage of any brake fluid from the master cylinder and the black liquid didn't taste of anything. I sat there for a few moments and these drums have a 5/8" hole in the side - apparently to let out dust. But when you rinse the wheels with a watering can - as it has 8 spoke mag - wheels you can in advertently get a fair amount of water in this hole and then this mixes with the brake dust and hence the brakes bind. 2 X 5/8" brass core plugs are now on their way to blank these off!

Grahame Bellamy is waiting to fit his anti-roll bar to his TR4 and the arrival of his new distributor to 'spark' up his (cars) performance a little. Colin apparently still has an issue with one of his Spitfire's brake calipers leaking - not good.' (More details of this from Colin at our meeting - see above).

On the show front Doug also went to the Baston Car and Bike Show and was a little disappointed with the way it was organised. Here is his report:

'Baston Car & Bike Show returned to Grimsthorpe on

the 3rd of July. This is now run by as a commercial operation by Live Promotions as the small team of volunteers who have grown the event were unable - in time and manpower - to apply the expertise to take the show to its next level. However Live Promotions originally kicked this off as 2-day event with a 4X4 course, 3 night overnight camping, etc. However, they fell short and just held the Show on the Saturday and not the Sunday. The weather turned out really nice after a bit of a shower around 10.15 with a rush for brollies and afterwards the wash leathers. Bearing in mind we are just coming out of Covid restrictions - at the time of writing there are 1 in 160 people with Covid - there were people attending the event for the 1st time who enjoyed it but there were also 1st timers who arrived at 9.00 and had long disappeared by 1.00pm. I felt that the 'Pole Position' parking was just a way of getting you onto the field and park. They really didn't give you a chance to show off your pride and joy - for £10, oh and that did include 2 entrance passes. The Group parking in general was poor, and the space the Mini's were given they couldn't even open their doors fully. It did lack a lot of the care and attention it had been afforded in the past by its volunteer team.'

On the subject of shows, Jo Beardsley has been researching a number of local events which will feature classic car displays. She has kindly compiled a list and Charlie will feature these in his regular monthly emails so you can plan your weekend calendars. Huge thanks to Jo for pulling this together.

By the time you read this we will be just about setting off on our trip to Heckington Mill/Heckington Railway Museum/Cranwell Aviation Museum. I am looking forward to it. Full report next month.

That's it for this month. **Our next meeting is on Monday 9th August** and we have our fingers crossed it will be at the **Five Horseshoes, Barholm** for the first time in 18 months! However, do look out for Charlie's monthly email for confirmation of this. Bothe Charlie and I are looking forward to welcoming everyone back to our regular meets. See you soon!

*Paul & Charlie*

## Scotland Central

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Covid Rules have impacted our plans again and our big red barn run has to be cancelled due to changes in government rules. On a positive front it looks like Kames will be our first show on Sunday 8th August.





# Somerset Southern - North Staffs

Followed shortly after by the Triumph inter club show at Malvern.

If you are needing a valuation please let me know as these can now be done face to face again Regards

*Dave*

## Somerset

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In June, after a gap of 15 months, we held our first Somerset Area meeting that did not involve staring at each other on a computer screen. It was outside in the garden of a pub in mid Somerset.

This was a temporary location but last night we held the July meeting at our new permanent home the Knowle Inn near Bridgewater. Both meetings were held outside to comply with the Covid restrictions which are still in place.

It was good to welcome Sue and Nigel, the Devon AO's to the meeting. Nigel had offered to do any valuations our members needed. We had two takers.

**Our next meeting on 12th August will again be at the Knowle Inn** and hopefully should take place inside unless of course summer has finally arrived by then and we can choose to be outside if we want. It will be good to have the choice back again.

We have organised a drive out which we have named **"The Pit Stop and Picnic"**. **This will take place on 8th August.** It will be start in a pub car park in mid Somerset and use roads on the west Mendip Hills and the Somerset Levels to the south with a total of about 75 miles driving. We require a minimum of 8 cars for it to run. The maximum is 20 cars.

We already have several entries for the "Pit Stop and Picnic" drive one of which is Tony and Jane Hodge whose entry is subject to a successful rolling road session to set up the triple Webers on his Triumph 2000 a couple of days before.

Don't forget to get your tickets for the **Triumph & MG Weekend 2021 at Malvern Showground. This takes place from 13th August - 15th August** and promises to be quite a show.

*Alan and Denise*

**Please Send Area News to:**

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

**By 8th of each month - Thank you**

## Southern

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Hi all , great to get the meetings back on track even though the pub had covid restrictions in place. Didn't seem to bother anyone.

Although not a full complement of members we had a very good turn out. I didn't get round to counting, but must have been about a dozen.

We had a couple of new faces, Clive Redding and his son in the red MK2 Vitesse and Philip Taysom in his blue Spitfire.

Another couple did turn up in a Damson Spitfire but I was on my way home when they arrived.

Paul Taylor was called up to do a photo shoot with a band called the TR5s, they seemed to enjoy the shoot

Dave Moore and myself

were roped in to help marshal the classic cars at the Nostalgia Show at Stansted House, Rowlands Castle.

A nice weekend, we took the GT6 and the Vitesse along and got free beer and eats out of it. Sorry not much to report this month, hopefully a bit more next month.

So good to be getting back to the norm.

Take care

*Mark*



## North Staffs

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Hi Folks. Can't believe it's August already and my head is back in June, this could easily get very mixed up so be warned.

We had our second meeting of the year in June with three Stags one Spitfire an MG-B a Vitesse that had to retreat back to the garage due to a misfire along with a Spitfire which decided it was too risky with black clouds above a longish journey with no hood could lead to a very wet car and driver.

So come on folks let's see some of your cars turning up at the next meeting, ( NB: due to a mix up in a booking JULY meeting will be a week earlier) not that it helps here as you won't get this until AUGUST, told



## North Staffs - Suffolk East Sussex

### North Staffs Continues

you it would get messy.

Again due to the uncertainty about the lifting of restrictions a number of shows were canceled in June also July I try to keep you informed but some are at short notice,

I was due to go to an event at the end of July hence the change of meeting date, having booked accommodation it has been called off but I have decided use to booking anyway.

Some of the events canceled, **Kelsal Steam Rally** **Lupin Farm, Eccleshall Show, Ipstones Show. Cars in the Park, (New Date C&P Litchfield 11th&12th Sept.) Remstone Rally, and Mid Shropshire vintage Show Lymm Transport.**

Some of the shows still on for **August, Tatton Park 21st -2nd Capesthorpe Hall 29th MG& Triumph Spares day 22nd Aug and of course the big one the TRIUMPH & MG WEEKEND 13-15th August.**

I finally managed to get the car to a paint supplier to try to get a colour match for the Stag, as the last attempt by one paint supplier resulted in two cans of poorly matching paint. However, it turned out that the selected colour card was one that they had no formula for, meaning they had to contact the suppliers, so they said they would call me when they had it. Not receiving any call I contacted them and no one knew anything about it, after another call some days later still nothing, then finally I called and was told it was ready for collection yesterday, so not had time to see if it is a good match.

I hope to see some of you at the MG & Triumph weekend, let's hope the weather is kind to us at the last one I recall getting very wet on car parking duty on the Friday.

Let us hope that the lockdown lifting doesn't result in lots more people getting covid and we can start to meet up safely and make use of our Triumphs.

Take care.

*Dave*

### Suffolk

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The July meeting saw just six of us at the Sorrel Horse, with 3 Triumphs, Mike with his Dolomite and me with my Stag. The third car was Brian with Lightning and his new addition, which is a Tow-Mater trailer to carry his electric scooter it. Built during the second lockdown, it is an absolute mastery of recycling with most of it constructed from spare parts, panels and materials he had laying around the work-

shop. The longest part to do was the paint work. In Brian's words, 'creating patina isn't easy', but the effect is quite striking and it's an excellent replica of the cartoon character and fits in well with his Cars theme. The fact he towed it all the way from Tiptree also proves his rear wheel bearing issue with the GT6 is well and truly fixed.

Mike had some good news that his Vitesse rear tub is ready for collection from the company in Bressingham. Once back with him, he was thinking about taking it to the place that basted it, as they do an epoxy coating which should stop it rusting during Mike's ownership. He's hoping to get it all back together for some time next year, probably not quite in time for the Shetland Isles classic car show, which he's booked into already.

Colin has been doing a test runs for the RBRR in October, consisting of a blast along the south coast, with a planned stop at Land's End. The weekend he chose to do this, had terrible weather making it far more strenuous than normal, so Lizard Point was as far as they got. Still good going and a chance to get used to some endurance driving again, after so many cancelled events this year.

I had the pleasure of being a wedding car for Chris' daughter Claire's wedding on the 3rd of July. Chris was using his TR3 and TR5 for transport, but needed more seats for the bridesmaids, so washed, polished and ribboned up, my 2000 Estate transported 4 of them to Ravenwood Hall as part of the wedding convoy. I think they even avoided getting grease on the dresses!

One final point. Peter Lawrence asked me to mention a company called EP Services, Wolverhampton that can rebuild Triumph water-pumps. They can even do the later type that is not designed to be taken apart, which is very handy. Their price is £45.

That's all for this month, see you on the 3rd of August.

*Russell*

### East Sussex

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Hi All. We are back again and it was so nice to be back at our meeting place, to see familiar faces, even the landlady and landlord were pleased to see us again.

Welcome to our branch Amanda, who has a Bond Equipe, Hope to see you again, amongst the cars that came along there was two very nice GT6, Bryan and his MKII, which he has owned from one year old, and Kevin in his MKIII, that he owned 20 years ago, then sold it on, only to recently saw it for sale and bought it back again, nice to see you both, also there was Colin in his Dolly Sprint Clive in his modded Spit, and Geoff and Pete in there Herald's.

Five of us went to the Broyle Country Show, at the end of June, the first show for a long time, a very enjoyable day, nice to be doing normal things again.

Anyway that's it for now and look forward to our next meet which is on **Wed 4th August**.

Cheers

*Jan*

## West Sussex

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The recuperation from my toe op means I'm pretty much out of classic action until September, but at least I can report another MOT pass for my Spitfire (courtesy of a friend who drove her to the local Testing Station for me).

Jess's Herald has also passed its MOT, but only after a quick false alarm, when the Testing Station reported that they couldn't find the Chassis Number! She is also considering replacing the steering rack and lower UJ's as the steering wheel has a degree of movement forward and back, "but it has been like it for years...."

Joseph has his Spitfire back on the road, having done some work on it with his father, Glen:

"Yesterday I fitted a new heater valve with my dad as mine was leaking and was obviously the original! I also accumulated the parts needed to fit an electric cooling fan. Its all 'taxed' and insured and I have taken it on its first proper outing this year (other than moving it from my nans garage to mine when I moved into my flat in Feb)"

His car was immediately back in action, taking his girlfriend to get her hair done in the afternoon, then on to the seaside in the evening. Really good to see that, as some people just couldn't imagine an open top car being compatible with a new hair do!

Glen has also been using his Vitesse "all the time when the weather has permitted. No work required

apart from moving the steering column towards me to stop the horn going off at random." As my Spitfire has the same quirk (Triumphs don't have faults, surely?), I will be following suit - thank you Glen Glen also reported that Paula will be recovering his spare set of MX5 seats to match the rest of the interior. More news on that as it evolves.

Paula's new vehicle trimming business is very busy making interiors and she is going to a series of classic car meets in her Spitfire. She has now taken the hard top off, is driving it every sunny day and is even looking at making a hood for it!!! Having now seen how good her resprayed and re-trimmed Spitfire is "in the flesh", I can't wait to see it topped off with a new mohair hood.

Lawrence completed the 2021 London - Brighton Classic Car Run. This picture of his TR6 beginning the Run, leaves no doubt as to this year's starting venue - Brooklands in Surrey.

"It was a fabulous drive down, I convoyed with my 2 best friends, we met 40 years ago this September, one has an MG and the other a Vanden Plas."

"We followed a fabulous TR7 for a while. It was my first classic car rally so very enjoyable indeed."

To confirm the completion of a very successful day, here's Lawrence's TR6 sweeping onto the iconic Madera Drive in Brighton.

Hopefully we will all be able to meet up again soon, but do check with Area Officer Nigel, or our Facebook page if you'd like to come along - our previous venue has been undergoing a bit of "gentrification" and is still not open as I write, so we may be on the move.

Finally, a reminder that the super **Classic Vehicle Meet at The Queens Head, Barns Green, RH13 0PS** - run by one of our members, Ben - takes place on **Saturday 28th August** from 12-5pm - with vehicles able to arrive from 10am. Music, barbeque and more, all fundraising for St Catherine's Hospice, do give it your support if you can.



*John*





## North Wales - South Wales

### North Wales

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Hi, folks. Our Zoom meeting on Tuesday 1st June went very well, as usual, with a good number of our Chester & Wrexham group taking part. It is certainly a good way of keeping in touch, but as we have said before, please remember the telephone!

Our Stag has been refusing to start over the past months, although she had a really good spark, but she just would not go. Our M.G. friends Glen and Barry came up to our place on 5th June, and Barry brought his "gizmos" to test just about everything. It was discovered that there was a hairline crack in the rotor arm, not visible to the naked eye, only seen with the aid of a magnifying glass. Problem solved we ordered two Monday morning, (one to keep as a spare), and they duly arrived the following day. Having fitted one of the new rotor arms she started straight away, running sweet as a nut!

M.G. Pete and Alison had arranged a run out on Saturday 12th, meeting at the Rhug Estate at 11.00, so we set off that morning in our Stag, and all was going well. Helena was driving initially, but going down the valley road she said that the Stag was running "lumpy", so we changed drivers in Chirk and Roger took over. We got to Llangollen, where we conked out at traffic lights. However, we managed to limp our way to the Texaco garage at Stan's supermarket, where we had to be pushed onto the forecourt by some very helpful bikers. After filling up with fresh fuel she refused to start, so we (along with help) pushed her into the corner of the forecourt to get out of the way. Roger had the bonnet up, trying to get her going, but NO GO! A positive thing about being stranded is that you get talking to a lot of nice people, lots admiring the car and others having problems like ourselves, this including a lad who had motorcycled to Snowdon, had a breakdown, and had to get back to Kidderminster. Our insurance company, Peter James Insurance, always supply telephone numbers for contact if you have a problem, so in the end we had to 'phone them. Got straight through to the A.A., they got things sorted and were with us within the hour. The driver was great, got our Stag on the low-loader, and brought us all the way home to our doorstep. He had lived in Nantyr and knew the area, which was wonderful. Who could ask for more, it really took the pressure off. When we got back Roger worked on the car through the afternoon, and in the end she started up and run just fine. A very interesting day, although one we could have done without as we missed seeing our

good friends, but these things happen. We were not able to attend, but those that did had a really good day, and that's brilliant.

We are not listing forthcoming events at the moment, because right now we really don't know what will go ahead and what will not. If you want to attend an event liaise with other members, and either book individually if needed or just turn up.

That is that for now, so don't forget that we are still here, and you can contact us either by e-mail or telephone. In the meantime remember to take care and stay safe.

*Helena and Roger.*

### South Wales

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We were planning to have some form of club meeting this month however various voices of common sense encouraged a cautious approach to venturing back to our old haunt of the Lighthouse at St Brides. So instead we continue to have our various outings and runs to blow the cobwebs out of our cars and remember the simple pleasures of the freedoms we have enjoyed in the past. I have now taken the masks off my air filters on the Spit as I think it is relatively safe to breathe outdoors now. I have also put two squirts of Redex in the fuel tank so that's the cars immunity sorted for a while. Most of our club members have had two squirts as well. Great stuff this Redex. We will of course keep an eye on what is safe and get back to normality as soon as possible.



Bern organised a run for us to one of our favourite haunts the Mumbles near Swansea on Sunday 6th



June which was well attended by Bern in his TR4A, Mikey J in his stunning GT6, Thumper in his Green Spit 1500, Tony in his Red MkIV Spit, Kaleb's fantastic



## Wessex

Yellow Spit (with its equally fantastic new fireproof wiring!!) and Tim in his always reliable 1500 Spitfire. The weather was kind for the run and the usual meeting points were used as the Two Arches Café car parks give plenty of room to safely park up and chat.

While in recent times sorting out everyone else's Triumph electrical gremlins, I have tended to ignore the wellbeing of my own Spitfire which last time out many months ago did exactly that Spit Fire, with an intermittent loss of power and backfire. John will remember it well as I was blasting black smuts etc all over the bonnet of his well turned out red Spitfire that was following me on the run. I have in the intervening months replaced the points based ignition with Lumenition Optronix which appeared initially to solve the problem but it came back and I was once again left scratching my head.

I was looking at my colour Spitfire wiring diagram for another job when the penny dropped and I took a closer look at the coil fitted to my car. I must have either fitted this when I initially had the car or the previous owner fitted a coil marked as Standard with a primary resistance of 3 ohms.

The 1977 Spitfire wiring loom has a ballast resistor built into the wiring loom in the form of the length of pink/white cable (resistance cable of 1.5 ohms) which connects to the positive of the coil during the normal running of the engine. During engine cranking and starting a second cable to the same positive connector on the coil provides full +12V from the battery to boost the spark strength during heavy loading from the starter motor especially in cold conditions. During normal running the ballast resistor drops the voltage to the coil, however this is designed to have a 1.5 ohm coil fitted for all this to work correctly. I had a 3 ohm coil fitted which drops the effective voltage available across the coil primary even further and will run okish under low load conditions however will cause all sorts of weak spark problems under acceleration and conditions where power is required going up hills etc.

The offending item was lobbed into the corner of my garage and a nice shiny 1.5 ohm Bosch fitted in its place as given the problems experienced with so called Lucas genuine parts from China I was not taking any chances. In my experience the only useful genuine part is the green box which will hold a small helping of rice or noodles. I took the car out for a good warm up and run and the difference was very noticeable no more dips in power and random backfiring. Why did I not spot this? Sometimes the obvious hides in plain sight to catch out those of who claim to know what we are doing, if that is the case, God help those who don't know what they are doing. Stay Safe

*AL*

## Wessex

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Well it happened; lockdown extended four weeks to July 19th; which meant a flurry of emails for rearrangement of certain events; Classic Cars on The Quay, the June date was cancelled and replaced with 8th August, plus 5th and 26th September. ALL vehicles at "The Quay" have to use an oil drip tray, so make sure that you bring one along with you or you will be refused entrance (their rule, not ours). Classic Cars on the Farm, 1st and 22nd August and 19th September. There was an extra date put in; Sunday 18th July to make up for the quay being cancelled; which is the same date as the Poole Bay Classics, Park Up & Picnic, Breamore House; did it go ahead... who knows!

**Silverstone Classic, 30th July – 1st August, we were still hoping that some of us would attend, if we thought it is safe; it would of only have been eleven days out of lockdown, again, who knows. Breamore House, Classic Car Show, 15th August.**

**Basingstoke Festival of Transport 22nd August, Salisbury Racecourse, Sunday 29th August.**

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

**Bournemouth Air Show, 2nd – 5th Sept.**

**BPPC in conjunction with Swanage Railway,**

**Friday 10th – Sunday 12th Sept,**

**includes the Swanage Folk Festival.**

I'm holding on to the latest possible, before sending this report to Bern; hanging on to every word that Boris utters; another, will we, won't we; plus should we still be wearing facemasks; the jury is out on that one; of course you will already know!

Keep smiling,

*Martin*

P.S. It's come; two months early; filled my euro box with E10 petrol, so check what you are putting in!

**Please Send Area News to:**

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

**By 8th of each month - Thank you**



# West Midlands North Yorkshire

## West Midlands

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Hi Everyone, Sorry it's been a while since I've posted, but I am working 6 days a week for a local foodbank while dealing with the effects of heart trouble and other health issues. On top of this I have quite a hectic social and family life so please, if you want it to be better put yourselves forward, I won't mind at all!

I started Zoom meetings as soon as lock down commenced have been going well with the regular offenders discussing all sorts of car related issues and many other subjects too. These meetings are set to continue for the near future at least.

Tonight we got together at the Drakes Drum for the first time since the pandemic got into to gear. We very limited to how many were allowed at each table, but there were a good few people, one regular family groups lost an aunt today, Dot and Rob were very such part of the team, especially at celebrations and summer drives, Dot you will be missed, Rob and the Murray family, our thoughts are with you.

Our long term member Malcolm Hadley continues to fight health problems but with the help of his family have popped up on our zoom meetings, as has Alan Reynolds who has attended zoom meetings and was here tonight despite being in a lot of pain from hip trouble and is dealing with a poorly wife.

So who's doing what, Wendy continues to resurrect her ancient Herald 12/50 Mabel, concentrating on the electrics, sunroof and MOT preparation, she took part in the Coast to coast recently and is taking part in a Scottish borders event at the end of July.

Brad continues to upgrade triumph 2000 Mk2 an engine rebuild and brake reburish.

I've been out and about with MOE my Triumph 2000, I towed the caravan to North Staffordshire last weekend to a classic car rally, and will take part in the Club Triumph Border Raiders event at the end of July. I have been doing some remedial work on the 12/50, its a great drive with still only 19000 miles on the clock from 1966. GiGi my 1962 convertible is progressing slowly, it's a total restoration and is nearly ready for the paint shop.

Roger Haywood organised a weekend away at his daughter's farm near Droitwich but nearly everybody was busy with family events due to the end of lockdown, he says he will make it accessible again in September, hopefully there will be a better response.

It was nice to catch up with none zoom members, you've been missed.

Next month **1st Tuesday** meeting member of the year vote will take place.

I will contact the Sharmans Cross to see about resuming the 3rd Tuesday Meeting there.

Take care people

*Chris*

## North Yorkshire

e-mail: [warrent6@yahoo.co.uk](mailto:warrent6@yahoo.co.uk)

Tel. 07534 820155

Hi All, hope you and your family's are keeping well along with the Triumph in the garage, now restrictions are easing and we can get out in our cars, it's good to give them a good check round beforehand though. I now have a members list from Angie and tried sending out a mail but many bounced back so please send me an up to date one and then I can include you in any information I have.



We held our first meeting in June at the Motorist and had a good turnout of members for the limited amount of details I have so hope to build on that throughout the summer. Again we will be meeting up on the second Wednesday of the month at the Motorist so if you want more details please contact me.

Just a thought, the club is for us all so it's always good to get together with like minded people, many of our North Yorkshire members don't come to meetings which is fine but just give it a go you may find that you have the same hobby in common with many others. The other side is that many live further North East and West in our area so if needed we could hold meetings in those areas please let me have your thoughts on that? Take care and hope to meet as many of you as possible.

*Keith*

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



**TSSC Norfolk**

# **END OF LOCKDOWN RUN**

**Tulip Rally**

**Take 2!**

**with Tea and Cake**

**WYMONDHAM Sunday 22nd August SAHAM TONEY**

## **A 50 mile (approx) Tulip Drive around the Norfolk countryside.**

Starting at 2pm in Wymondham and ending at Saham Toney with tea and cake and get together (3-6pm). There will be a selection of optional stop off points en-route.

Tea and cake will be provided at the finish. Donations to club funds/charity - please bring plenty of change!

Please let me know if you'd like to do the run or just pop in for the tea and cake get together afterwards: [paul.norfolktriumph@gmail.com](mailto:paul.norfolktriumph@gmail.com)

Make a weekend of it - for those travelling from outside Norfolk and are looking for accommodation, let me know as I might be able to help.

Note this will be a "fine weather" event and is also dependant on COVID restrictions being lifted.

**STANDARD**



**TRIUMPH**



## **PICNIC AND HOG ROAST 2021**

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

**HOSTED BY THE**

**PRE-1940 TRIUMPH MOTOR CLUB**



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

**This year's venue is the beautiful Mercure Walton Hall Hotel, Wellsbourne, Warwickshire CV35 9HG and, for those without a picnic, Martin's Hog Roast will be available, together with a range of other buffet items and hot and cold drinks.**

**For more information you can call Martin Johnson-Howe on 01455 554624**



# BE PART OF HISTORY

JOIN US FOR OUR 30TH ANNIVERSARY EVENT  
30 JULY - 1 AUGUST 2021



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

OUR CLUB'S EXCLUSIVE CAR CLUB  
DISPLAY PACKAGE CODE IS:

**2020CCD006**



*the TSSC Herts & Beds Area*

# DUXFORD

# PICNIC



**IWM Duxford**  
**Jct 10. M11**

**Sat Navs use**  
**CB22 4QR**

## SUNDAY September 5th 2021



### Bring your own Picnic!

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

**Event Entry Adults £16.00 each**

**Payment by cash only please** (all will be sanitised)

### Full site access till 6pm

**TSSC Club Shop on site** (No other traders)

**No Raffle or Refreshment Tent**

**Covid Rules of the Day** apply at all times

**Sorry, No Dogs, Stoves or BBQ's allowed**

**CAA Airfield Regulations**

**Entry via the main IWM carpark and signage**

**Contact Pete Lewis. 01582 750943**

**peter.h.lewis@ntlworld.com**



Join us for the Northants Area

## CAMPING WEEKEND

Friday 3rd September - Sunday 5th September 2021

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

This year's theme is...

# Hawaiian

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

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



In the meantime, any enquiries may be made via email to  
[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)